

Testimony for Transportation System Plan Funding by Brad Perkins,
Representing North NE Business Association
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In many plans from the State down to the local level we talk about creating more living wage jobs, reducing pollution 40% to 50% below 1990 levels by 2030, emphasizing sustainability, etc.

Oregon's most important planning goals were initiated in 1973 under Gov Tom McCall's leadership. It was Senate Bill 100, which forced every local jurisdiction to plan for growth resulting in protecting our beautiful natural resources by instituting urban growth boundaries to limit suburban sprawl.

It was big picture planning that protected our environment in Oregon. It's an important reason why so many people visit Oregon and move here.

It is this big picture approach we need today to plan, develop and work with the Feds, State Legislature and private industry to secure needed financing for new transportation system projects. Forming 3 P's or public private partnerships for project planning and development is the model for progressive and sustainable growth for our future.

Portland's transportation planning and development should exemplify where the rest of the world is going; i.e. new exclusive corridors for bikes and high speed commuter and intercity trains. High speed rail station stops are hubs for all transportation systems. Tax increment financing from increased real estate values around new station hubs and along off street bike corridors could create the funding necessary to help finance new transportation corridors.

The Portland Planning & Sustainability Bureau and PBOT need to take a stronger position with the Oregon Department of Transportation(ODOT). Planning failures regarding over capacity corridors such as I-5's Columbia River Crossing and now Oregon's Passenger Rail Corridor plan on Union Pacific's privately owned tracks are a waste of time and tens of millions of tax dollars.

NNEBA supports funding for an off street bike corridor connecting the Willamette and Columbia Rivers. We should build the Sullivan's Gulch trail from the Willamette River to 32nd Avenue Fred Meyer segment first where we can avoid Union Pacific's right of way. Rename it, the Willamette-Columbia River Trail, which will follow an old Indian trail/ Sandy Blvd shortcut between these two mighty rivers in Oregon. The new corridor could be a catalyst for mixed use development at up zoned locations along the way.

NNEBA also supports funding for improved safety and more efficiently flowing NE Tillamook Greenway. Once improvements are made to the Tillamook Greenway and/or the Willamette-Columbia River Trail, the North/NE Broadway corridor east of Flint Avenue would become unnecessary. We really do need to stop and question the wisdom of continuing to challenge motorists and bicyclists by maintaining bikeways on high traffic motorized arterial streets and freeway interchanges when adjacent parallel side street greenways and off-street trails are a safer option.

NNEBA supports a new Rose Quarter Transportation Hub that is a connector for all transportation systems just south of the Moda Center.

NNEBA supports a new Cascadia High Speed Rail Station next to the Rose Quarter Transportation Hub between the Willamette River and Interstate Blvd. This transportation Hub and Station together will attract tens of thousands of new travelers and thus will dramatically improve development opportunities in and around the Rose Quarter and Convention Center.

Finally, NNEBA encourages PBOT and ODOT to work with Washington State and Vancouver B.C. in bringing Cascadia High Speed Rail to the Northwest. We encourage building a new multi-modal bridge across the Columbia River next to the existing freight Rail Bridge. Once the commuter/inter-city Cascadia high Speed Rail corridor is built travel on commuter trains from the Rose Quarter Station will take 7 minutes to Vancouver, Washington and 90 minutes by high speed inter-city rail to Seattle.

NNEBA hopes that a new innovative plan for increased livability and living wage jobs for a diverse population in the Rose Quarter area will help heal the scars in a once vibrant commercial and residential mixed race community.

Thank you