

November 27, 2018

Letter to the Editor – Commentary
“We are at a Crossroad”

In the next two years, important decisions will be made in choosing the best transportation alternative improvements to relieve traffic congestion and encourage affordable housing opportunities along the I-5 corridor from Eugene to Seattle. Planners and policy makers have an important responsibility to adequately compare old models of slower and unsafe street crossing systems for bicycles, MAX and Amtrak, with faster, safer, more reliable and cost effective off-street rail and bike trail connected systems. This can be accomplished when a public private partnership is formed to gain advice from experienced international and local technical professionals who have designed high speed rail and off-street trail corridor systems.

Cascadia High Speed Rail, LLC has spent 12 years refining an exclusive double track corridor concept plan and economic feasibility study between Eugene and Vancouver, B.C. Washington and British Columbia have contracted WSP Company to work on an Ultra High Speed Transit Business Case Study between Portland and Vancouver, B.C.

Cascadia Inter-City Express (C-ICE) is designed to move people between the Rose Quarter and Seattle in one hour with speeds over 200 mph. Cascadia Commuter Express (C-CE), on the same CHSR tracks, is projected to move people between the Rose Quarter and Bridgeport/Tualatin in 10 minutes.

When proper technical and funding comparisons are made between the benefits of a fast, electrified rail corridor with a fossil fuel polluting alternative, the facts prove the benefits of a more fundable CHSR option. Speed and reliability win the day for private investors who realize the advantage of investing in express freight movement on the same people-moving rail transporting system. We must aggressively build on opportunities to share transportation investment costs when E-commerce or express freight delivery demand is increasing 15% per year, while road systems are unreliably congested in a fast growing region.

State and local transportation planners insist that they are not building any more roads, leaving the public to wonder, “Then how do you intend to relieve congestion?” In the next two years, the Metro region will be asked to spend over \$20 billion on Amtrak, road, transit and bike improvements using existing freight rail tracks, streets and highways such as:

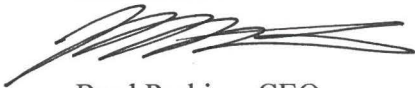
- \$5 billion to improve Union Pacific’s railroad corridor so we can average 48 mph on Amtrak between Portland and Eugene.
- \$2.9 billion to challenge vehicle movement on Barbur Boulevard with a new MAX corridor, which is more of an urban-renewal project, without evidence to show it will reduce I-5 congestion by 20% as projected.
- Half a billion dollars to tear up a neighborhood and widen lanes on I-5, at the Rose Quarter, is to reduce side-swiping accidents, not adding lanes to relieve congestion.
- \$4 billion to replace the I-5 bridges on a corridor that is at capacity and will remain bottle-necked from the Rose Quarter to the Expo Center.

Attempts to relieve highway bottlenecks in the region are just that--attempts. Congestion pricing may change people's drive times, but it will hurt the poor the most without building adjacent rail and/or trail corridor alternatives.

When corridors are safe, fast, cost efficient and connected to transportation hubs, they naturally lead to developers' competition for parcels to develop mixed-use projects. These urban and suburban town centers are great locations for affordable housing and it will take less monetary incentives to gain investment interest by developers. Bike trail and fast-rail hubs reduces car ownership, need for structured parking and rent. With differing costs of living, time travelled and convenience, choices vary greatly as to where you live, work and play in each transportation hub/town center between Eugene and British Columbia.

There are 33.5 acres of publicly-owned property in the Rose Quarter area. Partly a transportation hub today, it needs a better land-use and street pattern to encourage development with centrally-located Cascadia High Speed Rail Station as a catalyst. A new Rose Quarter development plan could be the beginning of a new 6 minute Cascadia Commuter Express commute to Vancouver, WA. The \$1.6 billion corridor construction cost will include a new multimodal bridge for rail and vehicles over the Columbia River adjacent to the 1908 BNSF Railroad Bridge to I-5 via Portland Road, Fruit Valley Road and NW 78th in Vancouver. It should be the first phase of a needed 30 mile Cascadia Commuter Express corridor between Wilsonville and Vancouver, WA. Why not the goal of 30 by 2030?

Transportation produced carbon emissions is the major cause of climate change. Oregonians are at a crossroad in deciding to participate in deliberative and collaborative ways to develop needed environmentally sustainable transportation alternatives with our neighbors in Washington, British Columbia and California.



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**PORTLAND CITY COUNCIL
COMMUNICATION REQUEST
Wednesday Council Meeting 9:30 AM**

Council Meeting Date: Nov. 28 2018

Today's Date 10/2/18


Name Brad Perkins

Address 1722 NE Schuyler PTD

Telephone 503 317 6455 Email perkinsrealty@comcast.net

Reason for the request:

Economic Development in Rose Quarter


(signed)

- Give your request in writing to the Council Clerk's office to schedule a date for your Communication. Use this form or email the information to the Council Clerk at the email address below.
- You will be placed on the Wednesday official Council Agenda as a "Communication." Communications are the first item on the Agenda and are taken at 9:30 a.m. A total of five Communications may be scheduled. Individuals must schedule their own Communication.
- You will have 3 minutes to speak and may also submit written testimony before or at the meeting. Communications allow the Council to hear issues that interest our citizens, but do not allow an opportunity for dialogue.

Thank you for being an active participant in your City government.

Contact Information:

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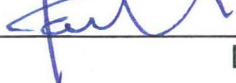
Request of Brad Perkins to address Council regarding economic
development in the Rose Quarter (Communication)

NOV 28 2018

PLACED ON FILE

Filed NOV 19 2018

MARY HULL CABALLERO
Auditor of the City of Portland

By  Deputy

COMMISSIONERS VOTED
AS FOLLOWS:

	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Eudaly		
Wheeler		