

New Columbia River Bridge & Multi-Network Transportation Plan



Oregon and Washington Governor or Legislator: We need your support for a New CRC Multi-Modal Bridge & Multi-Network Transportation Plan between Portland's Rose Quarter and Vancouver WA. The Commuter Express/Cascadia High Speed Rail (CHSR) corridor and economic development project will eventually connect Eugene, Oregon to Vancouver, BC.

What is it? The First Phase of development includes a CRC bridge, station hubs and fast trains.

- Double deck multi-modal bridge is 150 feet above the Columbia River with four traffic lanes designated for motor vehicles on the top deck and two sets of double tracks for freight rail and electrified Commuter Express/CHSR on the lower deck.
- A new Portland Rose Quarter Transportation Hub is for vehicles, buses, Max, Portland Streetcar, Commuter Express/inter-city CHSR, bikes and pedestrian use. This new Hub for advanced carbon reducing transportation networks will be a catalyst for town center mixed-use development at all transportation hub stops from Eugene to Vancouver B.C.
- A new CHSR multi-modal 10.5 mile electrified double track corridor from Portland Rose Quarter to 69th in Vancouver, WA.

Where will it be located?

- The new bridge over the Columbia River is 1.3 miles west of the existing I-5 Bridge and next to the circa 1908 Burlington Northern SF freight rail bridge.
- The new Rose Quarter Transportation Hub is planned south of the Moda Center. It consists of a roundabout for vehicles with relocated Max rails, concourse and a high rise private building above.
- New commuter express to the existing Vancouver Amtrak Station and new 69th Street/Fruit Valley Road transportation hubs.
- New Commuter Express/CHSR heavy rail in a new high capacity corridor near, but not in the Union Pacific and Burlington Northern Santa Fe corridor right of ways.
- Widen Portland Road to four lanes and bridge over Columbia River to Vancouver's Fruit Valley Road with new interchanges at Columbia Blvd, Marine Drive, and 4th Plain Blvd and at 69th Street.

Who is it for?

- Commuters who want traffic congestion relief, free parking and save on commute times. Six minutes by commuter express from the improved Vancouver Amtrak Station to the Rose Quarter. New bridge and corridor for vehicles 1.3 miles west of I-5.
- Vancouver and Portland Port users who want better access to destinations via an alternative to I-5.
- Business travelers and tourists who wish to travel by CHSR from the proposed Portland Rose Quarter CHSR Station to Seattle in 75 minutes and travel from Portland to Eugene, Oregon in 45 minutes.
- Bicyclists and pedestrians who want safer off street corridors to new transportation hubs.
- New water taxi users going from the Rose Quarter to downtown Portland or Lake Oswego.

How much will it cost and who will pay for this project?

- The multi-modal bridge, one mile tunnel, four interchanges, three transportation hubs, CHSR Station and new 10.5 mile double track heavy rail system for passengers between Portland's Rose Quarter and Vancouver Transportation Hubs will be approximately \$2 billion.
- Funding will be through similar sources that were proposed to fund the failed Columbia River Crossing. A plan is overdue that truly removes congestion on I-5 by new vehicle, freight and passenger rail corridors. As an example the cost of \$2 billion will come from: the State of Oregon \$400 million, the State of Washington \$400 million, the Federal New Start Program for Commuters \$800 million, Union Pacific's \$150 in capital expense or lease, Burlington Northern's \$150 million in capital expense or lease,* Federal grants and/or loans of \$300 million.
- This funding component is attractive to major freight rail users. Write a check or sign a long term lease and a new multi-modal bridge will be built for their use that is high enough to avoid having a lift system for boats.

What are the next phases after the Commuter Express/CHSR corridor is running from Portland to Vancouver, WA?

- Continued commuter express rail corridor development to Longview, WA.
- Continued commuter express rail corridor development to Salem, OR.
- Finish double track electrified rail corridor to Vancouver, B.C. and Eugene, OR. as CHSR.

Why is CHSR needed?

- To meet future growth we need a new travel corridor that is fast, efficient, frequent and reliable.
- The Northwest is environmentally conscious and CHSR meets the need to reduce carbon emissions.
- Union Pacific and BNSF rail companies will gain capacity by removing passenger rail service off their tracks and benefit by sharing grade and river crossing improvements.
- Higher speeds in a 467 mile corridor will out compete vehicle and air travel in half the time or more.
- Light weight freight companies (i.e., Federal Express, Amazon, UPS and US Postal, etc.) will have a faster and more efficient corridor to use and invest in for overnight freight movement.
- Incredible real estate investment opportunities that will encourage economic growth at the station hub areas and beyond.
- Adding a high speed rail network to the existing MAX, bus and bike systems will increase international recognition of the green Northwest and spur greater migration of people that want to live and work at densely built station hubs without the need to use a car.

How and when should we start getting support?

- Continue getting support from labor unions, business groups and the general public in Oregon and Washington shall occur in 2016.
- Continue getting Oregon and Washington legislative and governor support which will help set up a bi-state committee that will focus on a new multi-modal bridge across the Columbia River with improved transportation corridors for vehicle and rail systems. \$400 million bond support will be lobbied for in both Oregon and Washington legislatures for approval in the 2017 session.
- Seek financial commitment from the Federal New Starts Program, Union Pacific and BNSF in 2016.

2016 Concept Plan for Cascadiahighspeedrail.com with West and East Connections:

- Since 2007 Cascadia High Speed Rail, LLC has been planning various HSR corridors and multi-modal station stop options that, if used, can save NW citizens tens of millions of dollars and a decade of time. (See the corridor concept plan at: cascadiahighspeedrail.com). (It is important to understand that this concept plan varies a great deal from the EIS Study that ODOT and CH2MHill is working on currently. This \$10 million study recommends using the UP freight rail corridor for future passenger rail service. For the next 20 years ODOT recommends using diesel powered trains travelling an average speed of less than 50 mph on a 140 year old privately owned corridor).
- West Connection: Vehicle and/or fast rail corridor south from the multi-modal bridge, Portland Road, above BNSF through the “cut” over Willamette River, tunnel under Forest Park to Hwy 217 and Hwy 26. As an alternative new corridor from Beaverton to Vancouver, WA, it will result in time saving and congestion relief at the Vista Bridge Tunnel.
- East Connection: New rail corridor for UP freight and passengers from Gateway Green to the Dalles and beyond. New bike corridor along I-84 from the Rose Quarter to Multnomah Falls.

Contact Information:

Brad Perkins & Rudy Niederer
Cascadia High Speed Rail, LLC
cascadiahighspeedrail.com
503 317-6455

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

Council Meeting Date: May 11, 2016

Today's Date Apr 20, 2016

AUDITOR 04/20/16 AM 10:30

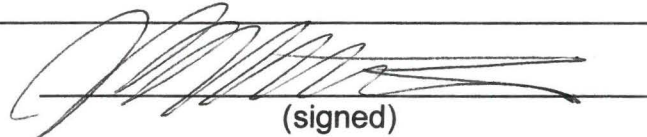
Name Brad Perkins

Address 1722 NE Schuyler

Telephone 503 317 6495 Email perkinsrealty@comcast.net

Reason for the request:

SW Corridor Plan, ODOT's - Oregon Passenger
Rail Study, Astoria High Speed Rail


(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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Susan.Parsons@portlandoregon.gov

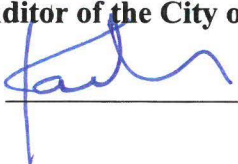
Request of Brad Perkins to address Council regarding SW Corridor Plan, Oregon
Department of Transportation-Oregon Passenger Rail Study and Cascadia High
Speed Rail (Communication)

MAY 11 2016

PLACED ON FILE

Filed MAY 03 2016

MARY HULL CABALLERO
Auditor of the City of Portland

By 
Deputy

| COMMISSIONERS VOTED AS FOLLOWS: | | |
|------------------------------------|------|------|
| | YEAS | NAYS |
| 1. Fritz | | |
| 2. Fish | | |
| 3. Saltzman | | |
| 4. Novick | | |
| Hales | | |