Congress of the United States

Washington, DC 20515

F001

August 20, 2007

Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L St., Ste. 1425
Sacramento, CA 95814

Dear Mr. Morshed,

We are writing to express our strong support of California's High Speed Rail Project. We believe that the project will transform the state's transportation network into a much safer system that will serve our growing population for this century and the next in a way that can boost our economy while protecting our environment. F001-1

We recently reviewed the Northern Mountain Crossing Corridor Study you released concerning different possible routes from the Bay Area to the Central Valley. We all agree that the High Speed Train network should serve all three major cities: San Francisco, Oakland, and San Jose. However, upon reviewing the document it is clear that the Pacheco Pass alternative provides a better level of service with a greater number of trains stopping in San Francisco, Oakland and San Jose on a daily basis. The Pacheco Pass route is also the least damaging to our region's natural resources. F001-2

In order to connect the Bay Area to the Central Valley using an alternative option, the Altamont Pass, would require building a new high level bridge over the San Francisco Bay. The Altamont Pass option would also require construction through the Don Edwards Wildlife Refuge with additional impacts on the San Francisco Bay and Palo Alto shore of the Bay. This alone is a good enough reason in our opinion to reject the Altamont Pass outright. The impact the Altamont Pass would have on the environment could well make us rethink our support of any federal funding for the project. F001-3

We believe there is sufficient and compelling data to determine that the Pacheco Pass is the best option for the High Speed Train to serve the Bay Area. We thank you for your consideration and will continue to follow the issue closely.

Sincerely,

Zoe Lofgren | Michael Honda | Anna Eshoo

Sam Farr | Tom Lantos

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