

California Legislature

October 19, 2009

Mr. Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Mr. Joseph C. Szabo, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: California's Application for ARRA Funding - High Speed Rail Grants

Dear Secretary LaHood and Administrator Szabo:

As Members of the California Legislature, we write in strong support of California's high-speed passenger rail application for federal stimulus funding. In February 2009, Congress passed and the President signed the American Recovery and Reinvestment Act (ARRA), which included \$8 billion dollars for competitive high-speed rail grants.

Full funding of our application, along with the state's dollar-for-dollar matching funds, will put California's economy on the fast track to recovery by creating approximately **130,000 new jobs throughout the state.**

California is best positioned to deliver the nation's first High Speed Train for the following reasons:

- 1) **Passage of High Speed Rail Bond measure** - California is the only state in the nation to have passed a high-speed rail bond measure, Proposition 1A, which demonstrates the public's commitment to funding the nation's first high-speed, 220 mile-per-hour train system. We have a public commitment of \$9.95 billion in new funding which provides a guarantee to the private sector that if they put money into California's High Speed Train project, it will be successful and it will be profitable. This new money is in addition to the \$247 million the state has invested in the project over the past dozen years.
- 2) **Dollar for dollar match** - California's application will provide a dollar for dollar match of federal stimulus funds from the passage of Proposition 1A, the High-Speed Rail Act. California is requesting \$4.7 billion dollars in ARRA funding. If approved, this allocation would bring the total investment for California's high speed train to \$9.4

billion – nearly one third of the dollars required for total completion of Phase 1 (520 miles of the total 800 mile system) from San Francisco to Anaheim.

- 3) **World-class high speeds of 220 miles per hour** - California's high speed train system is the only nation-wide project offering world-class high speeds of 220 miles per hour. These high speeds are necessary in order to provide passenger service which is competitive with airline service with regard to travel times and ticket prices.
- 4) **FRA approval** - California is also the only state in the nation which has a plan already approved by the Federal Railroad Administration (FRA) in July, 2008. California has thirteen years of engineering and design work in place. We are ready to serve as a technological and business model for the rest of the nation.
- 5) **Memorandums of Understanding with other countries** - California has entered into "Memorandums of Understanding" with Spain, France, Japan, Germany, and Italy - countries which have a proven track record of building and operating successful high-speed train systems. These countries will share their expertise and experience with California in establishing safety guidelines, utilizing the most advanced high-speed rail equipment and building a profitable high speed train system.
- 6) **Oversight & financial accountability** - Proposition 1A ensures protection of federal, state, and private financial investments by establishing additional oversight and accountability standards. Prop. 1A requires the following:
 - a) Creation of a peer review committee;
 - b) Creation of a pre-appropriation review process;
 - c) Creation of a pre-expenditure review process;
 - d) Independent review of financing plans; and
 - e) Independent audit of all expenditures.

7) Project delivery – California's entire 800 mile system has a completed and certified program-level environmental review document. California has partnered with the FRA in these studies and efforts. The State is ready to move forward on segments that can be operational and produce revenue through agreements with Caltrain in the San Francisco to San Jose segment, AMTRAK in the Central Valley, and Metrolink in the Los Angeles to Anaheim segment, until such time as the project's Phase 1 and ultimately the full 800 mile high speed train system are completed. As described in the State's ARRA funding application, four project sections are targeted to complete environmental review by September 2011 and to start construction by September 2012, with construction completion by September 2017.

The High Speed Rail Authority has entered in Memorandums of Understanding and developed joint partnerships and working agreements with local and regional transportation agencies and passenger rail operators, and is in the process of working with local governments to identify matching local financial support. In addition, the Authority is working with several railroads which own right-of-way along the proposed high speed rail corridors.

California is unified behind its high-speed train project. The project received bi-partisan support from the Legislature, the Governor, and California voters. The enclosed letter shows that the

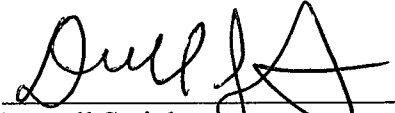
California Labor Federation, California Chamber of Commerce, and the Sierra Club of California have all come together in support of our high speed train project.

California is fully prepared to serve as a technological and business model and leader for the rest of the nation, and bring the Administration's vision of developing high speed rail in America to fruition. We urge you to fully fund California's high-speed rail application.

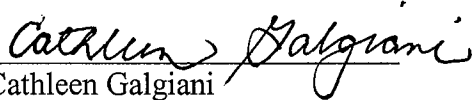
Sincerely,




Karen Bass
Speaker of the Assembly



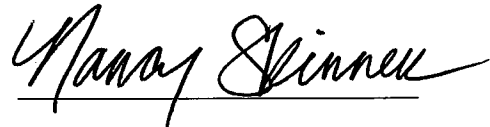
Darrell Steinberg
Senate President Pro Tem



Cathleen Galgiani
Assemblymember, 17th District



Fran WAT - AD 12
majority whip



Warren J. Funtari

Wilmer Amine Carter

Colvin Romero

Anthony J. Portantino

CMSA

Dave Coddill

Bob Blumfield

Max DSE

Bob Huff

Joe R. Li

Ronnie Greenhal

Jose Salvia

Jenny Cruz

Jim Beach

Wendy Sales

Jay Hunt

Haris Jend

Tom Amiano

Paul Song

Pat Bl

Tom Tolksan

Jan Buchanan

Paul Song

Pat Bl

Paul Kebovian

Mary Sales

Alvin

Ken

Jim Nielsen

Mike Turner

Wesley Clark

Frank Kern

Mike Eng

Albert Hahn

Mike Villines

Ray D. Gilmore

Jim Miller

S. L. R. Swan

Dave Jones

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Hector Delacoste

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Alan Jones

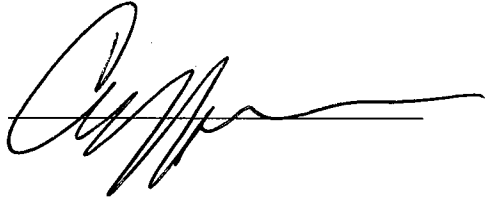
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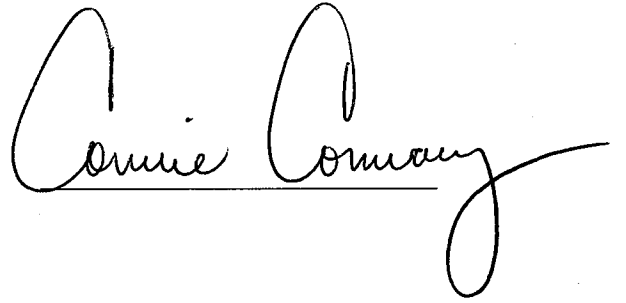
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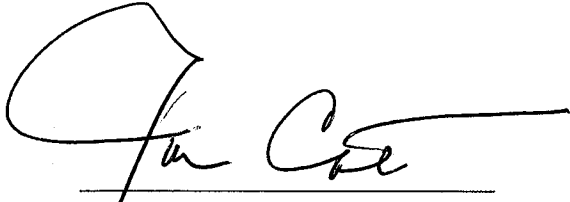
Mary Saenz

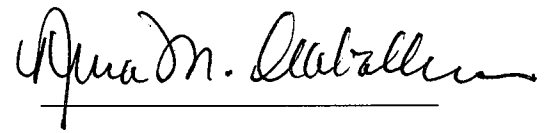
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Richard Hall

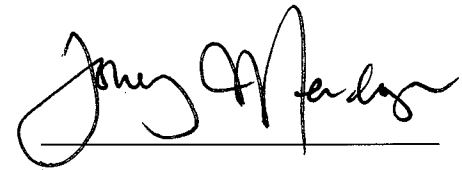


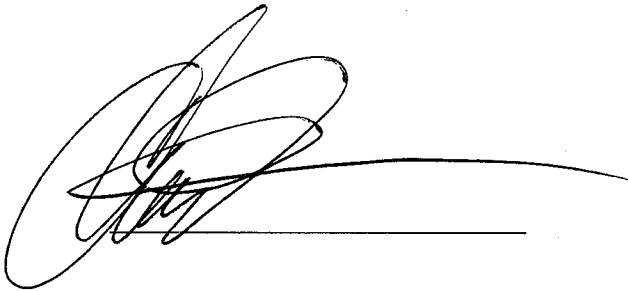


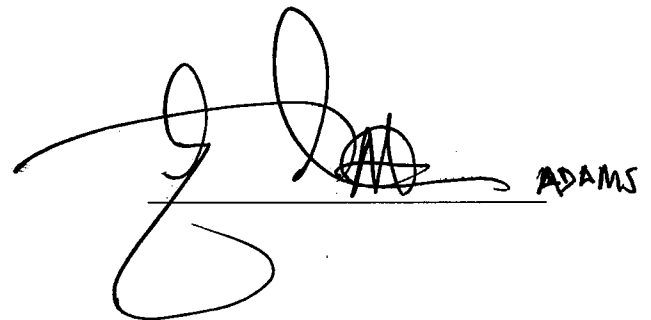




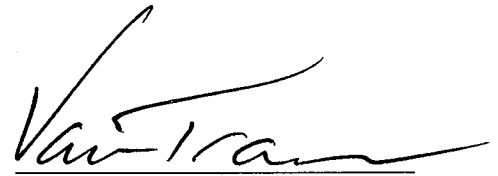


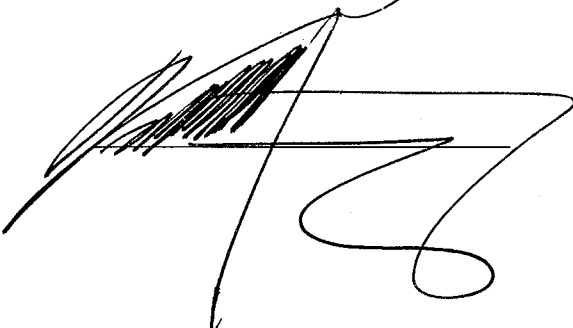





_____ ADAMS









Dr. Nestor

Orin Forman

Jean Fuller

Aween Eui

Mark Harris

Ted W. Lee

Will Egan

Loni Hancock

Lee M. ...

Ph...

Madryland

Roy ...

Jim Wall

Christine Kellie

Dan Lowenthal

Patricia Wiggins

Anna Huff

Robert Celilo

Les Coma

Dee Dy

Tom Field

Arsh

Mark Sano

Jon

Bill Emmerich

List of Signatories in Order of Appearance

Karen Bass, Speaker of the Assembly (47th District)
Darrell Steinberg, Senate President Pro Tempore (6th District)
Cathleen Galgiani, Assemblymember, 17th District
Fiona Ma, Assemblymember, 12th District
Mike Davis, Assemblymember, 48th District
Jared Huffman, Assemblymember, 6th District
Juan Arambula, Assemblymember, 31st District
Nancy Skinner, Assemblymember, 14th District
Carol Liu, Senator, 21st District
Elaine Alquist, Senator, 13th District
Warren Furutani, Assemblymember, 55th District
Wilmer Amina Carter, Assemblymember, 62nd District
Gloria Romero, Senator, 24th District
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Bob Huff, Senator, 29th District
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Jose Solorio, Assemblymember, 69th District
Jenny Oropeza, Senator, 28th District
Jim Beall, Jr., Assemblymember, 24th District
Mary Salas, Assemblymember, 79th District
Jerry Hill, Assemblymember, 19th District
Mariko Yamada, Assemblymember, 8th District
Tom Ammiano, Assemblymember, 13th District
Paul Fong, Assemblymember, 22nd District
Marty Block, Assemblymember, 78th District
Tom Torlakson, Assemblymember, 11th District
Joan Buchanan, Assemblymember, 15th District
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Martin Garrick, Assemblymember, 74th District
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Nathan Fletcher, Assemblymember, 75th District
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Roderick Wright, Senator, 25th District
Mark Leno, Senator, 3rd District
Diane Harkey, Assemblymember, 73rd District
Bill Emerson, Assemblymember, 63rd District

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Mariko Yamada, Assemblymember, 8th District



November 12, 2010

The Honorable Barbara Boxer
312 N. Spring Street, Suite 1748
Los Angeles, CA 90012

RE: SUPPORT for California High Speed Rail Track 2 ARRA Funding

Dear Senator Boxer:

I am writing to strongly express my support for California's application for High Speed Rail Track 2 ARRA funding. I am Co-Director of cityLAB, an urban thinktank operated out of UCLA's Department of Architecture and Urban Design, which is currently working under a generous grant from the Haynes foundation to examine the urban development opportunities and strategies that have been discovered and employed by global cities that are currently served by High Speed Rail (in Holland, Japan and France, to name a few), in order to ascertain how those lessons might be profitably applied to the cities at which California's own HSR system will stop.

Based upon our research thus far, what is clear is the tremendous importance that High Speed Rail will play in the revitalization of the cities at which the train will stop, which in many cases have not seen economic prosperity for decades, with their populations dwindling as a result of shifts toward major urban centers. HSR represents a unique opportunity to reverse that flow, not just in terms of an increase in residency (due to a decreased commute time), but also because of the unprecedented opportunity in offers workers who will continue to live in major urban centers to cleanly and easily "out commute" to jobs in those smaller locales which up until now were considered too far and inaccessible. That is why so many local governments are vying for the train to bring jobs and intermodal links to their communities.

Secondly, it will result in the dramatic decrease in automobile, and even airline use in travel between the destinations it will serve, resulting in a significant reduction in carbon emissions and traffic statewide. HSR produces just a third of the

greenhouse gases of airplanes and a fifth of that of automobiles, and runs on 100 percent renewable energy, taking 12 billion pounds of GHGs out of the environment annually.

Third, High Speed Rail will represent an investment in infrastructure that will not only result in thousands of jobs in the construction field, but also in the design and planning of the stations and station areas that must be developed to receive and handle passengers, which are as essential as the train itself to insuring the sustained economic growth and vitality of those station locations.

And finally, if planned correctly, HSR will provide an opportunity to establish a more sustainable, transit-related pattern of development in the cities it serves, many of which are located in the central valley, where urban sprawl is everyday consuming land which for decades has served a productive agricultural use that is instrumental to our state's--and nation's--food supply, and ultimately, its economic prosperity.

California has applied for approximately \$4.7 billion in ARRA Track 2 funding. These stimulus dollars are critical to ensure success, in meeting the ambitious construction schedule California voters deserve and expect. WE NEED THESE FUNDS NOW. Please do whatever you can do to advance consideration of California's application, which is ESSENTIAL to getting "shovels in the ground," making HSR a reality in California in the near future.

Thank you for your attention to the urgency of this matter. Please feel free to contact me at (424) 228.5676, if you have questions or comments.

Respectfully Yours,

Roger Sherman
Co-Director, cityLAB (UCLA)
Principal, Roger Sherman Architecture and Urban Design

cc: Dr. Dana Cuff, Director, cityLAB
Harrison Higgins, cityLAB
Jo Linda Thompson, Executive Director, ACHST



November 13, 2010

The Honorable Diane Feinstein
11111 Santa Monica Blvd., Ste 915
Los Angeles, CA 90025

RE: SUPPORT for California High Speed Rail Track 2 ARRA Funding

Dear Senator Feinstein:

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Roger Sherman
Co-Director, cityLAB (UCLA)
Principal, Roger Sherman Architecture and Urban Design

cc: Dr. Dana Cuff, Director, cityLAB
Harrison Higgins, cityLAB
Jo Linda Thompson, Executive Director, ACHST

Congress of the United States

Washington, DC 20515

October 9, 2009

Mr. Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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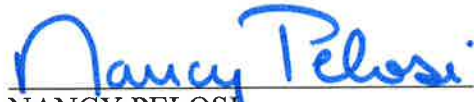
When it comes to constructing high-speed rail, California is far ahead of any other state or region. Californians last year voted for more than \$9 billion in bond funding toward California's high-speed rail and became the only state in the nation to have passed a high-speed rail measure. Planning and engineering work for our 800-mile system has been ongoing for more than 13 years and significant environmental review work has already been completed. The state is ready to move on segments that can be operational, produce revenue and lay the groundwork for completion of the entire train system. California is, therefore, uniquely positioned to receive and quickly utilize stimulus funds.

Along with the state's dollar-for-dollar matching funds, the federal funding California is seeking would create approximately 130,000 quality jobs throughout the state, including regions that have been hit hard by our economic downturn.

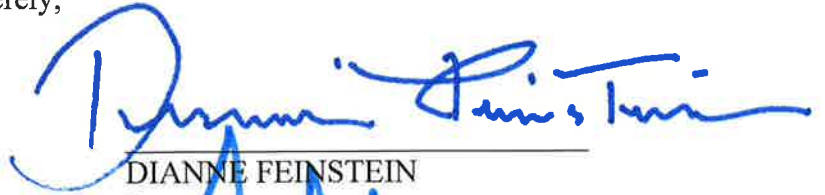
- The preliminary engineering and environmental work funding encompassing the entire route from **Sacramento to San Diego** would be immediately responsible for **12,000 well-paying jobs**.
- The design and construction of the **San Francisco to San Jose section** would directly create 11,400 jobs and be responsible for a total of **34,200 jobs** beginning immediately.
- The design and construction of the **Los Angeles to Anaheim section** would directly create 17,900 jobs and be responsible for a total of **53,700 jobs** beginning in 2011.
- The design and construction of the **Fresno to Bakersfield section** would directly create 5,500 jobs and be responsible for a total of **16,500 jobs** beginning in 2012.
- The design and construction of the **Merced to Fresno section** would directly create 3,500 jobs and be responsible for a total of **10,500 jobs** beginning in 2012.

Investing in high-speed rail in California will change the fabric of our state and our country, and will help in the development of jobs and local economies. This application for federal funds has the support of the voters, the federal and state legislators, local governments, and the business, labor and environmental communities. We, therefore, urge you to fully fund California's high-speed rail applications.

Sincerely,



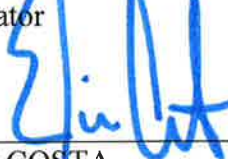
NANCY PELOSI
Member of Congress



DIANNE FEINSTEIN
Senator



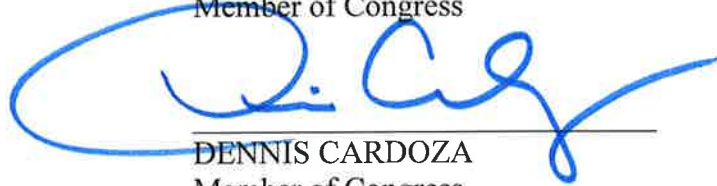
BARBARA BOXER
Senator




JIM COSTA
Member of Congress



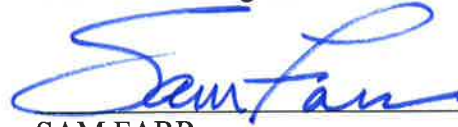
HOWARD BERMAN
Member of Congress



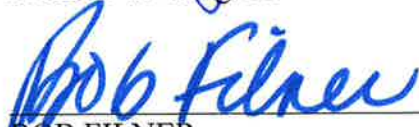
DENNIS CARDOZA
Member of Congress



JUDY CHU
Member of Congress



SAM FARR
Member of Congress



BOB FILNER
Member of Congress



JANE HARMAN
Member of Congress



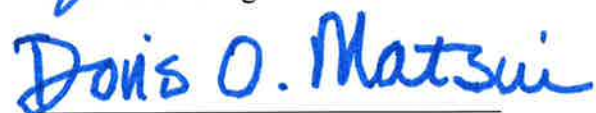
MIKE HONDA
Member of Congress



ZOE LOFGREN
Member of Congress



JERRY MCNERNEY
Member of Congress



DORIS MATSUI
Member of Congress



GEORGE MILLER
Member of Congress

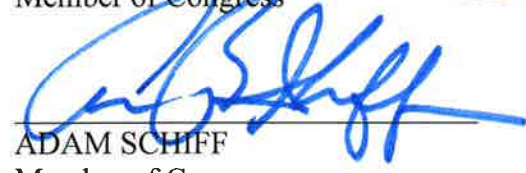


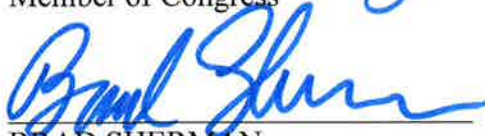
GRACE NAPOLITANO
Member of Congress


LAURA RICHARDSON
Member of Congress


LINDA SANCHEZ
Member of Congress

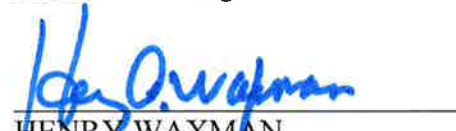

LORETTA SANCHEZ
Member of Congress


ADAM SCHIFF
Member of Congress


BRAD SHERMAN
Member of Congress


JACKIE SPEIER
Member of Congress


MIKE THOMPSON
Member of Congress


HENRY WAXMAN
Member of Congress



October 9, 2009

1100 K Street
Suite 101
Sacramento
California
95814

Telephone
916.327-7500

Facsimile
916.441.5507

The Honorable Barbara Boxer
United State Senate
112 Hart Senate Office Building
Washington, DC 20510

Dear Senator Boxer:

The California State Association of Counties (CSAC) writes in support of the California High Speed Rail Authority's (Authority) application for Capital Assistance for High-Speed Rail Corridor and Intercity Passenger Rail Service funding. The Authority is applying for \$4.7 billion in federal funding authorized under the American Recovery and Reinvestment Act of 2009. We urge you to support the HSRA's application as well.

California's plan for a high-speed rail system is arguably the most advanced in the nation, in both terms of sophistication of the system itself and in the planning necessary to begin construction of such a state-of-the-art facility. Planning and engineering work for the 800-mile system has been ongoing for more than 13 years, with significant environmental review work already completed. California is the first place in our nation where we will see a true high-speed rail system. As such, CSAC urges you to convey your strong support for HRSA's grant application as the Obama administration continues its review of high-speed rail funding requests.

We would also like to highlight some other important considerations that make California's application high ranking among other states:

- Last year, Californians voted to put \$9.95 billion in bond funding toward the effort. No other state comes even close to that level of investment.
- California's proposed system already has strong support of its local governments, regional transportation agencies, and Legislature.
- In California, when we say "high-speed trains," we truly mean high speed – up to 220 mph – not moderately improved existing rail lines that other states and regions are talking about.
- California has pledged to match, dollar-for-dollar, the funding it receives from ARRA. That will essentially double the federal government's investment.
- The funding California has requested would create nearly 130,000 quality jobs throughout the state, including in regions that have been hit hard by our economic downturn such as Los Angeles and the Central Valley.
- Environmentalists rally behind this clean mode of transportation, which is responsible for just a third of the greenhouse gases of airplanes and a fifth of that of automobiles. California's high-speed train system will run on 100 percent renewable energy and will take 12 billion pounds of GHGs out of the environment annually.

Once again, California's system will be the first in the United States that is effectively tied into other modes of transportation, dramatically improves mobility, improves the environment by reducing greenhouse gases, and quickly produces hundreds of thousands of quality jobs. CSAC urges your support for the Authority's application as a very important step forward to jump starting the economy and building a better future for California.

Should you have any questions regarding our position or need any additional information, please contact Joe Krahn, CSAC Federal Representative, Waterman and Associates at (202) 898-1444, or DeAnn Baker, CSAC Senior Legislative Representative at (916) 327-7500 ext. 509.

Sincerely,

A handwritten signature in cursive script that reads "Paul McIntosh".

Paul McIntosh
Executive Director
California State Association of Counties

From: Zaremborg, Allan [<mailto:allan.zaremborg@calchamber.com>]

Sent: Monday, October 12, 2009 10:25 AM

Subject: Transportation Letter



Joseph C. Szabo

Administrator, Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support of California's application for High Speed Rail funding

Dear

We are writing in support of the State of California's application to the Federal Railroad Administration for \$4.5 billion in federal funding for high-speed rail. We have come together because the building of a high-speed rail system in California will create sustainable green jobs, spur economic growth and protect our environment.

California has already made substantial investments in a high-speed rail system and is well prepared to receive and use federal funding immediately. For the last ten years, the High Speed Rail Authority has

done the studies necessary to prepare for the implementation of high-speed trains. California is the only state in the nation that has passed a high-speed rail bond measure.

Federal funds would be put to use right away in California, consistent with the President's vision of an immediate economic stimulus program. The Transbay Transit Center, the northernmost terminus of the Los Angeles to San Francisco route, is fully shovel ready with all local funding secured, environmental impact reports completed and other aspects of the project already under construction. California has hundreds of grade separation and other projects already underway in preparation to break ground on the first segment of the route.

High-speed rail create new opportunities for economic growth. Businesses will benefit from the improved movement of goods and people throughout the state. High-speed rail will increase the speed of deliveries and ability of businesses to attract workers from all over the state. Tourism will flourish as visitors and residents explore California more quickly and easily than before.

The construction and operation of a high-speed rail system is projected to create 160,000 construction and 450,000 permanent jobs. The economic downturn has had a devastating impact on working people in California, and recovery is projected to lag behind other states. The creation of new jobs will bring new life to the construction industry that has seen jobs losses of 20% in the last year alone. Thousands of working families that feared long-term unemployment would have new opportunities for permanent jobs created by the high speed rail system.

High-speed rail will eliminate 12 billion pounds of environmentally damaging emissions each year—the equivalent of removing 1 million cars from our roads. The immediate improvements in air quality are huge, as are the long-term benefits to our state and our planet.

Business, labor and environmental groups urge you to support full funding of California's application for high-speed rail.

Policy Working Group

Supervisor Scott Haggerty
Alameda County, District 1

Mayor Marshall Kamena
City of Livermore

Councilmember Karen Stepper
Town of Danville

Mayor Tim Sbranti
City of Dublin

Councilmember Jerry Thorne
City of Pleasanton

Councilmember Dave Hudson
City of San Ramon

Mayor Brent Ives
City of Tracy

Councilmember Marj Leider
LAVTA Board and
Councilmember, City of
Livermore

John McPartland
BART Director, District 5

Gail Murray
BART Director, District 1

Funding/Programming Partners

Nicole Alioto
District Director for
Congressman Jerry McNerney

Jennifer Barton
District Director for
Congresswoman Ellen Tauscher

Doug Kimsey
Planning Director, MTC

Dennis Fay
Executive Director, Alameda
County CMA

Christine Mowatt
Executive Director, ACTIA

Stacey Mortensen
Executive Director, San Joaquin
Regional Rail Commission

Dana Cowell
Deputy Director, San Joaquin
Council of Governments

Matthew Davls
Govtl Affairs Specialist,
Port of Oakland

Tri-Valley Regional Rail Policy Working Group

September 22, 2009

Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814


Dear Mr. Morshed,

As a member of the Altamont Partnership, the Tri-Valley Regional Rail Policy Advisory Committee supports the Authority's requests for federal stimulus funding under the American Recovery and Reinvestment Act, both for the statewide high speed rail system, as well as for the project-level Environmental Impact Study (EIS) and Environmental Impact Report (EIR) documents for the Altamont Corridor rail improvements.

With contemplated improvements that include dedicated passenger right-of-way, geometric enhancements and grade separations, the Altamont Corridor figures prominently in the implementation of the statewide high speed rail system, with the potential to provide high speed-compatible regional rail service between the Central Valley and the Bay Area, as well as connecting intermodal services in the East Bay Area to BART and other transit providers. An intermodal connection in Livermore is estimated to serve a potential daily ridership of up to 40,000 passengers by 2030. The Authority's commitment to making the Altamont Corridor a priority companion project to the High Speed Rail system further validates the Central Valley and Bay Area voters' support of Proposition 1A.

We urge the Authority to continue pursuing federal, state and private funding opportunities leading to the final design, construction and delivery of the Altamont Corridor Improvements, and look forward to working with you in this important effort.

Sincerely yours,



Mayor Marshall Kamena
City of Livermore

cc: City Management
TVRR PAC/TAC Members



CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

ROOM 480, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337
FAX (213) 624-7810

September 22, 2009

Curt Pringle, Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Track 2 Grant Application

Dear Chairman *Curt* Pringle:

As a councilmember of the City of Los Angeles and a staunch support of high-speed rail, I am writing to express my strong support for the High-Speed Rail Authority (HSRA) staff recommendation to include design and construction of tracks for the Los Angeles to Anaheim Section in the HSRA's American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application.

The City of Los Angeles has consistently supported the construction of a high-speed train system, with city voters showing strong support for the high-speed rail general obligation bond that was approved statewide in November 2008. By providing these critical ARRA funds, which will compliment the state bond funding, the federal government is ensuring this project becomes a reality.

A regional economic study completed last year by Dr. Philip J. Romero, an economics professor at California State University, Los Angeles, clearly demonstrates the project will result in local economic benefits. From the creation of more than 96,000 jobs by 2035 to an annual increase in household incomes of more than \$800 per family of four, our community needs this project.

The City of Los Angeles is committed to presenting a vision that addresses our long-term challenges head on. I believe high-speed trains are the future of California and for our city because the system is the one transportation solution that makes environmental and economic sense, while delivering increased mobility and reducing traffic congestion.

With the submission of this application, I eagerly await the first shovels in the ground as we commence construction on one of the most important infrastructure projects in U.S. history.

Sincerely,

Tom LaBonge
Councilmember 4th District

September 22, 2009



The Honorable Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: ARRA Funding

Dear Chairman Pringle:

On behalf of the Valley Industry and Commerce Association (VICA), I would like to respectfully express our support for the California High-Speed Rail Authority's application for American Recovery and Reinvestment Act (ARRA) funding.

We support the Authority's direction to prepare ARRA Track 2 grant applications encompassing each section of the proposed high-speed rail route including completion of the EIR/EIS documents for each of the ten sections throughout the state of California.

VICA is a strong supporter of High-Speed Rail, and believes that enhanced passenger rail will play a significant role in helping to move people and business throughout the state.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, which appears to read 'Stuart Waldman', is located below the word 'Sincerely,'.

Stuart Waldman
President



MAYOR ASHLEY E. SWEARENGIN

September 22, 2009

Mr. Curt Pringle, Chair
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Chair ^{Curt} Pringle:

Please find enclosed a copy of a Resolution of the Mayor and Council of the City of Fresno in Support of the ARRA Track 2 Grant Application.

The City of Fresno formally endorsed the staff's recommendation for the Central Valley, which includes funding for construction of the non-urban segments of the system from Merced to Fresno and Fresno to Bakersfield in addition to funding for the Preliminary Engineering work for the entire Central Valley corridor.

I will be attending the Authority's meeting tomorrow and will be expressing my support for the staff recommendation on the record.

If you have any questions, please feel free to call me.

Sincerely,

Ashley Swearengin
Mayor

Enclosure



- [Home](#)
- [FAQs](#)
- [Routes](#)
- [Gallery](#)
- [News & Facts](#)
- [Library](#)
- [Board](#)
- [Contact](#)



Contact us at:

California High-Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814
 (916) 324-1541
 (916) 322-0827 FAX
 Media Contact
 Kris Deutschman
 (916) 444-8801
 KDeutschman@hsr.ca.gov

[Join the Mailing List](#)

Contact the California High-Speed Rail Authority

To submit a question to the Authority, please use the form below.

To receive E-Mail Notifications and Information about the California High Speed Rail Authority, please [Join the Mailing List](#).

Contact Name Comments

Company

Phone Number

Email





RESOLUTION NO. 2009-203

RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF FRESNO IN
SUPPORT OF THE ARRA TRACK 2 GRANT APPLICATION HIGH SPEED RAIL
AUTHORITY STAFF RECOMMENDATIONS

WHEREAS, in 1996, the California State Legislature created the California High Speed Rail Authority to develop a plan for the construction, operation and financing of a statewide, intercity high speed passenger rail system; and

WHEREAS, California officials and citizens have been working together to plan for a high speed rail system for California and in November 2008 California voters approved \$9.95 billion in bond funds to finance a high speed rail system that will run from Sacramento through the San Joaquin Valley to San Diego, with a segment of the system branching out to the Bay Area; and

WHEREAS, the California High Speed Rail Authority is planning to have a number of station stops throughout the system, with one of the station stops to be located in downtown Fresno; and

WHEREAS, the community of Fresno has a proven track record of enthusiastic support for the California High Speed Rail Project and is ideally situated to provide a convenient station stop for High Speed Rail customers; and

WHEREAS, the California High Speed Rail Authority is preparing an application for ARRA (stimulus) funding from the federal government for sections of the California high-speed rail system, and is currently considering which Central Valley project(s) should be included in the ARRA application; and

NOW, THEREFORE, BE IT RESOLVED, by Mayor Ashley Swearengin and the Fresno City Council that the California High Speed Rail system would greatly benefit the San Joaquin Valley and State of California, and that both the Mayor and the Fresno City Council:

- Supports the continuing development of high speed rail on a statewide basis.
- Supports a unified approach for the Central Valley.
- Supports an ARRA application for California that includes the Central Valley component of the high speed rail system as recommended by HSRA staff at the September 3rd Authority meeting, specifically including non-urban segments of the system from Merced to Fresno and Fresno to Bakersfield.

Adopted _____
Approved 9/11/09
Effective _____

2009-203



CLERK'S CERTIFICATION

STATE OF CALIFORNIA }
COUNTY OF FRESNO } ss.
City of Fresno }

I, REBECCA E. KLISCH, City Clerk of the City of Fresno, certify that the foregoing Resolution was adopted by the Council of the City of Fresno, California, at a regular meeting thereof, held on the 17th day of September, 2009.

AYES: Borgeas, Brand, Dages, Perea, Westerlund, Xiong, Sterling
NOES: None
ABSENT: None
ABSTAIN: None

Mayor Approval: _____ N/A _____, 2009
Mayor Approval/No Return: _____ N/A _____, 2009
Mayor Veto: _____ N/A _____, 2009
Council Override Veto: _____ N/A _____, 2009

REBECCA E. KLISCH
City Clerk



Deputy

September 21, 2009

The Honorable Curt Pringle
Chairman
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Track 2 Grant Application – Support for Staff Recommendations for the Central Valley Segment

Dear Chairman Pringle,

We as members of the Central California Workforce Collaborative support the California High-Speed Rail Authority staff recommendation to seek funding through the American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application to the Federal Railroad Administration for the engineering and construction costs of the high-speed rail system between Bakersfield to Merced, totaling \$2.25-2.5 billion.

Creating more efficient transportation access to the San Joaquin Valley, which tends to be inaccessible to major metropolitan areas because of the cost of travel, would have a positive employment impact from high-speed rail. Research studies have indicated that the high-speed rail system will trigger internal job creation within the Central Valley, especially in the service, transportation, communications, and utilities, and finance, insurance, and real estate sectors. Additionally, job creation will occur as a result of the construction of the high-speed rail system. With 160,000 construction-related jobs created to plan, design, and then build the system at an approximate cost of \$40 billion, the regional economy will experience direct employment and economic multiplier benefits.

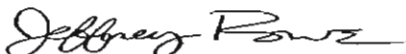
These impacts are greatly needed in a region that lags behind the state in many important indicators of economic prosperity. The workforce development benefits described can only be realized by accelerating investment in the Valley corridor.

Thank you for you consideration.

Sincerely,



John Lehn, Executive Director, Kings County Job Training Office



Jeff Rowe, Executive Director, Stanislaus County Alliance WorkNet



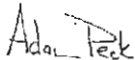
John Solis, Executive Director, San Joaquin County WorkNet



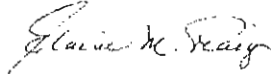
Les Clark, Chairman, Kern Inyo Mono Workforce Investment Board



Robert Martin, Executive Director, Mother Lode Workforce Investment Board



Adam Peck, Executive Director, Tulare County Workforce Investment Board



Elaine Craig, Executive Director, Madera County Workforce Investment Board



September 15, 2009

The Honorable Curt Pringle
Chairman
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Track 2 Grant Application – Support for Staff Recommendations for the Central Valley Segment

Dear Chairman Pringle,

The Central Valley Higher Education Consortium, a 501C 3 organization supported by the CEOs of Valley higher education institutions, supports the California High-Speed Rail Authority staff recommendation to seek funding through the American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application to the Federal Railroad Administration for the engineering and construction costs of the high-speed rail system between Bakersfield to Merced, totaling \$2.25-2.5 billion.

Our institutions would benefit greatly from fast and affordable travel options to our students and faculty. A significant percentage of higher education institutions in the Valley – such as the California State University campuses in Fresno, Bakersfield and Stanislaus, as well as the University of California, Merced – enroll students whose permanent residence is more than 100 miles away or outside of the Valley. Additionally, developing the high-speed segments between Bakersfield and Merced would establish a more robust connection between our institutions as well as career development and research opportunities that are currently infeasible to explore given the cost and duration of the travel required.

In addition to the academic and economic advantages of high-speed rail, the consortium is also interested in a transportation system that would responsibly meet the needs of a population that is expected to more than double to 7.9 million by 2050, outpacing the rest of the state. California's high-speed rail system will reduce highway congestion, reduce the costs of highway expansion and maintenance, decrease use of energy (reducing dependence on foreign oil), and eliminate billions of pounds of CO2 emissions. High-speed rail will dramatically improve quality of life for Valley residents, and we must accelerate this investment in the Valley.

Thank you for your consideration.

The Central Valley Higher Education Consortium Executive Board Members:



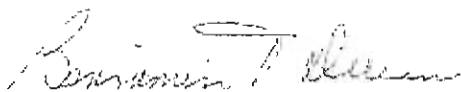
Frank Gornick, Chancellor

West Hills Community College District



John D. Welty, President

California State University, Fresno



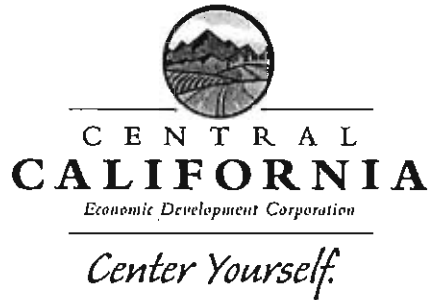
Benjamin Duran, President

Merced College



Steve Kang, Chancellor

University of California, Merced



September 21, 2009

The Honorable Curt Pringle, Chairman
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Track 2 Grant Application – Support for Staff Recommendations for the Central Valley Segment

Dear Chairman Pringle,

The Central California Economic Development Corporation supports the California High-Speed Rail Authority staff recommendation to seek funding through the American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application to the Federal Railroad Administration for the engineering and construction costs of the high-speed rail system between Bakersfield to Merced, totaling \$2.25-2.5 billion.

One of the most important anticipated benefits from high-speed rail is the increased level of accessibility that region will experience. Lower transportation and transaction costs will encourage new businesses to locate in the San Joaquin Valley. Research undertaken at UC Merced has shown that the potential taxable income gains to the region's economy from achieving economic integration into and parity with the rest of the state can reach nearly \$48 billion per year. Total sales/use taxes within the state are also anticipated to increase as household income increases, of which a substantial portion would flow directly to counties and cities within the San Joaquin Valley. Additionally, current environmental conditions, such as poor air quality that can deter businesses from relocating to the Valley, would be greatly improved by the high-speed rail system through the elimination of billions of pounds of CO2 emissions.

As you are aware, the San Joaquin Valley region lags behind the state in many important indicators of economic prosperity. While there are many factors at play, improved transportation and market accessibility are important economic benefits provided by accelerating investment in the Valley corridor.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John Lehn".

John Lehn, Chairman CCEDC
559-585-3538



California Partnership for the
San Joaquin Valley

September 21, 2009

The Honorable Curt Pringle
Chairman
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Track 2 Grant Application – Central Valley Segments

Dear Chairman Pringle,

The California Partnership for the San Joaquin Valley (the “Partnership”) has been and remains a strong supporter of California’s High-Speed Rail program. The American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application to the Federal Railroad Administration (FRA) offers an excellent opportunity to expedite its implementation. This letter is in support of the recommendation of the HSRA staff to include in the state’s ARRA Track 2 application to FRA the engineering and construction costs for the two non-urban segments in the Bakersfield to Merced corridor, totaling approximately \$2.25 to \$2.5 billion.

In response to the direction provided by the Board of the Authority at its September 3rd board meeting, the California Partnership for the San Joaquin Valley, along with a coalition of regional stakeholders from all eight Valley counties, has evaluated all options and offers the following observations and conclusions:

- The Valley is first and foremost committed to the earliest possible implementation of the Phase One plan of the HSRA, enabling riders to travel through the San Joaquin Valley between Anaheim/L.A. and San Jose/San Francisco and points in-between. Attainment of the revenue projections in the HSR business plan relies heavily on ridership from the high population areas in L.A./Anaheim and San Francisco/San Jose into and through the 220 mph corridor between Merced and Bakersfield. As you know, the Authority has projected that 44% of the ridership on the proposed high speed train involves people traveling in and out of the Valley or within the Valley. Accordingly, we support the HSRA prioritization of the San Francisco to San Jose, Merced to Bakersfield and L.A. to Anaheim corridors for the ARRA application.

5010 N Woodrow Ave.
2nd Floor, M/S WC 142
Fresno, California 93740

559.294.6021 T
559.294.6024 F


www.sjvpartnership.org

- We understand that the ARRA funding is likely to be insufficient to fully build out these three corridors, even with a one-to-one match. Each of the three corridors must prioritize the segments to be built first.
- Ideally, Valley stakeholders would have liked to see the Merced to Bakersfield corridor built at one time so that Valley travelers would be able to enjoy the benefits of high-speed station-to-station connectivity throughout the Valley, similar to what is planned for the Los Angeles to Anaheim corridor. We understand, however, that the amount of funding under the ARRA program, even with a one-for-one match, is insufficient to achieve this goal.
- Valley Stakeholders have evaluated and prioritized various options. The non-urban segments between Merced and Fresno and between Fresno and Bakersfield clearly meet the FRA criteria, including the requirement for “independent utility,” and stand the best chance of competing with applications from other states in what is expected to be a strong national competition. Meeting the criteria for “independent utility” in the urban segments is more challenging and may put the Valley corridor at a disadvantage in the competition. Accordingly, we support the HSRA recommendation to include the non-urban Merced to Fresno and Fresno to Bakersfield segments in the ARRA application. We oppose any proposal that funds one of these two segments at the exclusion of the other.
- As a separate matter to be taken up after the outcome of the ARRA application is known, we will be urging the HSRA to set aside some of the Proposition 1A funding to complete the Merced to Bakersfield corridor at the earliest possible date, in particular the “through-Fresno” segment that is vital to achieving the high-speed connectivity that Valley travelers would like to see.

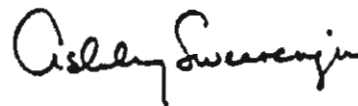
For the reasons stated above, we urge the board to approve the two Track 2 projects in the Merced to Bakersfield corridor recommended by the HSRA staff at the September 3rd Board meeting.

Thank you for your consideration. As always, the Partnership wishes to make itself available to assist the High-Speed Rail Authority as it proceeds with this grant application and as it advances its plan to make the High Speed Train a reality for all Californians.

Sincerely,



Fritz Grupe, Deputy Chair



Mayor Ashley Swearingin, Deputy Chair

cc: Governor Schwarzenegger

MERCED COMMUNITY COLLEGE DISTRICT

3600 M Street, Merced, California 95348-2898

Telephone: 209/384-6000 • Fax: 209/384-6043



Benjamin T. Duran, Ed.D
Superintendent/President
BOARD OF TRUSTEES
Lewis S. Braxton, Board President
Eva de Long, Vice President
Jim Glidden, Clerk
Les McCabe
Eugene J. Vierra
Robert Haden
Jinet Troost

August 26, 2009

Assemblywoman Cathleen Galgiani
806 West 18th Street
Merced, CA 95340

Dear Assemblywoman Galgiani:

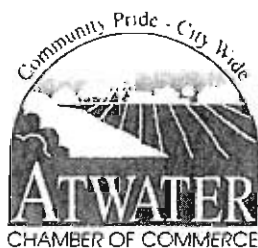
As the eventuality of High Speed Rail in California becomes a reality, we at Merced College have been working closely with the local governments, citizen committees, and UC, Merced to convey to all interested parties the ability of Merced College to deliver specific technical workforce training in the event a maintenance facility is constructed in Merced. The potential for increasing the quality of jobs and Merced College's ability to deliver training to a workforce that hovers around 20% unemployment motivated me to co-chair the Greater Merced High Speed Rail Committee. Please be advised that I have been in discussions with my administrators regarding our ability to gear up and deliver training to Merced County residents so they might assist in bringing High Speed Rail to the Central Valley.

I would like to take this opportunity to invite you or your staff to visit us so that we can share the capacity and willingness Merced College has in developing specific training programs for individuals interested in the High Speed Rail industry. If there is anything else I can do to ensure you that Merced College is committed to bringing the High Speed Rail to the Central Valley, please call me and we can schedule a meeting at your convenience.

Sincerely,

A handwritten signature in cursive script that reads 'Benjamin T. Duran'.

Benjamin T. Duran, Ed.D.
Superintendent/President



ATWATER CHAMBER OF COMMERCE

www.AtwaterChamberofCommerce.org

September 16, 2009

The Honorable Curt Pringle
Chairman
California High-Speed Rail Authority
925 L Street
Sacramento, CA 95814

Dear Sir,

The Atwater Chamber of Commerce fully endorses the proposed California High-Speed rail system and a high speed rail maintenance facility located at the former Castle Air Force Base. The logic of a maintenance facility in Atwater is reflected in the central location of our community, the available property and the need for sustainable jobs. The proposed corridor to Bakersfield is right in our path and a long-term picture of the system would make Atwater the center of a line extending from Southern California to the Bay Area and on to Sacramento. From an affordability standpoint, the Atwater area offers an excellent lifestyle for the employees of the maintenance facility. In addition, our community is forward thinking and boasts the U.C. Merced campus just minutes away. We truly believe that it would be challenging to find a better fit.

Sincerely,

Jeff Stopper

President, Atwater Chamber of Commerce

You can find it here!



AREA AGENCY ON AGING

Ana Pagan
Executive Director

Planning & Services PSA 31
Merced Senior Center
851 West 23rd Street
Merced, CA 95340
(209) 385-7550
(209) 384-8102 Fax

Equal Opportunity Employer

August 17, 2008

Curt Pringle, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Pringle,

We the members of the Merced County Area Agency on Aging Advisory Council representing 32 senior organizations strongly support high-speed rail for California, and more importantly the establishment of a maintenance hub for high-speed rail in Merced County.

A maintenance hub in Merced County preferably located at or near the former Castle Air Force, will bring with it job opportunities and pump an influx of money into a local economy that currently has an unemployment rate of 17.6 %.

The former Castle Air Force Base, now known as Castle Commerce Center, offers a 552 acre business park and an existing infrastructure for maintenance that is ideal for this type of venture.

The closure of Castle Air Force impacted Merced County not only economically but also in terms of community service. Volunteer airman served seniors in programs such as Meals-on-Wheels, and other community causes. To have this much valued property benefit all Californians is something that we can all be proud of.

After all, this was one of the sites of the United States Air Forces Strategic Air Command that was charged with supporting strategic bomber and ICBM operations, such as aerial refueling of bombers in flight, and maintaining operational readiness to carry out its stated mission of being able to strike anywhere in the world.

We support the job creation and economic development that the construction of high speed rail would bring to California and to Merced County. Environmental impacts in the way of reductions of green house gas emissions, reductions in vehicle congestion and improvements in air quality are something we strongly stand behind.

High-speed rail helps build a multi-modal transportation system network where riders are connected to airports, bus stations, highways and their communities. This will also reduce our dependence on foreign sources of oil and make our transportation network more resilient in times of national emergency.

Mobility is such a key component in senior's lives and high speed rail affords that opportunity by giving one the ability to quickly and safely navigate across the state. This

can be critical for purposes of visitations with family and access to specialty health care not available in our community.

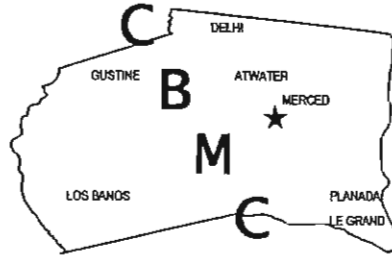
On behalf of community seniors we appreciate the opportunity to voice our support for Merced County as a maintenance hub for the California high-speed rail project.

Sincerely

Rick Dahlgren
Chairman
Merced County Area Agency on Aging Advisory Council
Assembly Member, California Senior Legislature

Cc: Kathy Hassett

CITIZENS FOR THE BETTERMENT OF MERCED COUNTY



September 14, 2009

Board Members:

Lee Boese, Jr.
Mike Carpenter
Doug Fluetsch
Guy Maxwell
John Abbate
Forest Hansen
Bert Crane
Doug Fluetsch
Jim Abbate
Jeff Marchini
Nellie McGarry
Eric Hamm
Rick Kirby

Curt Pringle, Board Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA TRACK 2 GRANT APPLICATION

Dear Chairman Pringle,

I am writing on behalf of the Citizens for the Betterment of Merced County (CBMC) to support the original High-Speed Rail Authority staff recommendations for the September 3rd Authority board meeting outlined in agenda item #8, relative to the Authority's American Recovery and Reinvestment Act (ARRA) Track 2 Grant Applications for the Central Valley segment.

CBMC members employ over 1,500 employees in Merced County and our sole function is to promote and encourage smart growth and green economic development. CBMC fully realizes that California is aggressively competing with other states for ARRA high-speed rail funding and that altering the original staff recommendation including construction of track within urban areas into cities will not only drive up the costs exponentially but not meet the "independent utility" requirement set out by the Department of Transportation Federal Railroad Administration application process.

While CBMC understands that faced with the choice, representatives of cities, counties and regions throughout the state would be inclined to support local interests that might benefit their immediate constituents. However, the entire project would be better served if both segments of the Central Valley are included in the proposal as they will be the ultimate backbone of the entire high-speed rail system connecting Northern California to Southern California.

CBMC: "Dedicated to preserving and encouraging the diversity and economic prosperity of Merced County."

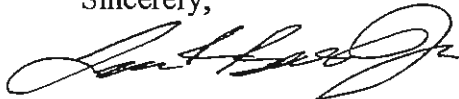
While it is recognized that high-speed rail will be developed in steps, it is imperative that the heart of the system be built in an expeditious manner. For your knowledge, the Merced regional business community has been in support of the proposed California High-Speed Rail system for many years. I believe our area was the first community to host a five hundred (500) person dinner inviting then Chairman Joe Petrillo and Executive Director Mehdi Morshed to Merced in April of 2004. At this dinner the community expressed to the Authority Board their willingness and excitement about being part of the larger statewide high-speed rail system and offered assistance in providing community and business support for the system. This support is driven by the overall improved transportation access benefits of the system as well as the economic boost that the investment and development of the system would create in the Central Valley region. As you are aware the Central Valley from Merced to Bakersfield has the highest area of unemployment anywhere along the proposed route and we believe our area needs these construction jobs, and the economic multipliers that the high-speed system can foster. More importantly, the Merced to Bakersfield route contains some of the worst air quality area in the state and we believe that our area will receive reductions in green house gas emissions, congestion relief of our highways and greater mobility and connectivity to the rest of the state.

CBMC continues to be a great proponent of high-speed rail and we will continue to advocate for the system. This is evidenced in our tireless work in making sure the November 2008 high-speed rail bond was passed in Merced County at a very high rate, which we believe was due to our extensive outreach to the community.

For all the reasons detailed above, we respectfully request that you and the Californian High-Speed Rail Authority members approve the original ARRA Track 2 grant application recommendations, in the amount of 2.24 billion dollars, prepared by the High-Speed Rail authority staff for the September 3rd meeting relative to the Central Valley sections and reject any alternative proposal which calls for funding tracks within urban areas into cities and stations.

A high-speed rail system in Merced County would change for the better our entire way of life by creating jobs, improving air quality and allow our citizens connectivity to other areas of the state.

Sincerely,



Dr. Lee R. Boese, Jr., President
Citizens for the Betterment of Merced County

UNIVERSITY OF CALIFORNIA

BERKELEY • DAVIS • IRVINE • LOS ANGELES • MERCED • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

SUNG MO "STEVE" KANG
CHANCELLOR

UNIVERSITY OF CALIFORNIA, MERCED
OFFICE OF THE CHANCELLOR
P.O. BOX 2039
MERCED, CA 95344
TEL: (209) 228-4417
FAX: (209) 228-4423

September 16, 2009

California High Speed Rail Authority Board
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Pringle and Members of the Board:

For nearly six years, UC Merced has been an active and interested party to the discussion and planning of the proposed high speed rail project for California. We have closely monitored the actions of the Authority Board and some of my staff have been asked to participate in previous board activities.

Today, I am writing to encourage you and your fellow board members to support the original staff recommendations pursuant to the Authority's grant application under the American Recovery and Reinvestment Act (ARRA,) and related to track segments within the Central Valley.

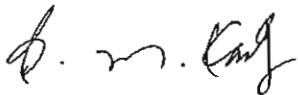
As you may know, the University of California, Merced opened in the fall of 2005 as the tenth campus of the University of California and the only research university located in the Central Valley. The campus began its fifth academic year a few weeks ago, serving about 3,400 students. **In fact, more than 30% of our student population hails from the Southern California region.** High speed trains would provide greatly enhanced access to the campus for students, faculty, staff, colleagues from other universities, and other visitors. In addition, high speed rail service would permit students from both Southern and Northern California to commute from their homes to UC Merced, an option that would result in significant cost savings and would allow greater access to a UC education for students not living in proximity to the campus.

I believe the benefits can only occur and would be realized sooner if both segments proposed in the Valley (Bakersfield to Fresno and Fresno to Merced) were to be submitted as one project.

Over the next three decades our campus will grow to an ultimate size of 25,000 students. In that same period, the Central Valley is expected to be one of the state's fastest growing regions at more than twice the rate of the rest of the state. In addition to UC Merced, there are three CSU campuses located in the Central Valley which will also see increased enrollment growth with students who undoubtedly will come from all over the State of California. For this reason alone, it makes sense for the Authority Board look at a comprehensive proposal that includes both segments of the Valley to ensure that an adequate transportation modal for the 21st century benefits everyone in our region.

Thank you very much for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Sung Mo Kang". The signature is fluid and cursive, with the first name "Sung" and last name "Kang" being the most prominent parts.

Sung Mo "Steve" Kang
Chancellor

cc: Congressman Dennis Cardoza
Senator Jeff Denham
Assembly Member Cathleen Galgiani
Merced County Supervisor John Pedrozo



September 14, 2009

Curt Pringle, Board Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Ca 95814

RE: ARRA TRACK 2 GRANT APPLICATION

Dear Chairman Pringle,

I am writing on behalf of the Greater Merced Chamber of Commerce to support the original High Speed Rail Authority staff recommendations for the September 3rd Authority board meeting outlined in agenda item #8, relative to the Authority's American Recovery and Reinvestment Act (ARRA) Track 2 Grant Applications for the Central Valley Sections.

The Chamber understands that faced with the choice, representatives of cities, counties and regions throughout the state would be inclined to support local interests that might benefit their immediate constituents. However, the entire project would be better served if both segments of the Central Valley are included in the proposal as they will be the ultimate backbone of the entire High Speed Rail system connecting Northern California to Southern California.

The Chamber fully realizes that California is competing with other states for funding and that altering the original staff recommendation including construction of track within urban areas into cities will not only drive up the costs exponentially but not meet the independent utility requirement set out by the department of transportation federal railroad administration.

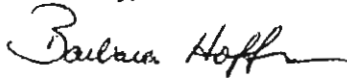
While it is recognized that high-speed rail will be developed in steps, it is imperative that the heart of the system be built in an expeditious manner. In fact the Merced regional business community has been in support of the California High-Speed Rail system for many years. I believe our area was the first community to host a five hundred person dinner inviting then Chairman Joe Petrillo and Executive Director Mehdi Morshed to Merced in April of 2009. At this dinner the community expressed to the

Authority Board their willingness and excitement about being part of the larger statewide High-Speed Rail system. This support is driven by the overall improved transportation access benefits of the system as well as the economic boost that the investment and development of the system would create in the Central Valley region. As you are aware the Central Valley from Merced to Bakersfield has the highest area of unemployment anywhere along the proposed route and we believe our area needs these construction jobs, and the economic multipliers that the high-speed system can foster. More importantly, the Bakersfield to Merced route contains some of the worst air quality in the state; we believe that our area will receive reductions in green house gas emissions, congestion relief of our highways and greater mobility and connectivity to the rest of the state.

On behalf of the approximately 600 businesses that we represent, I sincerely ask you Chairman Pringle to take the lead and put forth what we believe is the strongest Track 2 application for the Central Valley, the Merced to Bakersfield segment. A high-speed rail system in Merced County would change for the better our entire way of life by creating jobs, improving air quality and allow our citizens connectivity to other areas of the state.

The Chamber continues to be a great proponent of High-Speed rail and we will continue to advocate for the system in a unified effort. For all the reasons detailed above, we respectfully request that you and the Californian High-Speed Rail authority members approve the original ARRA Track 2 grant application recommendations, in the amount of 2.24 billion dollars, prepared by the High-Speed Rail authority staff for the September 3rd meeting relative to the Central Valley sections and reject any alternative proposal which calls for funding tracks within urban areas into cities and stations.

Sincerely,



Barbara Hoffman, President
Greater Merced Chamber of Commerce

Cc: Tom Umberg, Vice Chairperson
David Crane, Board Member
Richard Diridon, Sr. Board Member
Lynn Schenk, Board Member
Fran Florez, Board Member
Judge Quentin L. Kopp Board Member
Russ Burns, Board Member
Mehdi Morshed, Executive Director

CITY OF MERCED

"Gateway to Yosemite"



Office of the Mayor

Telephone 209/385-6834

Fax 209/723-1780

September 9, 2009

The Honorable Curt Pringle
Chairman
California High Speed Rail Authority
925 L Street
Sacramento, CA 95814

RE: ARRA Application for the State of California

Dear Mr. Pringle:

The City of Merced has been strongly supportive of California's high speed rail program, and is actively preparing for the serious work of developing high speed rail, given the passage of Proposition 1A by the voters of California last November.

The City therefore urges the High Speed Rail Authority to apply for ARRA High Speed Intercity Passenger Rail (HSIPR) Track 2 funds for the entire Merced to Bakersfield Central Valley non-urban segment, as recommended by the Authority's staff at your September 3, 2009 meeting.

We believe there are two very different choices for the Authority when it comes to selection of a project in the Central Valley for the ARRA application, and the Authority's decision should be guided, first and foremost, by which of the two options is most likely to satisfy the requirements of the funding source and has the best chance of being awarded the funding.

We strongly recommend that the Authority submit for the Merced to Bakersfield non-urban segments, as recommended by Authority staff. This option is clearly eligible for ARRA funding and is likely to be competitive against the applications that will be submitted by other states within a strong national competition.

If the Authority submits an application for a smaller Valley segment, which includes urban areas and stations, it strongly risks failure given that the application is not likely to meet the ARRA guidelines for "independent utility". It does not satisfy this clear ARRA requirement and is not likely to be successful in obtaining funding because the urban segments (especially elevated structures) and stations do not have independent utility. In particular, the elevated structures in urban areas cannot be used for Amtrak

operations because high-speed rail elevated structures are built for the lighter loads of high-speed trains. They cannot accommodate the heavier Amtrak loads, and therefore cannot meet the FRA's "independent utility" requirement.

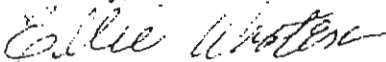
Our City believes that given the unique funding sources available now to make this high speed rail system a reality in, the Authority Board must submit the application that is most likely to be successful in satisfying the specified requirements of the ARRA funds and not risk putting the Central Valley in jeopardy of receiving no Track 2 funds as a result of not meeting the minimum requirements. We urge the Authority to pay great attention to the desires and criteria of the federal government as expressed in the ARRA guidelines.

The Merced region has always been a great supporter of high speed rail. I believe Merced is the only community to host a dinner (attended by over 500 individuals from the area on April 8, of 2004) in support of making high speed rail a reality in California. Our Assembly Member Cathleen Galgiani shares the community support and championed AB 3034 which was passed by the Legislature and placed the high speed rail bond measure on the ballot in November of 2008. The Merced City Council has further shown support by twice previously adopted policy positions in favor of high speed rail in Resolution 2007-56, and in Resolution 2009-8. We are acting again at our City Council meeting of September 21 to confirm our commitment to making high speed rail a reality in the Valley.

We thank you for all your hard work and urge you to submit the most competitive application (Merced to Bakersfield) for the Central Valley portion of the statewide system. We know that the high speed system only becomes a reality once the Central Valley portion connects Northern and Southern California and we are excited about a successful funding award through your leadership of submitting the best Central Valley application for the upcoming ARRA Track 2 application.

Thank you.

Sincerely,



ELLIE WOOTEN
MAYOR

I-Pringle-hsra-9-09-09

cc: Tom Umberg, Vice Chairperson
David Crane, Board Member
Rod Diridon, Sr., Board Member
Richard Katz, Board Member
Lynn Schenk, Board Member
Fran Florez, Board Member
Judge Quentin L. Kopp, Board Member
Russ Burns, Board Member
Mehdi Morshed, Executive Director

City of Atwater



September 14, 2009

CIVIC CENTER
750 BELLEVUE ROAD
ATWATER, CALIFORNIA 95301

The Honorable Curt Pringle
Chairman
California High Speed Rail Authority
925 L Street
Sacramento, CA 95814

RE: American Recovery and Reinvestment Act (ARRA) application for the State of California High Speed Rail Project

Dear Mr. Pringle

The City of Atwater is a strong supporter of California's High Speed Rail Program. Our council and staff look forward to participating in the development a high speed rail system. We also recognize the support of the voters of the State of California given the passage of Proposition 1A last November to help fund this project.

The City therefore urges the High Speed Rail Authority to apply for ARRA funds for the entire Merced-Bakersfield Central Valley non-urban segment, as recommended by the State High Speed Rail Authority's staff – as presented at your September 4, 2009 meeting. We believe this opportunity combined with the state bond proceeds will help advance the high speed rail program tremendously.

We believe there are two very different choices for the Authority when it comes to selection of a project in the Central Valley for an ARRA application. We further believe the Authority's decision should be guided, first and foremost, by which of the two options is most likely to win the ARRA funding for California.

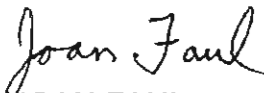
The Authority can choose to submit an ARRA application for the Merced- Bakersfield non-urban segments, as recommended by the Authority's Staff. This option is clearly eligible for ARRA funding and is likely to be competitive against the applications that will be submitted by other states in a strong national competition.

Alternatively, the Authority can submit an application for a smaller Valley segment, include urban areas and stations, and risk failure for the grant application which does not meet the ARRA guidelines for "independent utility". In our opinion this option fails to meet the intent and guidelines, and is unlikely to be a winner, because the urban segments (especially elevated structures) and stations do not have independent utility. In particular, the elevated structures in urban areas cannot be used for Amtrak operations because high-speed rail elevated structures are built for the lighter loads of high-speed trains. They cannot accommodate the heavier Amtrak loads, and therefore don't have "independent utility".

We believe this should be an easy decision for the Authority to consider. When applying for funding from an outside source, the objective is to win funding, not to submit a low-probability application. The Authority should pay great attention to the desires and criteria of the federal government as expressed in the ARRA guidelines and provide the Authority's Staff with direction to prepare the appropriate application which provides the greatest chance of success.

The Atwater City Council is in favor of high-speed rail serving the valley and the entire state. The Council recognizes the substantial economic and environmental benefits of high speed rail and urges the Authority to act to bring those benefits promptly to California by supporting a Merced to Bakersfield - ARRA application.

Sincerely,



JOAN FAUL
MAYOR

CC: Senator Jeff Denham
Assembly Member Cathleen Galgiani
Councilmember Joe Rivero
Councilmember Nelson Crabb
Councilmember Gary Frago
Councilmember Jeff Rivero
City Manager Greg Wellman
Assistant City Manager Feathers
Community Development Director Woods
Director of Economic Development McBride



DEPARTMENT OF
WORKFORCE INVESTMENT

Andrea T. Baker
Director

Joanne Presnell
Assistant Director

1880 Wardrobe Avenue
Merced, CA 95341-6407
(209) 724-2000
(209) 725-3592 Fax
www.co.merced.ca.us/index.asp?NID=92

September 17, 2009

Equal Opportunity Employer

Curt Pringle, Board Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Pringle:

American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application

I am writing on behalf of the Merced County Department of Workforce Investment to request your support of the original High Speed Rail Authority staff recommendations for the September 3, 2009, board meeting outlined in agenda item #8, relative to the Authority's ARRA Track 2 Grant Application for the Central Valley sections.

I concur with all of the reasons detailed in the letter to you, dated September 9, 2009, from the Senators and Assemblymembers of the Central Valley, and request that you approve the original ARRA Track 2 Grant Application recommendations prepared by High Speed Rail Authority staff for the September 3, 2009 HSRA meeting relative to the Central Valley sections. The entire project would be better served if both Central Valley segments are included in the proposal as these will ultimately connect the different sections of the State system. I strongly urge your vote of approval for these projects at your upcoming September 23, 2009 board meeting.

Thank you for considering this request.

Sincerely,

Andrea T. Baker
Director



September 18, 2009

Mr. Curt Pringle, Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: American Recovery and Reinvestment Act Track 2 Grant Application

Dear Mr. Pringle:

I am unable to attend the High Speed Rail Authority Board meeting on September 23, 2009, but have been instructed by my Board of Directors to communicate to the Authority their unanimous support for the American Recovery and Reinvestment Act Track 2 Grant Application that will be considered at the meeting.

The Golden Empire Transit District fully supports the continuing development of high speed rail on a statewide basis. We urge you, however, to consider a unified approach for the Central Valley segment of the project; specifically including segments from Merced to Fresno and Fresno to Bakersfield in the ARRA application. We understand that there will be strong national competition for the ARRA funding and believe that the Central Valley segments can be most competitive with other projects that will be considered.

Other Central Valley representatives will be present at the September 23 meeting to share our unified voice for the continued fast-tracking of the Central Valley segment and to support the September 4, 2009 Authority staff recommendation. Please listen. And please support including both Central Valley segments in the Authority's ARRA Track 2 grant application.

Thank you for your thoughtful consideration of this matter.

Sincerely,

A handwritten signature in cursive script that reads 'Karen H. King'.

Karen H. King
Chief Executive Officer

cc: Board of Directors
Ron Brummett Kern COG



September 22, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

Greenbelt Alliance, the Bay Area's advocate for open spaces and vibrant places, supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, encourage efficient re-use of land near transit stations, reduce traffic congestion and thereby reduce greenhouse gas emissions.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

Caltrain Positive Train Control

This project will build upon Caltrain's existing efforts to comply with the federal mandate requiring positive train control for all commuter rail systems by 2015. The federal stimulus funds will be used to accommodate the unique requirements and design differentiations between commuter and high-speed trains. This project will create 6,930 jobs.

MAIN OFFICE • 631 Howard Street, Suite 510, San Francisco, CA 94105 • (415) 543-6771 • Fax (415) 543-6781
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EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970
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MARIN OFFICE • 30 North San Pedro Road, Suite 285, San Rafael, CA 94903 • (415) 491-4993 • Fax (415) 491-4734

INFO@GREENBELT.ORG • WWW.GREENBELT.ORG

Caltrain Corridor Electrification

Electrification is required for HSR. Electrification is also the key component to Caltrain's ongoing plan to modernize the existing Peninsula commuter rail service. Electrification will result in a more efficient Caltrain system that can accommodate increased ridership at substantially reduced costs. Additionally, electric trains are vastly more environmentally friendly than the existing diesel powered system. Electrification is expected to generate jobs for 23,550 workers.

San Bruno Grade Separation Project

The San Bruno Grade Separation is one of highest priority grade separation projects in the state. This project encompasses separating three existing at-grade crossings, a pedestrian tunnel and reconstructing the San Bruno Caltrain station. Construction on this project will generate 8,250 jobs.

San Jose Station Transit Hub Design

The Diridon Station has emerged as a major transit hub for bus, light rail, commuter rail, AMTRAK and eventually BART service for East Bay, South Bay, Monterey County and the Peninsula. The comprehensive design for Diridon Station will ensure a functional hub for all those services and HSR.

Transbay Transit Center – Downtown Extension Design Phase

This project will extend Caltrain and HSR 1.3 miles through an alignment under 2nd Street into the Transbay Transit Center. This project will result in the creation of 1,500 jobs.

Transbay Transit Center – Extension of Rail Platforms

This project will modify the existing design of the Transbay Transit Center to accommodate the length of high-speed trains and increase functionality of the below-grade rail-level train box. More than 6,000 jobs will be created from the platform extension project.

4th and King Street Station

The existing 4th and King Street Caltrain station will be coupled with the Transbay Transit Center and will serve as an overflow station for HSR service. It is part of Caltrain's existing plans for upgraded Caltrain service and would include new platforms, track and signal reconfiguration and modifications to the station building. This project will create 3,000 jobs.

Greenbelt Alliance fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Michele Beasley
Senior Field Representative

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MARIN OFFICE • 30 North San Pedro Road, Suite 285, San Rafael, CA 94903 • (415) 491-4993 • Fax (415) 491-4734

INFO@GREENBELT.ORG • WWW.GREENBELT.ORG

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
Assemblymember Ira Ruskin
Assemblymember Tom Ammiano
Assemblymember Jim Beall
Assemblymember Joe Coto
Assemblymember Paul Fong
Assemblymember Jerry Hill
Assemblymember Fiona Ma
San Francisco Mayor Gavin Newsom
San Jose Mayor Chuck Reed
Maria Ayerdi-Kaplan, Executive Director, TJPA
Steve Heminger, Executive Director, MTC
Michael Burns, General Manager, VTA
Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain

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INFO@GREENBELT.ORG • WWW.GREENBELT.ORG



Californians for High Speed Rail

A Statewide Coalition of High Speed Rail Supporters | 337 Green St. San Francisco, CA 94133 | 510.931.0384

September 15, 2009

Honorable Senator Diane Feinstein
United States Senate
331 Hart Senate Office Building
Washington, D.C. 20510

Re: Preserving \$400 million for California's San Francisco Transbay Transit Center

Dear Senator Feinstein:

Thanks to your leadership in the Senate, working alongside President Obama and others in Congress, California appears to be in line to receive billions in stimulus money for our High-Speed Rail network over the next few months, in our moment of great economic need. However, a last-ditch effort by opponents of building a new high speed rail station box at the planned Transbay Transit Center (a.k.a. Transbay Terminal) in downtown San Francisco is now threatening over \$400 million in American Recovery and Reinvestment Act (ARRA) Track 1 funding for the project. We need your help to ensure that San Francisco, the region and California does not lose this critical funding opportunity. The AARA Track 1 funds will be announced on October 1, 2009, so time is short.

Using an alternative rejected over ten years ago and twenty pages of meritless legal argumentation, Transbay opponents are campaigning to raise doubt about the validity of the project's existing environmental clearance. Our attached letter to the Federal Railroad Administration (FRA) details the various misstatements and falsehoods in Duane Morris' letter. The opponents of Transbay project do not need to prevail in court to win however, they only need to raise enough doubt about the project's readiness to the FRA to prevent the project from received stimulus funds, even though we believe their claims to be baseless. FRA staff has already expressed reservations about the project readiness based on the Duane Morris letter. With only a few more days until the FRA makes it final decision on Track 1 ARRA high speed rail funds, your help is essential in correcting the misperception that this project is not fully vetted and ready for construction and to prevent the loss of \$400 million for a project.

The Transbay Transit Center project and the corresponding rail extension has been a regional priority and in planning for over twenty years and with construction only months away the loss of Federal funds would be devastating. In June the Transbay Joint Powers Authority (TJPA) voted to move ahead with final construction drawings based on the assumption that ARRA funds would build the train box for Caltrain and high speed rail under the new Transbay Transit Center. If those funds are not available, the TJPA will need to order new construction drawings at a cost of several months and tens of millions of dollars. Even worse, the TJPA will be forced to built the Transbay Transit Center first without the train station box, requiring them to build the station underneath at a later date. This "top down" approach will involve more construction risk, cost at least \$100 million dollars extra compared to the

current approach, and could delay the extension of rail service to downtown San Francisco for over a decade, possibly two. Such a delay would profoundly hurt the planned California High Speed Rail system, whose businesses plan is counting on a downtown San Francisco station to meet their ridership projections. It would also hamper the redevelopment of the neighborhood surrounding the Transbay Transit Center. Furthermore, the success of the Transbay Transit Center itself is really dependent on having enough people using the facility. A half empty terminal will not only lead to a lack vibrancy, but also threatens the financing plans associated with the project. Without the rail component for the foreseeable future, it is likely that San Francisco will be left with a \$1 billion+ bus-only terminal. This situation could be held up as a prime example of government waste and would be an ongoing embarrassment to the region.

We need your help now to ensure that the current fear-mongering by opponents of rail at the Transbay Transit Center are not allowed to succeed in costing San Francisco and possibly the entire State of California \$400 million in federal funding. This last-ditch campaign campaign has sailed under the radar of many Transbay supporters and only a few days remain to set the record straight. As detailed in our attached letter, the arguments of Transbay opponents are without merit. The administration officials in the Department of Transportation and Federal Railroad Administration need to here that message loud and clear from California's representatives local, state, and federal. With your help, the truth will prevail and this important regional project will get the funding it deserves.

Sincerely,



Brian Stanke
Executive Director
Californians for High-Speed Rail

cc: Mayor Gavin Newsom
Transbay Joint Powers Authority
California High Speed Rail Authority
Metropolitan Transportation Commission

encl. Californians for High Speed Rail letter to Federal Rail Authority



Californians for High Speed Rail

A Statewide Coalition of High Speed Rail Supporters | 337 Green St. San Francisco, CA 94133 | 510.931.0384

September 14, 2009

Joseph Szabo
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE, Washington, DC 20590

Dear Administrator Szabo,

Californians for High Speed Rail is a grassroots public interest group dedicated to improving the quality of life for Californians through improved transportation choices. We are writing to support California's ARRA high-speed rail application, more specifically the request for \$400 million by the Transbay Joint Powers Authority (TJPA) to build the Transbay Transit Center train box. Our members are greatly concerned by the destructive campaign being waged by some parties to cast doubt on the Transbay Transit Center rail extension project.

This letter provides documentation to the FRA of the incomplete and outdated facts, and falsehoods in Duane Morris, LLP's letter to Mr. Gensler. Our members are outraged by this last-minute attempt to undermine more than a decade of unified regional efforts on the Transbay Terminal rail project. The Morris letter also ignores the tiered review undertaken by the Authority and FRA until now and seeks to inject a novel alternative to the Transbay terminal into the project level EIS/EIR that was previously rejected by the TJPA over five years ago and was not included in the project level EIR/EIS.

The Duane Morris letter recites "a statement of facts and chronology based on the Environmental Impact Reports ("EIRs") and Environmental Impact Statements ("EISs")" that purports to lay out the factual basis for their objections to use of the Transbay Joint Powers Authority's federally certified EIS. The asserted facts and chronology are fatally incomplete and contains several misstatements of fact upon which the rest of their argumentation relies:

1. **Omission of Pertinent Information:** The letter fails to mention that several variations of the Beale Street alternative were evaluated and rejected previously in the environmental process for the Transbay Terminal, as discussed in TJPA 2004 EIR/EIS sections 2.3.1.2 New Bus Terminal at Main/Beale Site on page 2-53 and 2.3.2.3 Other Caltrain Extension Alternatives Evaluated in 1997 on pages 2-56 to 2-58. Section 2.3.1.2 read in part, "This site would not address project objectives to modernize the Transbay Terminal and improve its service. Withdrawal of the Main/Beal site was also consistent with the provisions of Proposition H, which calls for a multi-modal facility at the current Transbay Terminal site." The legal and physical barriers that caused those alternatives to be deemed infeasible have not changed. Duane Morris does not acknowledge those problems, nor assert that changed conditions have ameliorated them.

- 2. Failure to Disclose Relevant Historical Developments:** The author of the letter fails to mention that Duane Morris submitted roughly similar comments to the TJPA project EIS/EIR **5.1.7 Duane Morris, LLP, Oliver L. Holmes** on pages 158-164 of Volume II of the Final EIS/EIR, attached to this letter. Those comments were responded to by the TJPA in the Final EIS/EIR. If Duane Morris had a case then they should have taken the TJPA and FTA to court in 2005 after the Record of Decision was published, they did not. Duane Morris notably does not mention the TJPA's response to their comments in the letter, nor explain how their current comments regarding their Beale Street alternative are materially different than their previous comments. Importantly, the TJPA responded that,

“the alternative proposed by the commentor would be inconsistent with Proposition H and with the stated policies of the City and County of San Francisco Board of Supervisors. It could not be implemented under the provisions of the cooperative agreement transferring state owned property to the Redevelopment Agency and TJPA, and it would be counter to the regional consensus emanating from the 2000 MTC Terminal Study.”

Duane Morris has not provided any evidence that these legal incompatibilities have been resolved.

- 3. Mis-information on TJPA-CAHSRA Cooperation:** The Morris letter incorrectly states that TJPA - CAHSRA cooperation began in 2005, after EIR/EIS was completed, when correspondence actually began in 2000 as referenced in TJPA 2004 EIR/EIS section **2.2.3.4 Accommodation of High-Speed Rail** on pages 2-42 - 2-43. This section refers to a letter dated October 5, 2000 from Dan Leavitt, Deputy Director of the California High Speed Rail Authority to Maria Ayerdi, Transportation Policy Advisor, Office of the Mayor, City and County of San Francisco. In fact the Transbay planning effort by the MTC and later the TJPA has been coordinated with the HSRA since 2000 and they have both been based off of and referenced the MTC Transbay Terminal plan agreed to in 2000. The evaluation of high-speed rail service needs during the TJPA project EIR/EIS was extensive. Chapter 2 and volume II of the 2004 TJPA EIR discusses and responds to a large volume of comments regarding design for high speed rail service. These include curve radii (3.1.2) on pages 96 - 99 and platform curvature (3.3.6) pages 110 - 113. In the final EIR both alternative designs were altered to increase turn radii and platform tangents to better accommodate HSR service.
- 4. Space for Support Facilities:** The letter incorrectly claims that the Transbay Terminal lacks space for support facilities for HSR. In fact the 2000 MTC plan specially calls for this space in its design criteria. That plan was the basis for the TJPA's subsequent work. The TJPA currently has extra space they may share with the San Francisco Transportation Authority and is still working with the Authority to identify how much space the Authority wishes to use for support facilities. The fact the the Authority staff and consultants do not have a train operator selected, nor exact figures for the square footage needed does not invalidate the TJPA's EIS, especially when the current design can accommodate the eventual operators needs.
- 5. Mis-Representation of Positions:** The letter misrepresents the position of both the Caltrain Joint Powers Board and the CA High-Speed Rail Authority. The concerns discussed at the February 2009 meeting Duane Morris selectively quotes from were conclusively resolved by June 2009. The regional consensus for moving forward with the TJPA designs for the Transbay Terminal were put into writing and voted on as official policy by the Metropolitan

Transportation Commission (MTC) when it adopted the "San Francisco/Silicon Valley Corridor Investment Strategy" co-authored by the Caltrain Joint Powers Board, along with the San Francisco County Transportation Authority, The City of San Jose, Metropolitan Transportation Commission (MTC), Transbay Joint Powers Authority, Santa Clara Valley Transportation Authority, and in association with the California High-Speed Rail Authority. To portray Caltrain as opposed to the design of the TJPA, when Caltrain has endorsed the project and design, is mistaken at best.

Further the letter ignores the tiered review undertaken by the Authority until now and seeks to inject a novel alternative to the Transbay terminal into the project level EIS/EIR than was previously rejected by the TJPA over five years ago and was not included in the project level EIR/EIS.

1. The letter excludes mention that the CAHSR Authority 2008 EIR/EIS contains both conceptual plans consistent with the TJPA plans and reference the MTC design concept, and makes assertions of fact which all directly contradicted by that EIR/EIS. The current CAHSRA project EIS/EIR is tiered off the 2008 program EIS/EIR. That EIR/EIS specifically includes the Transbay Terminal design from the MTC 2000 Transbay Terminal plan and calls out 3 platforms and six tracks serving both Caltrain and California HSR trains. The design has the approach on 2nd Street with tail tracks down Main Street, exactly as in the MTC 2000 plan and TJPA plans. The letter does not challenge the validity of the 2008 EIR/EIS. Therefore the conceptual design for 6 tracks and three platforms must be in fact valid and refer to the same "project" as the TJPA project. By contrast the Beale Street alternative, while rejected by the TJPA, was not ever proposed in any comment by agencies or the public as part of the CAHSRA 2008 program EIS/EIR. Therefore it was never part of the record of decision for the CAHSRA program EIS/EIS. Now Duane Morris is attempting to pass off their alternative for a whole different alignment as a "design alternative" for the Transbay Transit Center while at the same time they call the TPJA design, with the same alignment, track and platform layout as the program EIS/EIR approved design, a completely different project.
2. Duane Morris points out that the CAHSR Authority 2009 project NOP does not mention tiering off the TJPA 2004 EIS/EIR, this is a mistake by the Authority and does not impact the validity of the TJPA EIS/EIR. In fact the Authority is on record as claiming they would tier off the TJPA EIS/EIS. On page 22-42 of volume II of the CAHSRA 2008 program EIS/EIR the authority states:

L012-13

"The project-level EIR/EIS will evaluate in more detail the various access modes and their associated impact for each of the station location options identified in the Preferred Alternative, including pedestrian access. For the Transbay Transit Center, the Authority and FRA will use as a starting point for this analysis the Transbay Terminal/Downtown Extension/Redevelopment Final EIS/EIR. The Preferred Alternative identified in the Final Program EIR/EIS does not include an HST station at 4th and King."

Therefore, the record is clear that the Authority not only was aware of the TJPA's EIS/EIR but went on record that, "the Authority and FRA will use as a starting point for this analysis the Transbay Terminal/Downtown Extension/Redevelopment Final EIS/EIR." How can the TJPA EIS/EIR be a different project when it is the starting point for all future project-level environmental work by the Authority and FRA?

In conclusion, the proponents of the Main and Beale Street alternative had their opportunity to comment in both the TJPA and CAHSR Authority's environmental process. Their comments to the TJPA were addressed in 2004 and their opportunity to sue under NEPA expired in 2005. They did not bother to comment to the CAHSR Authority at all during the program EIS/EIR. The current letter's factual assertions are inconsistent with the record and their legal arguments without merit. No environmental circumstances changed between October 2008 and February 2009, only the political circumstances of California and Federal funds becoming available for High-Speed Rail construction.

The only possible aim of the current letter is to disrupt the funding process for the TJPA's Transbay Center. While the Authority, fresh off a legal defeat, may be taking Duane Morris' hollow threats seriously, this does not obligate the Federal railroad Administration to ignore the clear record demonstrating the Transit Transit Center project's environmental clearance, suitability for high-speed service, the legal mandate for its use as the CAHSRA network northern terminus, and its shovel-readiness.

Sincerely,



Brian Stanke
Executive Director
Californians for High-Speed Rail

Referenced documents:

Final EIS/EIR Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project certified June 15, 2004

<http://www.transbaycenter.org/TransBay/content.aspx?id=114>

FTA Record of Decision Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project

<http://www.transbaycenter.org/TransBay/content.aspx?id=89>

California High Speed Rail Authority

Bay Area to Central Valley Final Program EIR/EIS

Volume 1

http://www.cahighspeedrail.ca.gov/images/chsr/20080602141914_Complete%20Volume%201%20wCover.pdf

Volume 3

http://www.cahighspeedrail.ca.gov/images/chsr/20080602143948_Complete%20Volume%203%20wCover.pdf



County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR SUSAN B. ANDERSON – DISTRICT TWO

September 22, 2009

The Honorable Curt Pringle
Chairman, CHSRA
925 L Street
Sacramento, CA 95814

VIA FACSIMILE: (916) 322-0827

Dear Chairman Pringle:

Subject: High Speed Rail American Recovery and Reinvestment Act Applications

The Fresno County Board of Supervisors is pleased to support the California High Speed Rail Authority's efforts to secure Federal American Recovery and Reinvestment Act (ARRA) funds to bring High Speed Rail to the San Joaquin Valley.

Attached is a resolution passed by our Board today, supporting the submittal of the ARRA application for the non-urban segments of the system between Fresno and Merced and between Fresno and Bakersfield.

Thank you for your and the Authority's continuing leadership on High Speed Rail in California.

Sincerely,

A handwritten signature in cursive script that reads "Susan B. Anderson".

Susan B. Anderson, Chair
Fresno County Board of Supervisors


c: Board of Supervisors
John Navarrette, County Administrative Officer
Mehdi Morshed, CHSRA Executive Director
Tony Boren, Council of Fresno County Governments

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- Supports a unified approach for the Central Valley.
- Supports an ARRA application for California that includes the Central Valley component of the high speed rail system as recommended by HSRA staff at the September 3 Authority meeting, specifically including non-urban segments of the system from Merced to Fresno and Fresno to Bakersfield.

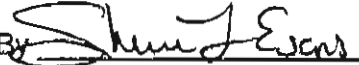
THE FOREGOING was passed and adopted by the following vote of the Board of Supervisors of the County of Fresno this 22nd day of September, 2009, to-wit:

AYES: Supervisors Poochigian, Perea, Case, Larson, Anderson
NOES: None
ABSENT: None



CHAIRMAN, Board of Supervisors

ATTEST:
BERNICE E. SEIDEL
Clerk, Board of Supervisors

By 

Deputy

AGENDA NO.: 5
RESOLUTION NO.: 09-411

FRESNO, MADERA, KINGS AND TULARE COUNTIES

BUILDING & CONSTRUCTION TRADES COUNCIL, AFL-CIO

2300 Tulare Street, Suite 110
Fresno, CA 93721-2286



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Fax (559) 457-0729

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Curt Pringle, Board Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

September 22, 2009

RE: Central Valley High Speed Rail

Dear Chairman Pringle:

We are writing to articulate our support of the High Speed Rail projects proposed for the Central Valley under the funding provided by the American Recovery and Reinvestment Act (ARRA).

It is our understanding that the original High Speed Rail Authority staff recommendation includes both segments in the Central Valley, the Merced to Fresno section and the Fresno to Bakersfield section, connecting to the different sections of the state system. However, the Authority recently voted to direct staff to explore other options related to these two segments, which could include the construction of two stations.

While we would support a proposal to secure additional funding for construction of additional track and system structures within the Central Valley's urban areas, we would not favor any proposal that provides funding advantages for one segment over another, or excludes either from the State's ARRA application. We believe the entire project would better serve the Central Valley if both segments are included in the proposal.

Therefore, we respectfully request that you approve the original ARRA Track 2 Grant Application recommendations prepared by High Speed Rail Authority staff for the September 3rd HSRA meeting relative to the Central Valley Sections, and reject any proposals that would reduce the impact of either segment, or benefit one segment over the other.

We believe now is the time to act, and stand ready to support the effort to make High Speed Rail a reality in the Central Valley.

Sincerely,

John Hutson
Secretary Treasurer
Fresno, Madera, Kings & Tulare Counties Building Trades Council



September 22, 2009

The Honorable Curt Pringle
Chairman
California High Speed Rail Authority
925 L Street
Sacramento, CA 95814

RE: ARRA Application for the State of California

Dear Chairman Pringle:

The County of Merced has been strongly supportive of high speed rail for California and urges the California High Speed Rail Authority to apply for ARRA High Speed Intercity Passenger Rail (HSIPR) Track 2 funds for the entire Merced to Bakersfield Central Valley non-urban segment, as recommended by the Authority's staff at your September 3, 2009 meeting.

It is the County's understanding that there will be two very different choices available for the Authority when it comes to selection of a project in the Central Valley for the ARRA application, and the Authority's decision should be guided, first and foremost, by which of the two options is most likely to satisfy the requirements of the funding source and has the best chance of being awarded the funding.

The County of Merced strongly recommends that the Authority submit for the Merced to Bakersfield non-urban segments, as recommended by Authority staff. This option is clearly eligible for ARRA funding and is likely to be competitive against the applications that will be submitted by other states within a strong national competition. If the Authority submits an application for a smaller Valley segment, which includes urban areas and stations, it strongly risks failure given that the application is not likely to meet the ARRA guidelines for "independent utility". If the application does not satisfy this clear ARRA requirement, there is a very good chance that the application will not be successful in obtaining funding because the urban segments (especially elevated structures) and stations do not have independent utility. In particular, the elevated structures in urban areas cannot be used for Amtrak operations because high-speed rail elevated structures are built for the lighter loads of high-speed trains. They cannot accommodate the heavier Amtrak loads, and therefore cannot meet the Federal Rail Administration's "independent utility" requirement.

It is the County's opinion that given the unique funding sources currently available to make the California High Speed Rail System a reality, the Authority Board must submit the application that is most likely to be successful in satisfying the specified requirements of the ARRA funds and not risk putting the Central Valley in jeopardy of receiving no Track 2 funds as a result of not meeting the minimum requirements. We urge the Authority to pay great attention to the desires and criteria of the federal government as expressed in the ARRA guidelines.

Board of Supervisors

John Pedrozo
Supervisor, District One

Hubert "Hub" Walsh, Jr.
Supervisor, District Two

Michael G. Nelson
Supervisor, District Three

Deldre F. Kelsey
Supervisor, District Four

Jerry O'Banion
Supervisor, District Five

Demitrios O. Tatum
County Executive Officer

Merced County
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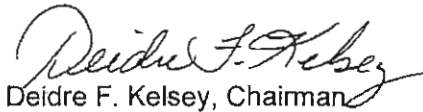
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The Merced community has always been a great supporter of high speed rail the Authority's hard work is appreciated. The Merced County Board of Supervisors urge you to submit the most competitive application (Merced to Bakersfield) for the Central Valley portion of the statewide system. We know that the high speed system only becomes a reality once the Central Valley portion connects Northern and Southern California and we are excited about a successful funding award through your leadership of submitting the best Central Valley application for the upcoming ARRA Track 2 application.

Thank you.

Respectfully Submitted,



Deidre F. Kelsey, Chairman
Board of Supervisors

cc: Tom Umberg, Vice Chairperson
David Crane, Board Member
Rod Diridon, Sr., Board Member
Richard Katz, Board Member
Lynn Schenk, Board Member
Fran Florez, Board Member
Judge Quentin L. Kopp, Board Member
Russ Burns, Board Member
Mehdi Morshed, Executive Director



September 22, 2009

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Will Kempton
Chief Executive Officer

Curt Pringle
Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Chairman Pringle,

On behalf of the Orange County Transportation Authority (OCTA), I am pleased to support the California High-Speed Rail Authority (CHSRA) application to the Federal Railroad Administration for Track 2 funding as part of the High-Speed Intercity Passenger Rail (HSIPR) program.

Over the past several weeks, OCTA has worked closely and collaboratively with CHSRA and the Los Angeles County Metropolitan Transportation Authority to develop the \$4 billion program for the Anaheim to Los Angeles segment of the project, with \$2 billion in state Prop 1A funds proposed as matching funds for \$2 billion in American Recovery and Reinvestment Act funds.

OCTA has been an early supporter of high-speed rail, providing \$7 million for the completion of the project-level environmental impact report/environmental impact statement for the Anaheim – Los Angeles segment of the project. As the owner of the railroad right-of-way in Orange County, OCTA is fully supportive of this application.

In addition to supporting the application, OCTA is working aggressively with the City of Anaheim to develop the Anaheim Regional Transportation Intermodal Center (ARTIC), the southern terminus of the California High-Speed train system. The ARTIC will provide connectivity for Metrolink and Amtrak service on the Los Angeles - San Diego - San Luis Obispo corridor (LOSSAN), the second busiest passenger rail corridor in the nation.

If you have any questions, please contact Darrell Johnson, Executive Director of Rail Programs, at (714) 560-5343.

Sincerely,

Will Kempton
Chief Executive Officer

WK:mi

c: Mehdi Morshed, Executive Director, California High-Speed Rail Authority

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California State Senate

SENATOR
MARK LENO
THIRD SENATORIAL DISTRICT



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RELATIONS
NATURAL RESOURCES
AND WATER

September 14, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

I support the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. I welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

Caltrain Positive Train Control

This project will build upon Caltrain's existing efforts to comply with the federal mandate requiring positive train control for all commuter rail systems by 2015. The federal stimulus funds will be used to accommodate the unique requirements and design differentiations between commuter and high-speed trains. This project will create 6,930 jobs.

Caltrain Corridor Electrification

Electrification is required for HSR. Electrification is also the key component to Caltrain's ongoing plan to modernize the existing Peninsula commuter rail service. Electrification will result in a more efficient Caltrain system that can accommodate increased ridership at substantially reduced costs. Additionally, electric trains are vastly more environmentally friendly than the existing diesel powered system. Electrification is expected to generate jobs for 23,550 workers.



San Bruno Grade Separation Project

The San Bruno Grade Separation is one of highest priority grade separation projects in the state. This project encompasses separating three existing at-grade crossings, a pedestrian tunnel and reconstructing the San Bruno Caltrain station. Construction on this project will generate 8,250 jobs.

San Jose Station Transit Hub Design

The Diridon Station has emerged as a major transit hub for bus, light rail, commuter rail, AMTRAK and eventually BART service for East Bay, South Bay, Monterey County and the Peninsula. The comprehensive design for Diridon Station will ensure a functional hub for all those services and HSR.

Transbay Transit Center – Downtown Extension Design Phase

This project will extend Caltrain and HSR 1.3 miles through an alignment under 2nd Street into the Transbay Transit Center. This project will result in the creation of 1,500 jobs.

Transbay Transit Center – Extension of Rail Platforms

This project will modify the existing design of the Transbay Transit Center to accommodate the length of high-speed trains and increase functionality of the below-grade rail-level train box. More than 6,000 jobs will be created from the platform extension project.

4th and King Street Station

The existing 4th and King Street Caltrain station will be coupled with the Transbay Transit Center and will serve as an overflow station for HSR service. It is part of Caltrain's existing plans for upgraded Caltrain service and would include new platforms, track and signal reconfiguration and modifications to the station building. This project will create 3,000 jobs.

Again, I fully support the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. I look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Mark Leno
Senator, 3rd District

CC: The Honorable Arnold Schwarzenegger, Governor of California
California High Speed Rail Authority Board of Directors

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Assembly California Legislature



CATHLEEN GALGIANI
ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

COMMITTEES
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DEVELOPMENT OF A 10TH UNIVERSITY
OF CALIFORNIA, MERCED CAMPUS
CHAIR, SELECT COMMITTEE ON THE
FUTURE OF FARMING IN CALIFORNIA
STANDING COMMITTEES
AGRICULTURE
HIGHER EDUCATION
TRANSPORTATION
VICE CHAIR, RURAL CAUCUS

September 9, 2009

Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Track 2 Grant Application

Dear Mr. Morshed:

We are writing to request your support of the original High Speed Rail Authority staff recommendations for the September 3rd board meeting outlined in agenda item #8, relative to the Authority's American Recovery and Reinvestment Act (ARRA) Track 2 Grant Application for the Central Valley Sections.

We understand that faced with the choice, representatives of cities, counties and regions throughout the State would be inclined to support local interests that might benefit their immediate constituents. However, the entire project would be better served if both Central Valley segments are included in the proposal as these will ultimately connect the difference sections of the state system. We feel that the original staff recommendation submitted at the September 3, 2009 meeting has the strongest chance of being funded.

As you know, all applications must be able to demonstrate "independent utility" and measurable public benefits. High Speed Rail Authority staff recommended funding for the following projects within the Central Valley, and we strongly urge your vote of approval for these projects at your upcoming September 23rd board meeting:

Final Design and Construction Applications

Merced – Fresno Section

Construct HSR infrastructure including track but not electrification and other HSR "systems" for 220 mph operation in the 50-mile section, outside of urban areas, between Merced and Fresno. Independent utility is provided by constructing approximately 50 miles of new double-track rail between Merced and Fresno allowing connection into conventional rail passenger services at each end. (**\$840 million**)

Fresno-Bakersfield Section

Construct HSR infrastructure including track but not the electrification and other HSR "systems" for up to 220-mph operation in the 98 mile section, outside of

urban areas, between Fresno and Bakersfield. Independent utility is provided by constructing approximately 98 miles of new double track between Fresno and Bakersfield, connecting to BNSF tracks at the north and south ends, providing a grade-separated, dedicated route for use by Amtrak. (*\$1.4 billion*)

It has come to our attention that the Authority voted to direct Authority staff to explore other options between the Merced – Fresno segment, OR the Fresno to Bakersfield segment, which could include the construction of two stations. While we would support a proposal to secure additional funding for construction of additional track and system structures within the Central Valley’s urban areas, we oppose any proposal that provides funding advantages for one segment, Merced to Fresno OR Fresno to Bakersfield, and EXCLUDES the other from the State’s ARRA application. Once again, we believe the entire project would be better served if both Central Valley segments are included in the proposal as these will ultimately connect the difference sections of the state system.

The Merced to Fresno, and Fresno to Bakersfield sections are fiscally responsible investments of both federal ARRA funds, and matching state bond funds as provided for in AB 3034, and the 2008 High Speed Train Bond measure. As outlined in the California High-Speed Train Business Plan, November 2008, full completion of the Merced to Fresno, and Fresno to Bakersfield sections will ensure completion of 175 miles, or 34% of the Phase 1 statewide High Speed Train system. Furthermore, the Business Plan shows the following per mile capitol cost investments in the Central Valley are far less than capitol costs in any other part of the state.

SF to San Jose	50 miles	\$4.2 bill capitol costs	\$84.2 mill per mile
LA to Anaheim	30 miles	<i>\$1.99 bill capitol costs</i>	\$66.5 mill per mile
Merced to Fresno	60 miles	<i>\$2.09 bill capitol costs</i>	\$34.9 mill per mile
Fresno to Bakersfield	115 miles	\$4.24 bill capitol costs	\$37 mill per mile

ARRA funding criteria requires independent utility for each segment along the statewide corridor receiving stimulus funding. Both the Merced to Fresno, and Fresno to Bakersfield sections, are able to meet these requirements as outlined in the September 3rd staff recommendations, until such time the entire corridor is completed, and the full High Speed Train system is implemented.

As you will recall, Assembly Bill 3034 (Galgiani 2008) which placed the High Speed Train Bond measure on the November 2008 ballot, established the most stringent oversight and accountability standards ever placed upon any infrastructure bond measure in California history. AB 3034 requires the creation of a peer review committee, a pre-appropriation review process, and an pre-expenditure review process. Furthermore, AB 3034, thus the Bond Act passed by the voters, requires the State Auditor to perform periodic audits of the High Speed Rail Authority following its expenditure of bond proceeds. It is our understanding that the State intends to offer state matching funds in order to make the State’s package more competitive. While federal stimulus funds are

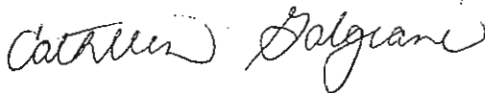
not subject to the accountability requirements of AB 3034, state matching funds along these corridors are subject to the AB 3034 requirements.

For all of the reasons detailed above, we request that you approve the original ARRA Track 2 Grant Application recommendations prepared by High Speed Rail Authority staff for the September 3rd HSRA meeting relative to the Central Valley Sections, and reject any alternative proposals which call for funding of tracks etc. within urban areas into cities and stations.

The strong past and current support of HSR by Central Valley legislators, community leaders and voters was based upon logical projections that Central Valley tracks would be constructed early in the process, not shuttled to the back of the line because of inside brokering by powerful Southern California special interests. The same is true for the location of a maintenance hub.

We stand ready to join in a unified effort to support the California High-Speed Rail Authority's Track 2 application for final design, engineering and construction between Merced to Fresno and Fresno to Bakersfield for a total of \$2.24 billion dollars. We all agree that now is the time to be unified in support of the entire Central Valley project. We know we can be victorious when we all work together.

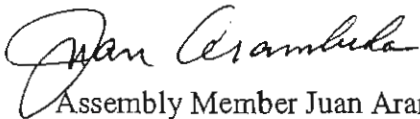
Sincerely,



Assembly Member Cathleen Galgiani
17th Assembly District



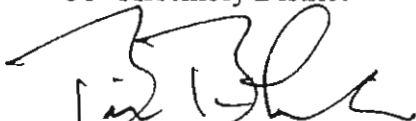
Senator Jeff Denham
12th Senate District



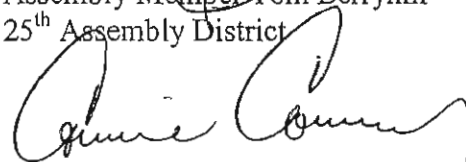
Assembly Member Juan Arambula
31st Assembly District



Assembly Member Tom Berryhill
25th Assembly District



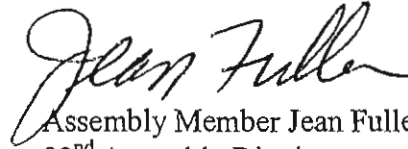
Assembly Member Bill Berryhill
26th Assembly District



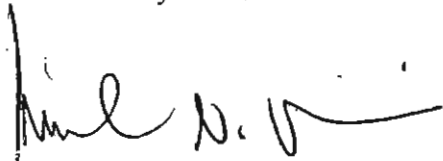
Assembly Member Connie Conway
34th Assembly District



Assembly Member Danny Gilmore
30th Assembly District



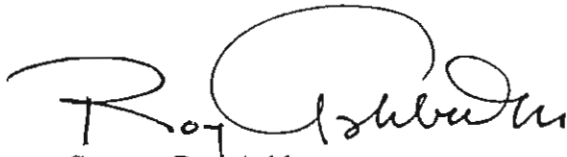
Assembly Member Jean Fuller
32nd Assembly District



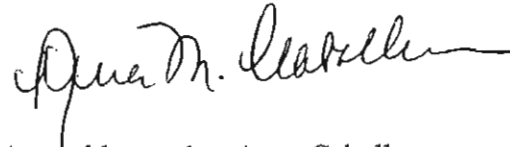
Assemblymember Mike Villines
29th Assembly District



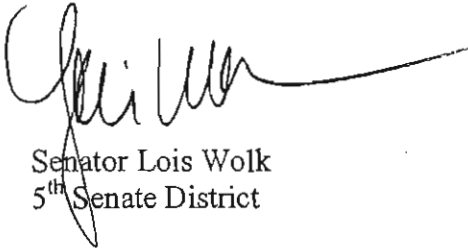
Assemblymember Alyson Huber
10th Assembly District



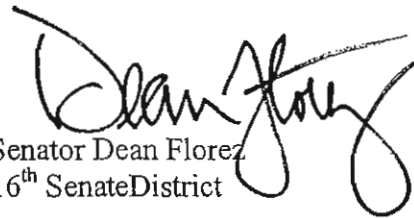
Senator Roy Ashburn
18th Senate District



Assemblymember Anna Caballero
28th Assembly District



Senator Lois Wolk
5th Senate District



Senator Dean Florez
16th Senate District

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Assembly
California Legislature

FIONA MA
馬世雲
MAJORITY WHIP
ASSEMBLYWOMAN, TWELFTH DISTRICT



COMMITTEES
AGRICULTURE
HIGHER EDUCATION
HOUSING AND COMMUNITY
DEVELOPMENT
PUBLIC SAFETY
REVENUE AND TAXATION

September 22, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

I support the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. I welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

Caltrain Positive Train Control

This project will build upon Caltrain's existing efforts to comply with the federal mandate requiring positive train control for all commuter rail systems by 2015. The federal stimulus funds will be used to accommodate the unique requirements and design differentiations between commuter and high-speed trains. This project will create 6,930 jobs.

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Transbay Transit Center – Extension of Rail Platforms

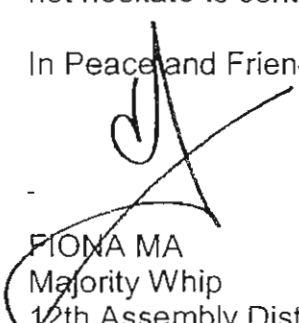
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4th and King Street Station

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Again, I fully support the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. I look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program. Should you have any questions, please do not hesitate to contact me or my staff at 916-319-2012.

In Peace and Friendship,



FIONA MA
Majority Whip
12th Assembly District

CC: California High Speed Rail Authority Board of Directors

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e-mail: assemblymember.solorio@assembly.ca.gov

website: www.assembly.ca.gov/solorio

Assembly
California Legislature



JOSE SOLORIO
ASSEMBLYMAN, SIXTY-NINTH DISTRICT

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INSURANCE (CHAIR)
TRANSPORTATION

SELECT COMMITTEE
REGIONAL APPROACHES TO
ADDRESSING THE STATE'S
WATER CRISIS (CHAIR)

September 18, 2009

The Honorable Curt Pringle
Chairperson
California High Speed Rail Authority
925 L Street, Ste. 1425
Sacramento, CA 95814

Re: Support Letter for Anaheim to Los Angeles Section

Dear Chairperson Pringle:

California is currently poised to lead our nation in the development of the first high-speed rail system in the United States. The Anaheim to Los Angeles section is furthest along in the environmental review and preliminary design process due, in large part, to the funding from the Orange County Transportation Authority (OCTA), which helped keep the project moving forward even during these challenging economic times. Based on population and employment densities in both Los Angeles County and Orange County, the ridership along this segment would be high.

Therefore, I respectfully request that the Anaheim to Los Angeles section be considered as the first segment built when the California High Speed Rail Authority Board meets on September 23 to discuss this issue. I fully support the advancement of high-speed rail for California and strongly encourage you to continue moving the Anaheim to Los Angeles section forward.

As our State continues to grow and our highways and airports reach capacity, the high-speed rail system will provide Californians with an important mobility choice. For a price comparable to driving and less expensive than flying, passengers who board in Anaheim will be able to travel to Los Angeles in approximately 20 minutes, and from Los Angeles Union Station to the Bay Area in under three hours.

Locally, the system will improve air quality as early estimates show that statewide high-speed trains will reduce greenhouse gas emissions by 7.97 million metric tons per year, equivalent to removing 1.72 million cars off the road annually. The benefits to our Southern California region also extend to our local economy, generating more jobs and creating an economic stimulus.

If you have any questions or want to discuss this matter with me in greater detail, please do not hesitate to contact me at 714-939-8469.

The Honorable Curt Pringle
September 18, 2009
Page 2

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jose Solorio". The signature is written in a cursive style with a long horizontal stroke at the beginning.

JOSE SOLORIO
State Assemblyman

cc: **Hon. Tom Umberg**, Vice Chairperson, California High Speed Rail Authority
Russ Burns, Board Member, California High Speed Rail Authority
David Crane, Board Member, California High Speed Rail Authority
Hon. Rod Diridon, Sr., Board Member, California High Speed Rail Authority
Hon. Fran Florez, Board Member, California High Speed Rail Authority
Hon. Richard Katz, Board Member, California High Speed Rail Authority
Hon. Quentin L. Kopp, Board Member, California High Speed Rail Authority
Hon. Lynn Schenk, Board Member, California High Speed Rail Authority
Mehdi Morshed, Executive Director, California High Speed Rail Authority

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FAX (408) 277-1036

Assembly California Legislature



JOE COTO

ASSEMBLYMEMBER, TWENTY-THIRD DISTRICT

COMMITTEES
GOVERNMENTAL ORGANIZATION, CHAIR
APPROPRIATIONS
ELECTIONS AND REDISTRICTING
JOINT LEGISLATIVE AUDIT
REVENUE AND TAXATION

September 17, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

I support the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. I welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

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Mr. Mehdi Morshed, Executive Director
September 17, 2009
Page Two

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This project will modify the existing design of the Transbay Transit Center to accommodate the length of high-speed trains and increase functionality of the below-grade rail-level train box. More than 6,000 jobs will be created from the platform extension project.

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Again, I fully support the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. I look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Joe Coto
Assembly Member, 23rd District

cc: Mr. Curt Pringle, Chair
Mr. Tom Umberg, Vice Chair
Ms. Lynn Schenk
Mr. Richard Katz
Ms. Fran Florez
Judge Quentin Kopp
Mr. Russ Burns
Mr. Rod Diridon, Sr.
Mr. David Crane

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Assembly California Legislature



JIM BEALL, JR.
ASSEMBLYMEMBER, TWENTY-FOURTH DISTRICT

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BUDGET
BUDGET SUBCOMMITTEE 1 ON
HEALTH AND HUMAN SERVICES
JOBS, ECONOMIC DEVELOPMENT,
AND THE ECONOMY
PUBLIC EMPLOYEES, RETIREMENT
AND SOCIAL SECURITY
REVENUE AND TAXATION

SELECT COMMITTEES
CHAIR, ALCOHOL AND DRUG ABUSE
CHAIR, FOSTER CARE

September 18, 2009

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California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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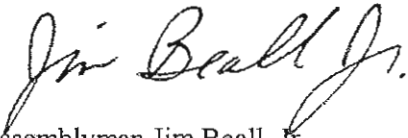
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Sincerely,



Assemblyman Jim Beall, Jr.
District 24

CC: California High Speed Rail Authority Board of Directors

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Assembly California Legislature



IRA RUSKIN
ASSEMBLYMEMBER, TWENTY-FIRST DISTRICT

COMMITTEES
CHAIR, BUDGET SUBCOMMITTEE #3
- RESOURCES
BUDGET
HIGHER EDUCATION
LABOR AND EMPLOYMENT
TRANSPORTATION

September 22, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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E-mail: assemblymember.ruskin@assembly.ca.gov • Website: democrats.assembly.ca.gov/members/a21



Mr. Mehdi Morshed
September 22, 2009
Page 2

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IRA RUSKIN,
Assemblymember, 21st District

CC: California High Speed Rail Authority Board of Directors

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California State Senate

SENATOR
MARK LENO
THIRD SENATORIAL DISTRICT



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September 14, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

I support the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. I welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

Caltrain Positive Train Control

This project will build upon Caltrain's existing efforts to comply with the federal mandate requiring positive train control for all commuter rail systems by 2015. The federal stimulus funds will be used to accommodate the unique requirements and design differentiations between commuter and high-speed trains. This project will create 6,930 jobs.

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Electrification is required for HSR. Electrification is also the key component to Caltrain's ongoing plan to modernize the existing Peninsula commuter rail service. Electrification will result in a more efficient Caltrain system that can accommodate increased ridership at substantially reduced costs. Additionally, electric trains are vastly more environmentally friendly than the existing diesel powered system. Electrification is expected to generate jobs for 23,550 workers.

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The San Bruno Grade Separation is one of highest priority grade separation projects in the state. This project encompasses separating three existing at-grade crossings, a pedestrian tunnel and reconstructing the San Bruno Caltrain station. Construction on this project will generate 8,250 jobs.

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This project will extend Caltrain and HSR 1.3 miles through an alignment under 2nd Street into the Transbay Transit Center. This project will result in the creation of 1,500 jobs.

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4th and King Street Station

The existing 4th and King Street Caltrain station will be coupled with the Transbay Transit Center and will serve as an overflow station for HSR service. It is part of Caltrain's existing plans for upgraded Caltrain service and would include new platforms, track and signal reconfiguration and modifications to the station building. This project will create 3,000 jobs.

Again, I fully support the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. I look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Mark Leno
Senator, 3rd District

CC: The Honorable Arnold Schwarzenegger, Governor of California
California High Speed Rail Authority Board of Directors

JACKIE SPEIER
12TH DISTRICT, CALIFORNIA

211 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0512
(202) 225-3531
FAX: (202) 226-4183

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FAX: (650) 375-8270
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Congress of the United States
House of Representatives
Washington, DC 20515-0512

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ORGANIZATION PROCUREMENT

SELECT COMMITTEE ON
ENERGY INDEPENDENCE AND
GLOBAL WARMING

September 22, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

On May 7, 2002, while in the State Senate Transportation Committee hearing, I asked then-Senator Jim Costa to increase his proposed high speed rail bond to a total of \$9 billion. Senator Costa agreed, and the voters subsequently ratified his decision with a decisive vote in favor of high speed rail.

As a long-time supporter of high speed rail, I am writing to you to request that the following Bay Area priorities be placed into the High Speed Rail Authority's application for federal stimulus funding:

- Caltrain Positive Train Control
- Caltrain Corridor Electrification
- San Bruno Grade Separation Project
- San Jose Station Transit Hub Design
- Transbay Transit Center – Downtown Extension Design Phase
- Transbay Transit Center – Extension of Rail Platforms
- 4th and King Street Station

There is no question in my mind that the voters want California to lead this nation into modern train service. Your agency's bond was heavily backed by the voters of San Francisco and the Peninsula and Santa Clara counties because they expect to be part of this transformation. Our state's transportation future will be built by knitting together, via a high speed system, the San Francisco Bay Area and Los Angeles.

I respectfully request that the California High Speed Rail Authority seek federal funding for the list of projects noted, above. Now is the time for the federal government to play its historic role in strengthening this nation's economy. Now is the time for the High Speed Rail Authority to lead via the above projects. Building these projects will create a legacy of economic activity that will reverberate throughout the generations.

All the best,



Jackie Speier
Member of Congress

KJS/bp



PALMDALE
a place to call home

JAMES C. LEDFORD, JR.
Mayor

September 22, 2009

STEVEN D. HOFBAUER
Mayor Pro Tem

LAURA BETTENCOURT
Councilmember

MIKE DISPENZA
Councilmember

TOM LACKEY
Councilmember

Curt Pringle, Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ARRA Funding

Dear Chairman Pringle:

The City of Palmdale is writing to express our support for the California High-Speed Rail Authority's application for American Recovery and Reinvestment Act (ARRA) funding.

We support the Authority's direction to prepare ARRA Track 2 grant applications encompassing each section of the proposed high-speed rail route including completion of the EIR/EIS documents for each of the ten sections throughout the state of California.

The City of Palmdale has been working with California High-Speed Rail since its inception and is excited to see that the project is moving along at a fast-paced speed. Our city is a strong supporter of high-speed rail, and believes that enhanced passenger rail will play a significant role in helping to move people and business throughout the state.

Sincerely,

James C. Ledford, Jr.
Mayor

Auxiliary aids provided for

communication accessibility

upon 72 hours' notice and request.

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President & CEO
Sunset Development Company

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JOSEPH W. SAUNDERS
Chairman & CEO
Visa Inc.

MASAARI TANAKA
President & CEO
Union Bank of California

KENNETH WILCOX
President & CEO
SVB Financial Group

JANET L. VELLEEN
President & CEO
Federal Reserve Bank of San Francisco

RHONDA ZYGOCKI
Vice President, Policy, Government,
and Public Affairs
Chevron Corporation

Ex Officio
JIM WUNDERMAN
President & CEO, Bay Area Council

201 California Street, Suite 1450
San Francisco, CA 94111
(415) 981-6600



September 21, 2009

Honorable Curt Pringle
Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Support for ARRA funding for San Francisco/Silicon Valley Corridor
Investment Strategy

Dear Chairman Pringle:

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The Bay Area Council supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA, and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

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Hon. Curt Pringle
September 21, 2009
Page 2

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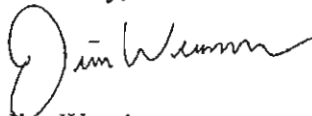
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The Bay Area Council fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Jim Wunderman
President and CEO

Hon. Curt Pringle
September 21, 2009
Page 3

cc: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
Assemblymember Ira Ruskin
Assemblymember Tom Ammiano
Assemblymember Jim Beall
Assemblymember Joe Coto
Assemblymember Paul Fong
Assemblymember Jerry Hill
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San Francisco Mayor Gavin Newsom
San Jose Mayor Chuck Reed
Maria Ayerdi-Kaplan, Executive Director, TJPA
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Michael Burns, General Manager, VTA
Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



SAN FRANCISCO
CHAMBER OF COMMERCE *Where smart business starts.*

September 18, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

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The San Francisco Chamber of Commerce supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

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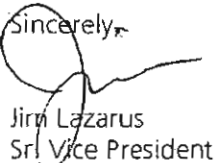
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The San Francisco Chamber of Commerce fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,


Jim Lazarus
Sr. Vice President

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Jackie Speier
State Senator Mark Leno
State Senator Leland Yee
Assemblymember Tom Ammiano
Assemblymember Fiona Ma
San Francisco Mayor Gavin Newsom
Maria Ayerdi-Kaplan, Executive Director, TIPA
Steve Heminger, Executive Director, MTC
Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



September 16, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

The Redwood City-San Mateo County Chamber of Commerce supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

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The Redwood City-San Mateo County Chamber of Commerce fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. Enclosed with this letter is the MTC June 2009 listing of ARRA HSR Funds being requested for the San Francisco-Silicon Valley route for HSR on the Caltrain Corridor.

We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,

Laurence K. Buckmaster
President/CEO

Enc.

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
Assemblymember Ira Ruskin
Assemblymember Tom Ammiano
Assemblymember Jim Beall
Assemblymember Joe Coto
Assemblymember Paul Fong
Assemblymember Jerry Hill
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Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



The Bay Area Council
Economic Institute
is a public-private partnership
of business, labor, government
and higher education
that works to support the
economic vitality and
competitiveness of California
and the Bay Area

Website
www.bayareaeconomy.org

E-mail
gerric@bayareacouncil.org

201 California Street
Suite 1450
San Francisco, CA 94111
(415) 981-7117
Fax: (415) 981-6408

September 21, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

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In March 2009 the Bay Area Council Economic Institute (BACEI) was asked by the State of California's Business, Transportation and Housing Agency (BT&H) to work with key regional partners to develop a **Bay Area Economic Recovery Workplan**. The role of the Workplan is to identify regional priorities for ARRA funding and for longer term state support. High Speed Rail was evaluated through this process and was recommended by BACEI to the state as a strategic transportation proposal. This determination reflects a regional consensus of reviewers from business, government and academia.

Following on that recommendation, the Bay Area Council Economic Institute supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

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Mr. Mehdi Morshed
September 21, 2009
Page Two

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The Bay Area Council Economic Institute fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



R. Sean Randolph
President & CEO

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier

Mr. Mehdi Morshed
September 21, 2009
Page Three

Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
Assemblymember Ira Ruskin
Assemblymember Tom Ammiano
Assemblymember Jim Beall
Assemblymember Joe Coto
Assemblymember Paul Fong
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California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



**Housing Leadership Council
of San Mateo County**

139 Mitchell Avenue, Suite 108
South San Francisco, CA 94080
(650) 872-4444 / F: (650) 872-4411
www.hlcsmc.org

September 17, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

Housing Leadership Council of San Mateo County (HLC) supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California. We recently adopted a board resolution of support, because we know that improving transit by increasing capacity on the rail corridor is a key tool to increasing the amount of housing available at all affordability levels in San Mateo County.

HLC is a nonprofit, membership-based organization founded in 2001. HLC's mission is to accelerate the creation of new homes at all affordability levels in San Mateo County to create opportunities and a viable quality of life. We see transit-oriented development as the key to achieving our mission on the Peninsula.

HLC is by no means expert in transit issues. However, we see and understand the benefits of the following projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy. They are important to high-speed rail, and would create immediate economic stimulus for this county, as well as the state and the nation:

In particular, we support the following projects in San Mateo County:

- Caltrain Positive Train Control
- Caltrain Corridor Electrification
- San Bruno Grade Separation Project

The remaining projects are also important to the progress of HSR and the future of CalTrain, but are beyond our geographic scope: San Jose Station Transit Hub Design;



**Housing Leadership Council
of San Mateo County**

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South San Francisco, CA 94080
(650) 872-4444 / F: (650) 872-4411
www.hlcsmc.org

Transbay Transit Center – Downtown Extension Design Phase; Transbay Transit Center
– Extension of Rail Platforms; and the 4th and King Street Station.

Housing Leadership Council of San Mateo County fully supports the use of ARRA funds for California's HSR system and the critically important projects outlined above. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Mohr". The signature is fluid and cursive.

Christopher Mohr
Executive Director

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
Assemblymember Ira Ruskin
Assemblymember Tom Ammiano
Assemblymember Jim Beall
Assemblymember Joe Coto
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Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



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Neil Struthers
Building and Construction Trades Council

Mark Van Den Heuvel
Sheetmetal Workers Local 104

Sal Ventura
IBEW Local 332

David Yancey
AFT Local 6157

September 17, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

**Re: ARRA funding for the San Francisco/Silicon Valley Corridor
Investment Strategy**

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

The South Bay AFL-CIO Labor Council strongly supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide critically needed Bay Area jobs while promoting transit-oriented development, reducing traffic congestion and greenhouse gas emissions, and creating an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

San Jose Station Transit Hub Design

The Diridon Station has emerged as a major transit hub for bus, light rail, commuter rail, AMTRAK and eventually BART service for East Bay, South Bay, Monterey County and the Peninsula. The comprehensive design for Diridon Station will ensure a functional, efficient hub for all those transit services and HSR. The engineering and construction phases of this project will create 4,500 jobs.



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Caltrain Positive Train Control

This project will build upon Caltrain's existing efforts to comply with the federal mandate requiring positive train control for all commuter rail systems by 2015. The federal stimulus funds will be used to accommodate the unique requirements and design differentiations between commuter and high-speed trains. This project will create 6,930 jobs.

Caltrain Corridor Electrification

Electrification is required for HSR. Electrification is also the key component to Caltrain's ongoing plan to modernize the existing Peninsula commuter rail service. Electrification will result in a more efficient Caltrain system that can accommodate increased ridership at substantially reduced costs. Additionally, electric trains are vastly more environmentally friendly than the existing diesel powered system. Electrification is expected to generate jobs for 23,550 workers.

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The San Bruno Grade Separation is one of highest priority grade separation projects in the state. This project encompasses separating three existing at-grade crossings, a pedestrian tunnel and reconstructing the San Bruno Caltrain station. Construction on this project will generate 8,250 jobs.

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This project will modify the existing design of the Transbay Transit Center to accommodate the length of high-speed trains and increase functionality of the below-grade rail-level train box. More than 6,000 jobs will be created from the platform extension project.

4th and King Street Station

The existing 4th and King Street Caltrain station will be coupled with the Transbay Transit Center and will serve as an overflow station for HSR service. It is part of Caltrain's existing plans for upgraded Caltrain service and would include new platforms, track and signal reconfiguration and modifications to the station building. This project will create 3,000 jobs.

The South Bay AFL-CIO Labor Council fully supports the use of ARRA funds for California's HSR system and the projects outlined above are crucial components of that system. We look forward to working with the California



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Mark Van Den Heuvel
Sheetmetal Workers Local 104

Sol Ventura
IBEW Local 332

David Yancey
AFT Local 6157

High Speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,

Cindy Chavez
Executive Officer

CC:

Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
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Seamus Murphy, Manager Government Affairs, Caltrain



SAMCEDA
The Voice of Business on the Peninsula

*Plotting Our Future Direction
Business, Economy and Policy*

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- Rosanne Fouz**
Vice President
- Moses Kopmar**
Operations & Research Manager

September 14, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

**Re: ARRA funding for the San Francisco/Silicon Valley Corridor
Investment Strategy**

The San Mateo County Economic Development Association (SAMCEDA) appreciates the opportunity to submit comments on the above-mentioned issue.

SAMCEDA is a member-based, not-for-profit organization representing private businesses, public institutions and non-profit organizations in San Mateo County. SAMCEDA involves members businesses, individuals, and civic leaders in a collaborative effort with local, regional, and state officials to facilitate the partnership of industries in the areas of economic development, housing, transportation, public policy, environment, and education. This is accomplished by reaching out to the leaders of these industries, and forming a platform which is built on the consensus of its members who examine, discuss, and act on these important issues.

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

SAMCEDA supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

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Transbay Transit Center – Downtown Extension Design Phase

This project will extend Caltrain and HSR 1.3 miles through an alignment under 2nd Street into the Transbay Transit Center. This project will result in the creation of 1,500 jobs.

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SAMCEDA fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Daniel S. Cruey
President & CEO

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
Assemblymember Ira Ruskin
Assemblymember Tom Ammiano
Assemblymember Jim Beall
Assemblymember Joe Coto
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Assemblymember Jerry Hill
Assemblymember Fiona Ma
San Francisco Mayor Gavin Newsom
San Jose Mayor Chuck Reed
Maria Ayerdi-Kaplan, Executive Director, TJPA
Steve Heminger, Executive Director, MTC
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VICTOR ARRANAGA, JR.
Applied Materials
Established in 1978 by
DAVID PACKARD

September 22, 2009

Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**Re: ARRA funding for the San Francisco/Silicon Valley Corridor
Investment Strategy**

Dear Mr. Morshed,

I am writing on behalf of the Silicon Valley Leadership Group to express our support for funding from the American Recovery and Reinvestment Act (ARRA) to be directed towards rail projects benefiting the Bay Area.

By way of background, the Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents 300 of Silicon Valley's most respected employers on issues, programs and campaigns affecting the economic health and quality of life in Silicon Valley, including transportation, education, economic vitality and the environment. Leadership Group members collectively account for more than 250,000 local jobs, or one of every 4 private sector jobs in Silicon Valley.

As you know, the ARRA included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

The Leadership Group supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

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The Leadership Group fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely,



Carl Guardino
President & CEO

cc: Speaker Nancy Pelosi

Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
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Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



Santa Clara & San Benito Counties Building & Construction Trades Council

2102 Almaden Road Suite 101, San Jose, CA 95125-2190 • Phone 408.265.7643 • Fax 408.265.2080

Neil M. Struchers
Chief Executive Officer

Josué García
Deputy Executive Officer

Robert Baldini
President

September 14, 2009

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Boilermakers 549
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Drywall Lathers 9144
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Laborers 67
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Painters District Council 16
Painters 507
Plasterers 300
Plumbers & Steamfitters 393
Roofers & Waterproofers 95
Sheet Metal Workers 104
Sign, Display 510
Sprinkler Fitters 483
Teamsters 287

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

Dear Mr. Morshed:

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The Santa Clara & San Benito Counties Building & Construction Trades Council (Council) supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

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Mr. Mehdi Morshed, Executive Director
September 14, 2009
Page -2-

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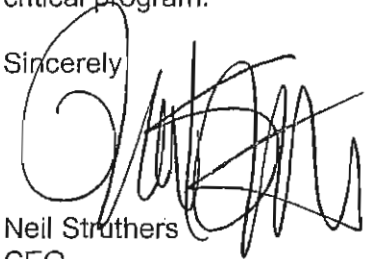
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The Council fully supports the use of ARRA funds for California's HSR system and the projects outlined above are critical components of that system. We look forward to working with the California High speed Rail Authority to ensure that the State receives maximum benefit for this critical program.

Sincerely



Neil Struthers
CEO

cc: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer



Mr. Mehdi Morshed, Executive Director
September 14, 2009
Page -3-

cc: Representative Anna Eshoo
Representative Mike Honda
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State Senator Mark Leno
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Assemblymember Tom Ammiano
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Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain





SAN MATEO COUNTY BUILDING & CONSTRUCTION TRADES COUNCIL

1153 Chess Drive #206 • Foster City, CA 94404 • Tel. (650) 358-9977 • Fax (650) 358-9979

September 17, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed,

Re: ARRA funding for the San Francisco/Silicon Valley Corridor Investment Strategy

As you know, the American Recovery and Reinvestment Act (ARRA) included \$8 billion for high speed rail (HSR) and intercity rail improvements throughout the country. After completion of a programmatic environmental review and voter approval of nearly \$10 billion in general obligation bonds, California's future HSR system stands to receive significant benefit from Track 2 Federal ARRA funds.

The Building and Construction Trades Council of San Mateo County, AFL-CIO supports the inclusion of the following Bay Area transportation projects in the State's application for Track 2 Federal ARRA funding for HSR. We welcome HSR to California and know that it will provide significant Bay Area jobs, transit-oriented development, reduced traffic congestion, reduced greenhouse gas emissions, and an efficient, modern way of travel throughout California.

These projects, which are included in the San Francisco/Silicon Valley Corridor Investment Strategy, are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation.

Caltrain Positive Train Control

This project will build upon Caltrain's existing efforts to comply with the federal mandate requiring positive train control for all commuter rail systems by 2015. The federal stimulus funds will be used to accommodate the unique requirements and design differentiations between commuter and high-speed trains. This project will create 6,930 jobs.

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Mr. Mehdi Morshed, Executive Director
Californian High Speed Rail
September 17, 2009
Page Two of Two

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Sincerely,



CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
State Senator Joe Simitian
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Michael Burns, General Manager, VTA
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California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



SAN FRANCISCO
CHAMBER OF COMMERCE *Where smart business starts.*

September 18, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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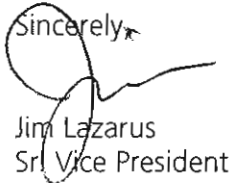
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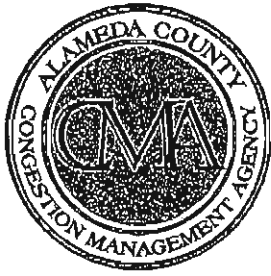
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Sincerely,



Jim Lazarus
Srl Vice President

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Jackie Speier
State Senator Mark Leno
State Senator Leland Yee
Assemblymember Tom Ammiano
Assemblymember Fiona Ma
San Francisco Mayor Gavin Newsom
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Steve Heminger, Executive Director, MTC
Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2660 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ATTN:
HSR AUTHORITY
BOARD

AC Transit
Director
Greg Harper

September 22, 2009

Alameda County
Supervisors
Nata Miley
Scott Haggerty

Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandst

Dear Mr. Morshed,

BART
Director
Thomas Blalock

The Alameda County Congestion Management Agency supports the Authority's requests for federal stimulus funding under the American Recovery and Reinvestment Act, both for the statewide high speed rail system, as well as for the project-level Environmental Impact Study (EIS) and Environmental Impact Report (EIR) documents for the Altamont Corridor rail improvements.

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Tim Striano

With contemplated improvements that include dedicated passenger right-of-way, geometric enhancements and grade separations, the Altamont Corridor figures prominently in the implementation of the statewide high speed rail system, with the potential to provide high speed-compatible regional rail service between the Central Valley and the Bay Area, as well as connecting intermodal services in the East Bay Area to BART and other transit providers. An intermodal connection in Livermore is estimated to serve a potential daily ridership of up to 40,000 passengers by 2030. The Authority's commitment to making the Altamont Corridor a priority companion to the High Speed Rail system further validates the Central Valley and Bay Area voters' support of Proposition 1A.

City of Emeryville
Vice-Mayor
Ruth Aldin

City of Fremont
Councilmember
Robert Wleckowski

City of Hayward
Councilmember
Olden Hempen

City of Livermore
Mayor
Marshall Kemana

City of Newark
Councilmember
Luis Freitas

We urge the Authority to continue pursuing federal, state and private funding opportunities leading to the final design, construction and delivery of the Altamont Corridor Improvements, and look forward to working with you in this important effort.

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Orlang

City of Pleasanton
Mayor
Jennifer Hosterman

Sincerely,

City of San Leandro
Councilmember
Joyce R. Stereaciak

Dennis Fay
Executive Director

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay



September 22, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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These projects, are included in the San Francisco/Silicon Valley Corridor Investment Strategy, and are integral to the rollout of the statewide HSR system, meet the criteria established under the ARRA and will meet the grant program's stated priorities by helping to establish a national HSR network and creating immediate economic stimulus for the State and the Nation. The total cost is \$2.5 billion generating over 90,000 jobs.

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KEN YEAGER

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

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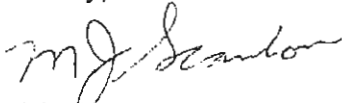
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Sincerely,



Michael J. Scanlon
Executive Director

CC:

Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
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Assemblymember Jerry Hill
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San Francisco Mayor Gavin Newsom
San Jose Mayor Chuck Reed
Peninsula Corridor Joint Powers Board of Directors
Bob Doty, Director, Peninsula Rail Program
Maria Ayerdi-Kaplan, Executive Director, TJPA
Steve Heminger, Executive Director, MTC
Michael Burns, General Manager, VTA
Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of
Directors
Seamus Murphy, Manager Government Affairs,
Caltrain



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ASSOCIATION

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San Francisco, California
94105

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415.781.7291 f

www.spur.org

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Andy Barnes
Tom Hart

September 21, 2009

Executive Director
Gabriel Metcalf

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Urban Center Director
Diane Filippi

Vice Chairs
Lisa Feldstein
Linda Jo Filtz
Bob Gamble
Jim Salinas, Sr.
Libby Seifel
Lydia Tan

Treasurer
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Gia Daniller
Kelly Deaman
Shelly Doran
Oz Erickson
Luisa Ezquerro
Norman Fong
Frank Fudem
Gillian Gillett
Chris Gruwell
Dave Hartley
Laurie Johnson
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Travis Kiyota
Patricia Klitgaard
Rik Kunnath
Ellan Lou
Janis MacKenzie
John Madden
Jacinta McCann
Mary McCue
John McNulty
Chris Meany
Ezra Mersey
Peter Mezey
Leroy Morishita
Dick Morton
Tomiqua Moss
Mary Murphy
Paul Okamoto
Brad Paul
Tim Paulson
Chris Poland
Teresa Rea
Byron Rhett
Bill Rosetti
Victor Seeto
Chi-Hsin Shao
Raphael Sperry
Bill Stoller
Michael Teitz
Michael Thénault
James Tracy
Will Travis
Jeff Tumlin
Brooks Walker, III
Debra Walker
Paul Zeger

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Gabriel Metcalf
Executive Director
SPUR

CC:

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California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain



September 22, 2009

AFL-CIO

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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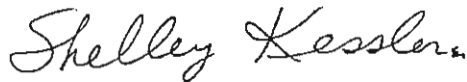
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Sincerely,



Shelley Kessler
Executive Secretary-Treasurer

CC: Speaker Nancy Pelosi
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Anna Eshoo
Representative Mike Honda
Representative Jackie Speier
Representative Zoe Lofgren
State Senator Mark Leno
State Senator Leland Yee
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Assemblymember Ira Ruskin
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Michael Burns, General Manager, VTA
Nathaniel P. Ford, Executive Director/CEO, SFMTA
California High Speed Rail Authority Board of Directors
Michael J. Scanlon, Executive Director, Caltrain
Seamus Murphy, Manager Government Affairs, Caltrain

To:

California High Speed Rail Authority Board Members:
Director Morshed

With regards the Memo of Sept. 18th, from Director Morshed, recommending specific funding allotments to be requested from the FRA, for Track II ARRA stimulus funding, please note restrictions on the use of Prop 1A bond funds, as outlined in AB-3034.

Specifically:

AB-3034

2704.04

possible segments...

(3) ..

(B) San Francisco Transbay Terminal to San Jose to Fresno.

2704.08

(K)...

(d) Prior to committing any proceeds of bonds described in paragraph (1) of subdivision (b) of Section 2704.04 for expenditure for construction and real property and equipment acquisition on each corridor, or usable segment thereof, other than for costs described in subdivision (g), the authority shall have approved and concurrently submitted to the Director of Finance and the Chairperson of the Joint Legislative Budget Committee the following: (1) a detailed funding plan for that corridor or usable segment thereof that (A) identifies the corridor or usable segment thereof, and the estimated full cost of constructing the corridor or usable segment thereof, (B) identifies the sources of all funds to be used and anticipates time of receipt thereof based on offered commitments by private parties, and authorizations, allocations, or other assurances received from governmental agencies,

Director Morshed proposes to define parts of different segments which would be funded with support from the ARRA funds. However, AB-3034 clearly put into place fiscal oversight, such that a segment like (B) above... SF to SJ to Fresno, would have clearly identified funding sources, so that the completion of the whole segment would be assured, at least from a financial viewpoint.

As an example using the SF – SJ – Fresno segment above, the Memo from Director Morshed, clearly asks to use ARRA funds together with Prop 1A funds, to fund only a small part of what is needed to complete the segment, or for that matter, to complete only a part of this segment that, would make it usable for HSR.

I note in particular, again using this segment, that funding is only asked for “High-Priority Grade Separations, yet HSR operation demands **all** crossings be grade separated.

From the Financial workshop of Sept 3rd, it is noted that further funding is not on the horizon until well after the start of the construction deadline of Jan 2012, demanded for ARRA funding.

As was noted by Board member Crane at the Sept 3rd workshop -- 1:29 into the video of the workshop said: -- with regards obtaining funds ...

"pick a project -- take a segment make it very defined 3- 5 billion, what ever it is, make it real, make it be some place on the line where there are no environmental prolems no lawsuits, all the local communities love us to death ..."

The funding outlined in this Memo, clearly does not meet that challenge. Indeed, the funding outlined here would seem to want to spread ARRA together with Prop 1A bond funding along the whole phase 1 route, SF Trans Bay Terminal to Anaheim, thus making only a "small dent" in getting any part usable along the whole route.

This is clearly the wrong approach. With the limited funding available now, and into the near future, the funding should be concentrated so that a usable segment can be completed.

The So. California segment is clearly ahead of the others, it should be where all the funding should be allocated.

Sincerely,

Morris Brown
Menlo Park,CA

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0071
(916) 319-2071
FAX (916) 319-2171

WEBSITE
assemblymember.miller@assembly.ca.gov

Assembly California Legislature



JEFF MILLER
ASSEMBLYMEMBER, SEVENTY-FIRST DISTRICT

COMMITTEES
VICE CHAIR, ENVIRONMENTAL
SAFETY AND TOXIC MATERIALS
APPROPRIATIONS
EDUCATION
TRANSPORTATION

September 2009

Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: ARRA Track 2 Grant Application

Dear Chairman Pringle:

The American Recovery & Reinvestment Act (ARRA) offers an unprecedented opportunity for our state to secure funding for its long-awaited California High-Speed Train System. I am writing on behalf of the 71st Assembly District to express support for the funding of the **California High-Speed Train Los Angeles to San Diego Section** through the ARRA Track 2 Grant Application.

The \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile High-Speed Train Section, which extends from **Los Angeles to San Diego, via the Inland Empire**. These federal funds would help leverage the \$9.95 billion in bond revenue approved by California voters in November 2008.

The **Los Angeles to San Diego Section** of the High-Speed Train System provides a key link from Southern California to the Sections in the Central Valley and Bay Area. Route alignments and stations are being studied in our area now, and public support and momentum are building. Without a doubt, a High-Speed Train System traveling up to 220 miles per hour will jump-start our economy, reduce traffic congestion and protect our environment.

California continues to suffer from a massive economic meltdown. In Southern California, the situation is even worse:

- In San Diego County, the unemployment rate is at 10.4%, and home foreclosure rates are in the top 26 of cities nationwide.
- In Los Angeles County, unemployment is at 12.3%, with foreclosures in the top 35 of the nation.
- In the Riverside/San Bernardino (Inland Empire) region, the picture is most dire, with unemployment topping 14% and home foreclosure rates fourth in the nation.



October 1, 2009

Honorable Curt Pringle, Chair
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: SOCAL ICG SUPPORT FOR CHSRA ARRA TRACK 2 GRANT APPLICATIONS

The Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC), San Diego County Regional Airport Authority (SDCRAA), and San Diego Association of Governments (SANDAG), working cooperatively as the Southern California High-Speed Rail Inland Corridor Group (SOCAL ICG), wish to express our support for the state's high-speed and intercity rail grant applications for the American Recovery and Reinvestment Act Track 2. These programs are key to southern California's future mobility.

Our agencies, working cooperatively for a number of years with the Authority, are supportive of the state's efforts to provide a state of the art passenger rail system to Southern California, and specifically, to the Los Angeles to San Diego via Inland Empire Corridor. High-speed trains (HST) will operate along our 160-mile alignment, through four counties, and connect the state's major metropolitan areas of Los Angeles and San Diego with Northern California. We see HST service in this corridor as an important transportation component to increase mobility, decrease congestion and greenhouse gas emissions, and serve as a catalyst for smart growth development at stations.

Thank you for your continued leadership to make high-speed trains a reality in Southern California. We look forward to our continued partnership.

Sincerely,

HASAN IKHRATA,
Executive Director
SCAG

ARTHUR T. LEAHY,
Chief Executive Officer
Metro

DEBORAH ROBINSON BARMACK,
Executive Director
SANBAG

ANNE MAYER,
Executive Director
RCTC

THELLA F. BOWENS,
President/CEO
SDCRAA

GARY L. GALLEGOS,
Executive Director
SANDAG



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

September 30, 2009

File Number 3101200

MEMBER AGENCIES

Cities of
 Carlsbad
 Chula Vista
 Coronado
 Del Mar
 El Cajon
 Encinitas
 Escondido
 Imperial Beach
 La Mesa
 Lemon Grove
 National City
 Oceanside
 Poway
 San Diego
 San Marcos
 Santee
 Solana Beach
 Vista
 and
 County of San Diego

ADVISORY MEMBERS

Imperial County
 California Department
 of Transportation
 Metropolitan
 Transit System
 North County
 Transit District
 United States
 Department of Defense
 San Diego
 Unified Port District
 San Diego County
 Water Authority
 Southern California
 Tribal Chairmen's Association
 Mexico

Honorable Curt Pringle, Chair
 California High-Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814

Dear Chairman Pringle:

SUBJECT: SANDAG SUPPORT FOR STATE'S ARRA TRACK 2 GRANT APPLICATIONS

The San Diego Association of Governments (SANDAG) is pleased to support the State's \$4.5 billion request for ARRA High-Speed Intercity Passenger Rail funds for the state's proposed High-Speed Train (HST) system.

SANDAG has worked collaboratively with the Authority for many years to advance the planning for the Los Angeles to San Diego via Inland Empire HST corridor. Securing federal stimulus funds for the completion of the preliminary engineering and environmental work for our corridor puts us one step closer to the vision of a state of the art, high-speed passenger rail system that will connect San Diego to Los Angeles and Northern California.

Thank you for your leadership. We look forward to continuing our partnership in the future.

Sincerely,

LORI HOLT PFEILER
 Chair, Board of Directors

LC/

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0071
(916) 319-2071
FAX (916) 319-2171

WEBSITE

assemblymember.miller@assembly.ca.gov

Assembly
California Legislature



JEFF MILLER

ASSEMBLY MEMBER, SEVENTY-FIRST DISTRICT

COMMITTEES
VICE CHAIR, ENVIRONMENTAL
SAFETY AND TOXIC MATERIALS
APPROPRIATIONS
EDUCATION
TRANSPORTATION

The High-Speed Train System will provide an economic boon to Southern California, thanks to the creation of 45,250 jobs in San Diego County, 96,300 jobs in LA County and 19,200 jobs in the Inland Empire by 2030-2035.

Traffic congestion costs Californians close to \$20 billion each year in wasted fuel and lost time. With nearly 93 million anticipated riders per year by 2030, the High-Speed Train System will reduce that impact. Lengthy commutes will be cut dramatically, with trip times between San Diego and Los Angeles estimated to be only 1 hour and 18 minutes, and trip times between Los Angeles and Riverside expected to be a mere 33 minutes.

Finally, the High-Speed Train System will help protect California's environment. Dependence on foreign oil is expected to be reduced by 12.7 million barrels per year and greenhouse gases will be cut by 12 billion pounds each year. This will translate to improved air quality and a likely reduction in health-related concerns.

We are excited about our state's investment in the California High-Speed Rail System and lend our support to the ARRA Track 2 Grant Application.

Thank you for considering our position.

Sincerely,

A handwritten signature in cursive script that reads "Jeff Miller".

California State Assemblyman
71st District



OFFICE OF: Mayor

Phone: 951-736-2370
Fax: 951-736-2493

400 South Vicentia Avenue, Corona, California 92882
City Hall Online All The Time – <http://www.discovercorona.com>

September 25, 2009

Mr. Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Support for the ARRA Track 2 Grant Application

Dear Chairman Pringle:

The American Recovery & Reinvestment Act (ARRA) offers an unprecedented opportunity for our state to secure funding for its long-awaited California High-Speed Train System. I am writing on behalf of the City of Corona to express support for the funding of the **California High-Speed Train Los Angeles to San Diego Section** through the ARRA Track 2 Grant Application.

The \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile High-Speed Train Section which extends from **Los Angeles to San Diego, via the Inland Empire**. These federal funds would help leverage the \$9.95 billion in bond revenue approved by California voters in November 2008.

The **Los Angeles to San Diego Section** of the High-Speed Train System provides a key link from Southern California to the Sections in the Central Valley and Bay Area. Route alignments and stations are being studied in our area now, and public support and momentum are building. Without a doubt, a High-Speed Train System traveling up to 220 miles per hour will jump-start our economy, reduce traffic congestion and protect our environment.

As you are well aware, California continues to suffer from a massive economic meltdown. In Southern California, the situation is even worse:

- In San Diego County, the unemployment rate has reached 10.4%, and home foreclosure rates are in the top 26 of cities nationwide.

- In Los Angeles County, unemployment has reached 12.3%, with foreclosures in the top 35 of the nation.
- In the Riverside/San Bernardino (Inland Empire) region, the picture is most dire, with unemployment topping 14% and home foreclosure rates fourth in the nation.

The High-Speed Train System will provide an economic boon to Southern California, thanks to the creation of 45,250 jobs in San Diego County, 96,300 jobs in LA County and 19,200 jobs in the Inland Empire by 2030-2035.

Traffic congestion costs Californians close to \$20 billion each year in wasted fuel and lost time. With nearly 93 million anticipated riders per year by 2030, the High-Speed Train System will reduce that impact. Lengthy commutes will be cut dramatically, with trip times between San Diego and Los Angeles estimated to be only 1 hour and 18 minutes, and trip times between Los Angeles and Riverside expected to be a mere 33 minutes.

Finally, the High-Speed Train System will help protect California's environment. Dependence on foreign oil is expected to be reduced by 12.7 million barrels per year and greenhouse gases will be cut by 12 billion pounds each year. This will translate to improved air quality and a likely reduction in health-related concerns.

We are excited about our state's investment in the California High-Speed Rail System and lend our support to the ARRA Track 2 Grant Application.

Thank you for your consideration of our position.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Nolan", with a long horizontal flourish extending to the right.

Steve Nolan
Mayor



MONTCLAIR

September 24, 2009

Curt Pringle, Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: ARRA Track 2 Grant Application

Dear Chairman Pringle:

The American Recovery and Reinvestment Act (ARRA) offers an unprecedented opportunity for our state to secure funding for its long-awaited California High-Speed Train System. I am writing on behalf of the City of Montclair to express support for the funding of the **California High-Speed Train, Los Angeles to San Diego Section** through the ARRA Track 2 Grant Application.

The \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile high-speed train section, which extends from **Los Angeles to San Diego, via the Inland Empire**. These federal funds would help leverage the \$9.95 billion in bond revenue approved by California voters in November 2008.

The **Los Angeles to San Diego Section** of the high-speed train system provides a key link from Southern California to the proposed sections in the Central Valley and Bay Area. Route alignments and stations are being studied in our area now, and public support and momentum are building. A high-speed train system traveling up to 220 miles per hour would likely help jump-start our economy, reduce traffic congestion and protect our environment.

California continues to suffer from a massive economic meltdown. In Southern California, the situation is even worse:

- ❑ In San Diego County, the unemployment rate is at 10.4%, and home foreclosure rates are in the top 26 of cities nationwide.
- ❑ In Los Angeles County, unemployment is at 12.3%, with foreclosures in the top 35 of the nation.
- ❑ In the Riverside/San Bernardino (Inland Empire) region, the picture is most dire, with unemployment topping 14% and home foreclosure rates fourth in the nation.

CITY OF MONTCLAIR

5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

Mayor Paul M. Eaton • Mayor Pro Tem J. John Dutrey • Council Members: Leonard Paulitz, Carolyn Raft, Bill Ruh • City Manager Lee C. McDougal

The high-speed train system would provide an economic boon to Southern California, thanks to the creation of 45,250 jobs in San Diego County, 96,300 jobs in Los Angeles County and 19,200 jobs in the Inland Empire by 2030-2035.

Traffic congestion costs Californians close to \$20 billion each year in wasted fuel and lost time. With nearly 93 million anticipated riders per year by 2030, the high-speed train system will reduce that impact. Lengthy commutes will be cut dramatically, with trip times between San Diego and Los Angeles estimated to be only 1 hour and 18 minutes, and trip times between Los Angeles and Riverside expected to be a mere 33 minutes.

Finally, the high-speed train system will help protect California's environment. Dependence on foreign oil is expected to be reduced by 12.7 million barrels per year and greenhouse gases will be cut by 12 billion pounds each year. This will translate into improved air quality and a likely reduction in health-related concerns.

We hereby lend our support to the ARRA Track 2 Grant Application. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Steve Lustro". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Steve Lustro, AICP
Community Development Director



CITY OF MURRIETA

September 25, 2009

Mr. Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: ARRA Track 2 Grant Application

Dear Chairman Pringle:

The American Recovery & Reinvestment Act (ARRA) offers an unprecedented opportunity for our state to secure funding for its long-awaited California High-Speed Train System. I am writing on behalf of the City of Murrieta to express support for the funding of the **California High-Speed Train Los Angeles to San Diego Section** through the ARRA Track 2 Grant Application.

The \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile High-Speed Train Section, which extends from **Los Angeles to San Diego, via the Inland Empire**. These federal funds would help leverage the \$9.95 billion in bond revenue approved by California voters in November 2008.

The **Los Angeles to San Diego Section** of the High-Speed Train System provides a key link from Southern California to the Sections in the Central Valley and Bay Area. Route alignments and stations are being studied in our area now, and public support and momentum are building. Without a doubt, a High-Speed Train System traveling up to 220 miles per hour will jump-start our economy, reduce traffic congestion and protect our environment.

California continues to suffer from a massive economic meltdown. In Southern California, the situation is even worse:

- In San Diego County, the unemployment rate is at 10.4%, and home foreclosure rates are in the top 26 of cities nationwide.
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The High-Speed Train System will provide an economic boon to Southern California, thanks to the creation of 45,250 jobs in San Diego County, 96,300 jobs in LA County and 19,200 jobs in the Inland Empire by 2030-2035.

Page 2

Traffic congestion costs Californians close to \$20 billion each year in wasted fuel and lost time. With nearly 93 million anticipated riders per year by 2030, the High-Speed Train System will reduce that impact. Lengthy commutes will be cut dramatically, with trip times between San Diego and Los Angeles estimated to be only 1 hour and 18 minutes, and trip times between Los Angeles and Riverside expected to be a mere 33 minutes.

Finally, the High-Speed Train System will help protect California's environment. Dependence on foreign oil is expected to be reduced by 12.7 million barrels per year and greenhouse gases will be cut by 12 billion pounds each year. This will translate to improved air quality and a likely reduction in health-related concerns.

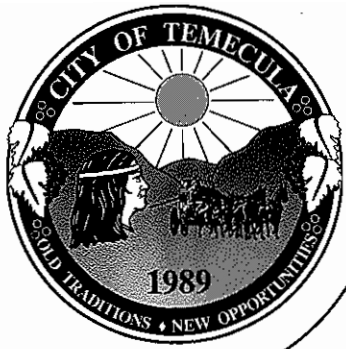
We are excited about our state's investment in the California High-Speed Rail System and lend our support to the ARRA Track 2 Grant Application.

Thank you for considering our position.

Sincerely,

A handwritten signature in black ink that reads "Gary Thomasian". The signature is written in a cursive, flowing style.

Gary Thomasian
Mayor



City of Temecula

43200 Business Park Drive • Temecula, CA 92590 • Mailing Address: P.O. Box 9033 • Temecula, CA 92589-9033
(951) 506-5100 • Fax (951) 694-6499 • www.cityoftemecula.org

September 29, 2009

Mr. Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: ARRA Track 2 Grant Application

Dear Chairman Pringle:

The American Recovery & Reinvestment Act (ARRA) offers an unprecedented opportunity for our state to secure funding for its long-awaited California High-Speed Train System. I am writing on behalf of City of Temecula to express support for the funding of the **California High-Speed Train Los Angeles to San Diego Section** through the ARRA Track 2 Grant Application.

The \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile High-Speed Train Section, which extends from **Los Angeles to San Diego, via the Inland Empire**. These federal funds would help leverage the \$9.95 billion in bond revenue approved by California voters in November 2008.

The **Los Angeles to San Diego Section** of the High-Speed Train System provides a key link from Southern California to the Sections in the Central Valley and Bay Area. Route alignments and stations are being studied in our area now, and public support and momentum are building. Without a doubt, a High-Speed Train System traveling up to 220 miles per hour will jump-start our economy, reduce traffic congestion and protect our environment.

California continues to suffer from a massive economic meltdown. In Southern California, the situation is even worse:

- In San Diego County, the unemployment rate is at 10.4%, and home foreclosure rates are in the top 26 of cities nationwide.

Mr. Curt Pringle
Page 2
September 29, 2009

- In Los Angeles County, unemployment is at 12.3%, with foreclosures in the top 35 of the nation.
- In the Riverside/San Bernardino (Inland Empire) region, the picture is most dire, with unemployment topping 14% and home foreclosure rates fourth in the nation.

The High-Speed Train System will provide an economic boon to Southern California, thanks to the creation of 45,250 jobs in San Diego County, 96,300 jobs in LA County and 19,200 jobs in the Inland Empire by 2030-2035.

Traffic congestion costs Californians close to \$20 billion each year in wasted fuel and lost time. With nearly 93 million anticipated riders per year by 2030, the High-Speed Train System will reduce that impact. Lengthy commutes will be cut dramatically, with trip times between San Diego and Los Angeles estimated to be only 1 hour and 18 minutes, and trip times between Los Angeles and Riverside expected to be a mere 33 minutes.

Finally, the High-Speed Train System will help protect California's environment. Dependence on foreign oil is expected to be reduced by 12.7 million barrels per year and greenhouse gases will be cut by 12 billion pounds each year. This will translate to improved air quality and a likely reduction in health-related concerns.

We are excited about our state's investment in the California High-Speed Rail System and lend our support to the ARRA Track 2 Grant Application.

Thank you for considering our position.

Sincerely,



Shawn D. Nelson
City Manager

cc: Mayor and City Council
Bob Johnson, Assistant City Manager
Aaron Adams, Assistant City Manager
Grant Yates, Deputy City Manager
Greg Butler, Director of Public Works
Patrick Richardson, Director of Planning/Redevelopment

STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4037
FAX (916) 327-2187

DISTRICT OFFICES:
5225 CANYON CREST DRIVE
SUITE 360
RIVERSIDE, CA 92507
TEL (951) 680-6750
FAX (951) 680-6757

73-710 FRED WARING DRIVE
SUITE 108
PALM DESERT, CA 92260
TEL (760) 568-0408
FAX (760) 568-1501

WWW.SENATE.CA.GOV/BENOIT

California State Senate

SENATOR
JOHN J. BENOIT

THIRTY-SEVENTH SENATE DISTRICT



COMMITTEES:
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COMMUNICATIONS
VICE-CHAIR
PUBLIC SAFETY
VICE-CHAIR
BUDGET AND FISCAL REVIEW
GOVERNMENTAL
ORGANIZATION
NATURAL RESOURCES
AND WATER
PUBLIC EMPLOYEES
AND RETIREMENT
JOINT COMMITTEE ON RULES

October 2, 2009

Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Support for California High-Speed Rail Authority - ARRA Track 2 Grant

Dear Chairman Pringle:

I am writing to express my wholehearted support of the California High-Speed Rail Authority application for the ARRA -Track 2 Grant. After careful consideration of their issues and projected use for the funds, I believe the California High-Speed Rail Authority is fully worthy and capable of receiving an award.

I am firmly aware of the economic conditions that have severely impacted Southern California. In San Diego County, the unemployment rate is at 10.4%, and home foreclosure rates are in the top 26 of cities nationwide. In Los Angeles County, unemployment is at 12.3% with foreclosures in the top 35 of the nation. In its most dire situation the Riverside/ San Bernardino (Inland Empire) region has an unemployment rate of 14% and home foreclosure rates fourth in the nation. The High-Speed Rail System will provide an economic boom with the creation of 45,250 jobs in San Diego County, 96,300 jobs in LA County and 19,200 jobs in the Inland Empire by 2030-2035.

The \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile High-Speed Train Section, which extends from Los Angeles to San Diego, via the Inland Empire. With nearly 93 million anticipated riders per year by 2030, the High-Speed Train System will reduce the impact of wasted fuel and time. Lengthy commutes will be cut dramatically. The dependence on foreign oil is expected to be reduced by 12.7 million barrels per year. This will translate to improved air quality and a likely reduction in health-related concerns.

Thank you for the opportunity to express my support of California High-Speed Rail Authority's submittal for ARRA funds. Please feel free to contact my office at (951) 680-6750 if I can provide further assistance.

Sincerely,

A handwritten signature in blue ink that reads "John J. Benoit".

JOHN J. BENOIT
Senator, 37th District

JJB:ec

B L U E S T O N E

C O M M U N I T I E S

September 25, 2009

Curt Pringle
Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Support for the ARRA Track 2 Grant Application

Dear Chairman Pringle:

The American Recovery & Reinvestment Act (ARRA) offers an unprecedented opportunity for our state to secure funding for its long-awaited California High-Speed Train System. I am writing to express support for the funding of the **California High-Speed Train Los Angeles to San Diego Section** through the ARRA Track 2 Grant Application.

It is our understanding that the \$42.5 million request will provide full funding for environmental review through the National Environmental Policy Act and the California Environmental Quality Act for this 160+ mile High-Speed Train Section which extends from **Los Angeles to San Diego, via the Inland Empire**. These federal funds would help leverage the \$9.95 billion in bond revenue approved by California voters in November 2008.

The **Los Angeles to San Diego Section** of the High-Speed Train System provides a key link from Southern California to the Sections in the Central Valley and Bay Area. Route alignments and stations are being studied in our area now, and public support and momentum are building. Without a doubt, a High-Speed Train System traveling up to 220 miles per hour will jump-start our economy, reduce traffic congestion and protect our environment.

California continues to suffer from a massive economic meltdown. In Southern California, the situation is even worse:

- In San Diego County, the unemployment rate has reached 10.4%, and home foreclosure rates are in the top 26 of cities nationwide.
- In Los Angeles County, unemployment has reached 12.3%, with foreclosures in the top 35 of the nation.
- In the Riverside/San Bernardino (Inland Empire) region, the picture is most dire, with unemployment topping 14% and home foreclosure rates fourth in the nation.

The High-Speed Train System will provide an economic boon to Southern California, thanks to the creation of 45,250 jobs in San Diego County, 96,300 jobs in LA County and 19,200 jobs in the Inland Empire by 2030-2035.

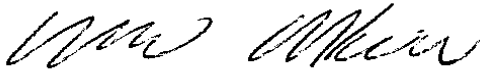
Traffic congestion costs Californians close to \$20 billion each year in wasted fuel and lost time. With nearly 93 million anticipated riders per year by 2030, the High-Speed Train System will reduce that impact. Lengthy commutes will be cut dramatically, with trip times between San Diego and Los Angeles estimated to be only 1 hour and 18 minutes, and trip times between Los Angeles and Riverside expected to be a mere 33 minutes.

Finally, the High-Speed Train System will help protect California's environment. Dependence on foreign oil is expected to be reduced by 12.7 million barrels per year and greenhouse gases will be cut by 12 billion pounds each year. This will translate to improved air quality and a likely reduction in health-related concerns.

We are excited about our state's investment in the California High-Speed Rail System and lend our support to the ARRA Track 2 Grant Application.

Thank you for considering our position.

Sincerely,
BLUESTONE COMMUNITIES

A handwritten signature in black ink, appearing to read "Michael Kerr". The signature is fluid and cursive, with the first name "Michael" being more prominent than the last name "Kerr".

Michael Kerr
President



September 23, 2009

The Honorable Curt Pringle
Mayor, City of Anaheim
Board Chair, California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Support ARRA Grant Application

Dear Chariman Pringle:

On behalf of the Los Angeles Area Chamber of Commerce, I am writing to express our support for the High Speed Rail Authority's American Recovery and Reinvestment Act (ARRA) Grant Application. A 21st century transportation network is crucial to California and the nation's economic success. High speed rail, specifically, will serve as the spine of a system that will improve mobility all along our state.

The delivery of \$ 4.6 Billion in funds for a high speed rail system will have a significant impact on the local economy of Southern California as well. ARRA's purpose is to stimulate job and economic growth. Given that Los Angeles County currently has greater than 12% unemployment, funding for a modern transportation system will help us in the very immediate-term. Funds directed to California would provide thousands of jobs, while reducing traffic congestion and helping the state achieve its green house gas emissions reduction goals set out in AB 32.

California is a leader in many ways, including planning for high speed rail. We support your application and urge that the federal government reward that leadership by investing in California high speed rail.

Sincerely,

A handwritten signature in cursive script that reads "Gary Toebben".

Gary Toebben
President & CEO