S001

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Assembly
California Legislature

JIM BEALL JR.
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September 18, 2007

Quentin L. Kopp
Chairperson
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Dear Chairperson Kopp:

I am writing to express my support of the Pacheco Pass alignment. The Pacheco Pass alignment provides better connectivity to existing rail systems, directly connects the major population centers quickly and cost effectively, and is the most compatible approach with current regional plans and global warming goals. S001-1

I have over 20 years experience in transportation planning. During my 26 years of local service, I served on several transportation agencies board of directors including the Caltrain, Santa Clara County Traffic Authority, Valley Transportation Agency, and the Metropolitan Transportation Commission to name a few. During my local tenure I spearheaded many rail transportation projects including serving on the Guadalupe Corridor Joint Powers Board which was responsible for the development of the light rail system in Santa Clara County. I was also appointed to the Governor's Transportation Summit Working Group which drafted the legislation which became Propositions 108/111 and 116. S001-2

My vision for the high speed rail project is large urban areas being connected at multi-modal transit centers to provide an alternative to air and auto traffic between northern and southern California. I believe that the most important element to consider in the alternative analysis is the connectivity between the High Speed Rail and our transit systems in California. This inter-relationship will not only be positive for High Speed Rail, it will also benefit our transit systems and California's global warming goals. S001-3

The Pacheco Pass alignment establishes the best framework for California's transportation development overall and is the most compatible with the regional transit plans in both the Bay Area and Monterey Bay including Metropolitan Transportation Commission Regional Rail Plan. The Pacheco alignment would also result in the highest

number of statewide trains stopping at all destinations in the Bay Area and is the most direct north/south connection. An Altamont alignment will cause a burdensome and costly 3 way split to reach San Jose, Oakland and San Francisco - with less trains to each. The Altamont Route offers a low speed trip, better served by BART and ACE extensions and upgrades.

It is important to build High Speed Rail in a way that most directly connects the major population centers as quickly and cost effectively as possible. The Pacheco alignment is the only alternative that does this. Travelers will be able to reach High Speed Rail terminals easily and quickly via public transit, reducing the need to accommodate automobiles and their impact on the environment. Do we want to establish a transit only framework or build a High Speed Rail with large parking areas surrounding the stations?

Residents in the San Mateo, Santa Clara and Monterey counties will benefit greatly from the Pacheco alignment. Planning for High Speed Rail connection in Gilroy has already started with the Caltrain extension to Salinas, the Del Monte Express to Castroville and the addition of the Amtrak Coast Day Light Service. The Gilroy Terminal would serve close to 1 million people. S001-3 cont.

The transit emphasis is being completed in the Bay Area in accordance with long standing plans emphasizing multimodal transit terminals. In addition, San Mateo, Santa Clara and Alameda all tax themselves for transportation improvements which demonstrate their stake in the Pacheco alignment, as well as their commitment to fund essential transit projects through the ballot box. A transit terminal approach should be the basis for connecting transit systems. The Pacheco alignment is the most compatible approach with the current regional plan and global warming goals. I urge your support of the Pacheco alignment.

Sincerely,

Jim Beall

Assemblymember Jim Beall, Jr.
24th District