

February 21, 2006

Governor Arnold Schwarzenegger  
Senate President pro Tem Don Perata  
Speaker of the Assembly Fabian Nunez  
Assemblymembers and Senators

Re: Support High Speed Rail & Public Transportation

Dear Honorable Governor, Senators and Assemblymembers:

Californians for High Speed Rail, a statewide coalition of high speed rail supporters, is urging you to put more money towards High Speed Rail in the statewide infrastructure bond currently being negotiated. What is at stake is the future quality of life in our great state. With 20 Million more people on the way, adding some freeway lanes is simply a recipe for failure in accommodating such overwhelming growth. As most other developed countries around the world have realized, high speed rail provides a much higher capacity of moving people than do simply expanding highways. Here in California, as soon as we build more freeway capacity, it is filled up almost immediately. When will we finally realize the futility of this strategy? It is also become very difficult to expand airports or build new ones. We need a third mode transportation in this state to augment our stressed out highway and aviation systems. High Speed Rail is the only viable answer to our transportation woes. We must invest now.

Therefore we are calling on you to lead this state into the future. Californians for High Speed Rail is asking for the following items to be included in this years infrastructure bonds:

***Money for environmental studies, planning, engineering, right-of-way acquisition, and construction of grade separations, bridges, and tracks (this section is currently part of the Perata Bond Proposal):***

- 200M – Los Angeles-Irvine segment of the LOSSAN corridor
- 200M – Los Angeles-Riverside-San Diego corridor
- 200M – Los Angeles-Palmdale-Bakersfield corridor
- 200M – Bakersfield-Merced corridor segment
- 200M – Merced-Bay Area corridor (note, we are specifying that money in this corridor is spent on segments that would be used by either the Pacheco or Altamont alignments so the alignment controversy doesn't become an issue for this bond.

***We have added an additional corridor that was omitted in the Perata Bond Proposal:***

- 200M for the Merced-Sacramento corridor

***The following project list is Californians for High Speed Rail project list of transit projects that benefit both existing rail while laying the foundation for HSR:***

- 500M – Construction of through tracks and capacity expansion to accommodate high-speed and commuter rail for the Los Angeles Union Station.
- 600M – Extension of Caltrain tracks to a new San Francisco Transbay Terminal in preparation for high-speed rail operations.
- 350M – Construct new Sacramento Intermodal Station in preparation for high-speed rail operations.
- 350M – Construct improvements to San Diego downtown railway station in preparation for high-speed rail operations.
- 250M – Complete electrification and sections of passing tracks along the Caltrain corridor in preparation for high-speed rail.
- 250M – Construct projects for capacity expansion and station improvements to the Metrolink and Coaster commuter rail systems in preparation for high-speed rail operations.
- 100M – Construct capacity expansion and stations improvements to Amtrak's San Joaquin Line Valley intercity line in preparation for high-speed rail operations.

***Transit-Oriented Development related to High Speed Rail:***

- 600M – California Station Area Joint Transit-Oriented Development Account of which 100M will be set aside for joint planning of Station Areas (i.e. land with one half mile of an HSR station) by the Authority and local authorities and 500M for the acquisition of property for High speed train stations and transit-oriented development within station areas.
- Note: All revenue created by joint development and property sales financed through the California Station Area Joint Transit-Oriented Development Account will be used to pay for construction of the High-speed train network stations and trackage through direct funding or the issuance of revenue bonds. **(This will encourage compact development around the stations areas, helping to revitalize city centers and assist in paying for the HSR project itself).**

***Preserve Existing \$9.95B High Speed Rail Bond:***

- Even if all the money is invested as listed above, we still must have a large bond measure to jump start the entire project. We want this bond preserved for a future election.

Thank you for your consideration on this critical matter for California's future.

Sincerely,

Daniel Krause, Executive Director  
Californians for High Speed Rail