



# Cascadia High-Speed Rail

January 2026

Federal Railroad Administration (FRA) Corridor Identification and Development (CID) Grant Program Project



## What is Cascadia High-Speed Rail?

The purpose of the Cascadia High-Speed Rail Project (project) is to provide reliable high-speed rail service at an operational speed of at least 160 miles per hour that is competitive with other transportation modes and improves mobility between the Cascadia Megaregion metropolitan areas. Washington DOT has led this project in partnership with ODOT, Metro, and other project partners for the past nine years.

## Why is a High-Speed Rail (HSR) connection important?

It provides a unique opportunity for:

- A seamless journey that connects people and places across the Pacific Northwest
- Expanding the mobility capacity of the Interstate 5 corridor as the region continues to grow
- Driving bold, globally-competitive economic growth, tourism and job creation
- Accelerating climate and equity goals

## What CID funding has been provided to date?

### Step 1: Project Initiation (Complete)

- \$500,000 FRA CID Grant to WSDOT

### Step 2: Service Development Plan

- \$49.7M FRA CID Grant to WSDOT
- \$5.5M WA Legislature (match)

## What work is currently underway in Step 2?

- Implementing agency, railroad, Tribal Government/ First Nation and public coordination plans
- Developing environmental and technical criteria to assess potential route area viability
- Identifying viable broad route areas

## What are future steps?

- Complete the service development plan in concurrence with FRA phase gates and approvals by 2028.
- Identify match funds and work with the FRA to define the scope and budget for further design and environmental review, including station locations.



## Key Partner Roles

**WSDOT:** Cascadia HSR FRA grant recipient, responsible for delivering the service development plan in alignment with FRA.

**ODOT:** Key project partner, rail implementation, regional/state activities and engagement co-lead for Oregon State

**Metro:** Key project partner, regional activities and engagement co-lead for Oregon.

*ODOT and Metro are coordinating on the plan for co-leading Oregon engagement implementation in collaboration with WSDOT.*

\* WSDOT and ODOT also received an FRA CID grant for Amtrak Cascades planning.

## FRA Corridor ID Grant Program Steps

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$49.7M / 10% match	\$X / 20% match (SX determined during Step 2)
Scope	<ul style="list-style-type: none"> <li>• Using SDP SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date</li> </ul>	<ul style="list-style-type: none"> <li>• Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA</li> </ul>	<ul style="list-style-type: none"> <li>• In coordination with FRA, sponsor completes preliminary engineering for capital projects</li> <li>• Sponsor completes environmental review in coordination with FRA for capital projects</li> </ul>
Notes	<ul style="list-style-type: none"> <li>• After kick-off meeting, FRA will review work undertaken to date</li> <li>• Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning</li> </ul>	<ul style="list-style-type: none"> <li>• Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan</li> <li>• If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability</li> </ul>	<ul style="list-style-type: none"> <li>• Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program</li> </ul>

### **Oregon's Key Project Opportunities**

- High-speed rail (HSR) is a critical component to supporting equity-centered growth in Greater Portland.
- HSR helps people get in and out of our region faster and reduces climate impacts.
- HSR would catalyze economic investments and housing development in the region by reducing travel time between cities in the Pacific Northwest.
- HSR planning is coordinated across the multimodal transportation system, including Interstate 5, air traffic, and Amtrak Cascades.
- Early, meaningful, and transparent engagement is critical to developing a co-created vision for the Cascadia corridor that maximizes benefits and acknowledges past harms of mega transportation projects on the historic Black communities in our region.
- Metro and ODOT are key partners with a proven track record of success on federal transit projects and are ready to convene regional partners to advance this important project.

### **Metro anticipates regional and community benefits from HSR could include the following:**

- *Catalyzes economic opportunities by linking regional transportation systems to connect people in our communities to newly accessible job centers, educational institutions, community places, and recreation.*
  - Prior study projected Portland's station to be the busiest on the line. Addresses talent shortages as employment growth has outpaced population growth in Portland, supports tourism by bringing people from Vancouver and Seattle to the Portland area, and helps reduce barriers to opportunity as a more equitable transportation solution for historically burdened communities.
  - Big tech companies (i.e., Amazon) are using quality of transportation infrastructure as location criteria.
- *Transforms our nation's infrastructure, bolstering a lifeline emergency route and stimulating complementary investments in broader multimodal regional transportation networks to support safety and mobility.*
  - Potential to build upon other multimodal capacity-building projects for the corridor system:
    - I-5 Interstate Bridge Replacement (IBR) Project;
    - Rose Quarter Improvement Project (RQIP); and
    - associated improvements to Amtrak Cascades, TriMet, and C-TRAN service.
- *Makes travel by transit faster, more convenient, and more reliable as a better alternative to driving and flying, resulting in less delay moving people and goods along the corridor. Reduces emissions and pollution and supports sustainability as the region continues to grow.*
  - IBR has already demonstrated the importance of improved mobility as people and goods (slowly) move in droves daily between our interdependent Pacific Northwest economies.
  - Congestion delays cost Oregon about \$2.2 billion in 2019 and is worsening.
  - Fewer emissions also support improved health of communities harmed by I-5 construction.
- *Activates communities, stimulating compact, transit-oriented development and equitable growth and job creation in ways that efficiently use natural resources, as envisioned in the 2040 Growth Concept.*
  - Portland is currently experiencing a housing supply shortage leading to an affordability crisis.
  - The UK saw an almost 50% increase in permits for commercial and residential development near HSR stations.
- *Provides opportunities for developing additional living wage jobs, workforce capacity, and affordable housing that aid in restoring wealth to harmed communities.*
  - Like IBR and RQIP, HSR will produce construction jobs and stimulate workforce development for Portland and can result in additional sites for affordable housing and community resources for restoring generational wealth to those harmed by I-5 construction.