

## STATE TRANSPORTATION HEARING

June 7, 2017, 5:30 p.m., State Capitol

Support of safe routes to school, work, store, home, entertainment, wherever, via the safest routes possible i.e. on trails off the street grid such as the Rose Quarter to Gorge Trail, which is an expanded version of the Sullivan's Gulch Trail. Also, emphasize less dangerous side-street corridors, not multi-million dollar makeovers of faster car dominated arterial streets. Support 5% bicycle tax for off-road trails and side-street bike corridors.

Support of fast, reliable, frequent, and carbon-reducing inter-city rail service that couples as a commuter express rail corridor between Eugene, OR and Vancouver, BC. Cascadia High Speed Rail Concept Plan has taken ten years to plan and engineer.

- The Washington State Legislature and Governor have recently approved \$300,000 to fund a feasibility study for high-speed rail between Seattle, WA and Vancouver, BC. They also approved \$335,000 to review archived documents for the Columbia River Crossing.
- As representatives of the public, we want to make sure that the planned \$8.4 billion for transportation projects moves people and freight efficiently, with minimum congestion. To accomplish this goal, public representatives must be open to proven transportation alternatives in Northwest corridors that take advantage of existing and public corridors that enhance and do not encumber other travel modes. Representatives must also recognize opportunities for private sector investment, economic development, long-term job creation, and tax revenue generation.
- One of the major problems in developing innovative plans by transportation planners at ODOT, Metro, TriMet and PBOT is that they stick within their limits of their project scope and known transportation mode and do not study existing technology and corridors that can move people with three times the capacity and speed versus TriMet's MAX.
- In the Metro region of Portland, transportation planners are now conducting a third Environmental Impact Statement Study in the I-5 corridor. The proposed SW Corridor Plan will fail to reduce I-5 traffic congestion, just as the CRC, the Passenger Rail Plan and Rose Quarter Interchange Plan will fail to do.
- Why pay billions of dollars in band-aid improvements to the I-5 corridor when less money can be spent on a new corridor system with the highest of speeds and capacity that will attract private investment, tremendous economic development and tax revenue at the station hubs.
- High speed rail could vastly expand the commuting zones and labor sites of today's metro areas, allowing workers to commute from homes in more affordable places to jobs in more productive ones. What we need is not a random menu of shovel-ready projects,

but strategic investments in the kinds of infrastructure that can underpin more clustered development. For infrastructure to really stimulate the economy, it must be part of a broader strategy for concentrated urbanized growth. Ultimately, this is not about choosing one form of transportation over another. It's about ensuring we have the infrastructure that can move people around efficiently, create the density and housing affordability we need, and, most of all, help to spur overall economic growth.

- To plan for the congestion relief in the I-5 corridor, \$1.25 million is needed to complete an EIS Study for Cascadia High Speed Rail between Eugene and Vancouver, WA. <sup>The Study</sup> It will include a new multi-modal bridge one mile west of I-5. A bi-State commission with joint powers also needs to be set up for corridor planning and development between Eugene and Vancouver, BC.
- The public sector must do more in recognizing what the private sector has on the table to help save money and create a richer, carbon-reducing Northwest. The future is now!

Thank you.



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