

April 1, 2019

Mayor Ted Wheeler,

I read a quote by you in the March 14, 2019, Portland Tribune Newspaper regarding ODOT's I-5/Rose Quarter "Improvement" Project. You stated that it is a "once in a lifetime opportunity to reconnect the Albina community." Instead this "Disaster" Project will do the opposite. This misunderstanding started when the City Council supported this project prematurely without ODOT completing an Environmental Assessment. Portland Public Schools and 90% of those who testified at the only EA hearing demand a more thorough EIS study.

The Portland City Council should not give the future of the Rose Quarter to ODOT. The surrounding area is the center of the African American community. It's Portland's east bank of the Willamette River with beautiful views of downtown. As our transportation hub and center for events it begs carefully planned redevelopment.

In the late 50's and 60's fossil fuel vehicle demand pushed leaders to bulldoze historic urban centers and neighborhoods for freeway development. The I-5 scar through North Portland's Rose Quarter has drastically torn the urban fabric of the area and will not miraculously come together by spending \$500 million on freeway widening topped with vacant space and shrubs.

It is absolutely necessary to take a more intelligent "Climate Change" planning approach for the heart of Central Eastside Portland. The Albina Vision Group is not sanctioned by any jurisdiction nor does it represent all pertinent groups. The City Council needs to appoint a broader group of stakeholders to complete a Refinement Plan of the area encompassing MLK Jr. Boulevard to the Willamette River and I-84 to Russell Street. Prosper Portland should authorize a Request for Proposals to groups for ideas to develop the area to include a Cascadia High Speed Rail station as a catalyst.

Spending \$450 million for a new Hybrid Bridge for trains and vehicles over the Columbia River, west of the BNSF Bridge, can be matched by Washington's recently announced bridge commitment. I am currently seeking support from Oregon Legislators for this more popular congestion and CO2 relieving project.

The State of Washington is studying ultra-high-speed rail and planning on putting together a bi-state group to guide HSR development. A new Cascadia High Speed Rail corridor and Columbia River Bridge coupled with a new Rose Quarter Transportation Hub/ Town Center is a practical "Climate Change" alternative worthy of your attention and priority. Supporting ODOT's I-5 multiple-bridge "bulldozing" Plan will worsen the divisions in our racially mixed environment and perpetuate the rich capitalist's oil based dominance of our society and destruction of our fragile eco-system. The future is now!



Sincerely,

Brad Perkins, CEO/CHSR

Soul District Business Assoc. Transportation Committee Chair

March 21, 2019

Petition to Oregon Legislators for Bill to Fund Hybrid Bridge & Corridors over Columbia River

Redirect \$450 million of the \$500 million from the \$5.37 billion 2017 Transportation Funding Package, which is to pay for the unpopular I-5 Rose Quarter Improvement Project, and instead use the money to build a new multi-modal bridge 150 feet above the Columbia River, west of the BNSF Bridge that connects the Ports of Portland/Vancouver. The multi-modal bridge supports:

- Four lanes on the bridge's top deck for cars and trucks.(see 1 below)
- Double electrified tracks on the bridge's bottom deck for Cascadia Commuter Express and Inter City Express as two Cascadia High Speed Rail train systems. (see 2 below)
- Double freight tracks on the bridge's bottom deck for both Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) Railroad trains.(see 3 below)

New corridors for a four-lane expressway and CHSR: (see: cascadiahighspeedrail.com)

- Going south from the new multi-modal bridge will be a widened Portland Rd. with connecting ramps to Marine Drive and Columbia Blvd.(see 1 below)
- Going north from Vancouver's Fourth Plain Blvd., the four-lane expressway adjacent to BNSF right-of-way, will connect at existing NW 78th to the I-5 Interchange.(see 1 below)
- CHSR will go north from the proposed Rose Quarter Station adjacent to the Union Pacific Railroad rights-of-way.(see 2 below)

(1) Funded by Oregon and/or Washington

(2) Funded privately or by Feds

(3) Funded by UP/BNSF

The remaining \$50 million of the \$500 million, I-5 Improvement Project funds, is to pay for engineering and building:

- New bike/ped bridge at Clackamas Street over I-5
- New southbound I-5 entry ramp from Weidler Street

Note: Washington's Transportation Committee has passed a Bill to designate \$450 million for an I-5 Replacement Bridge. This is Oregon's attempt in offering an alternative multi-modal bridge and corridor proposal with construction cost estimated to be \$1.7 billion.

Brad Perkins, CEO
Cascadia High Speed Rail, LLC
perkinsrealty@comcast.net
503 317 6455

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

AUDITOR 02/15/19 PM 4:38

Council Meeting Date: April 3, 2019

Today's Date Feb 15 2019

Name Brad Perkins

Address 1722 NE Schuyler

Telephone 503 317 6455 Email perkinsbrady@comcast.net

Reason for the request:

Rose Quarter Trailblazers, I-5 widening
project, new Bridge over Clackamas River near BNSF Bridge


(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. Requesters are limited to one scheduled communication per calendar month. 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:

Karla Moore-Love, Council Clerk
1221 SW 4th Ave, Room 130
Portland, OR 97204-1900
(503) 823-4086
email:

Karla.Moore-Love@portlandoregon.gov

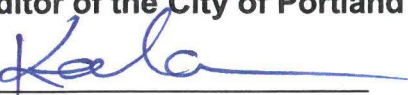
Keelan McClymont, Assistant Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204-1900
(503) 823-4085
email:

Keelan.McClymont@portlandoregon.gov

Request of Brad Perkins to address Council regarding Rose Quarter,
Trailblazers, I-5 widening project, and new bridge over Columbia River near
BNSF Railway Bridge (Communication)

APR 03 2019

PLACED ON FILE

Filed MAR 26 2019
MARY HULL CABALLERO
Auditor of the City of Portland
By 
Deputy

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Hardesty		
4. Eudaly		
Wheeler		