

Endorsements of the Antelope Valley Alignment

Senator Wm. J. "Pete" Knight

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California State Senate

SENATOR
WM. J. "PETE" KNIGHT
SEVENTEENTH SENATORIAL DISTRICT



February 17, 2000

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Senator's Fax Note 7071 To: Sheldon Slean From: PVZ Date:	Date: 2-17-00 Page: 2 To: Chris From: Senator Knight Date:
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Mr. Michael E. Tennenbaum, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Draft Business Plan B, Selection of the Antelope Valley Alignment

Dear Chairman Tennenbaum:

I would like to take this opportunity to register my wholehearted support for selection of the Antelope Valley Alignment as the preferred routing choice for any future high-speed rail service between Los Angeles and Northern California.

While I believe that the need for expenditure of up to \$28 billion in public funds for this project has not yet been proven, there can be no question that any transportation project so funded must provide equitable service to all important economic and growth centers in the state, not merely a few of the largest population centers.

The incredible success of the interstate highway system as an engine of economic growth and rising standards of living came about from its ubiquity – that is, it was designed to serve more than 90 percent of all population centers in the nation. A similar philosophy regarding deployment of high-speed rail service is the only way that such a project could ever hope to play a similar role for California in the coming century.

The alternative, a luxury service attempting to compete with the private airlines for the Los Angeles-San Francisco air travel market, would be a waste of taxpayer funds and in the end, fail to deliver the benefits on which the project is premised.

Mr. Michael E. Tennenbaum, Chairman
February 17, 2000
Page 2

Unfortunately, I will not be able to attend the public meeting and workshop in Palmdale on March 1. However, I am confident that my constituents in Palmdale can and will make the case of why any future rail project must service the Antelope Valley – and as such, provide a direct connection between the Valley, its Regional Airport, and both the northern and southern regions of the state.

Thank you for your time and attention.

Sincerely,



WM. J. "PETE" KNIGHT
Senator, 17th District

WJK:ek

March 1, 2000

HLB Decision Economics, Inc.

Endorsements of the Antelope Valley Alignment

Assemblyman George Runner

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**Assembly
California Legislature**

GEORGE RUNNER
ASSEMBLY MEMBER, THIRTY-SIXTH DISTRICT
VICE-CHAIRMAN, ASSEMBLY BUDGET COMMITTEE

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• INTERNATIONAL TRADE AND DEVELOPMENT
• JOINT LEGISLATIVE BUDGET COMMITTEE
• JOINT COMMITTEE ON FUND ALLOCATION
AND COMPARISON
• SELECT COMMITTEE ON
AIRSPACE SECURITY
• SELECT COMMITTEE ON LONG-TERM
PLANNING FOR COMMERCIAL AND
GENERAL AVIATION AIRPORT CAPACITY

February 17, 2000

Mr. Michael F. Tennenbaum
Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
RE: Draft Business Plan B Selection of the Antelope Valley Alignment

Dear Chairman Tennenbaum:

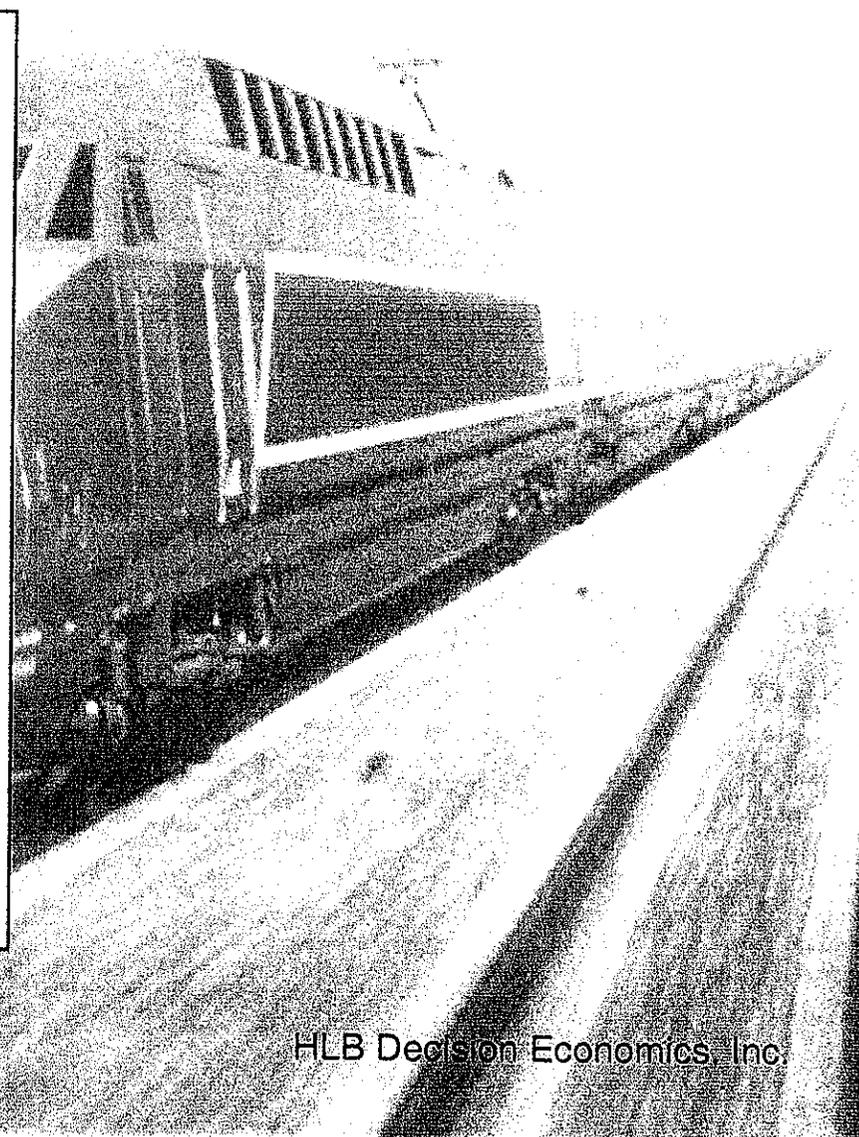
I would like to take this opportunity to register my wholehearted support for the selection of the Antelope Valley Alignment as the preferred routing choice for any future high-speed rail service between Los Angeles and Northern California. While I believe that the need for expenditure of up to \$26 billion in public funds for this project has not yet been proven, there can be no question that any transportation project so funded must provide access and equitable service to all important economic and growth centers in the state and not merely a few of the largest population centers.

The incredible success of the interstate highway system as an engine of economic growth and rising standards of living came about from its ubiquity -- that is, it was designed to serve more than 90 percent of all population centers in the nation. A similar philosophy regarding deployment of high-speed rail service is the only way that such a project could hope to play a similar role for California in the coming century. The alternative -- a luxury service competing with the private airlines for Los Angeles-San Francisco air travel market -- is not only an inappropriate use of power of the public purse, but will fail to deliver the benefits on which the project is premised.

I am sorry that due to the press of business in Sacramento, I will not be able to attend the public meeting and workshop in Palmdale on March 1st. However, I am very confident that my constituents in Palmdale can and will make the case of why any future rail project must serve the Antelope Valley -- and as such, provide a direct connection between the Valley, its Regional Airport, and the regions it will serve both to the north and to the south.

Sincerely,


George Runner
Assemblyman, 36th District



March 1, 2000

HLB Decision Economics Inc.

Endorsements of the Antelope Valley Alignment

Other Key Endorsements

- **L.A. Chamber of Commerce**
- **City of Palmdale**
- **City of Lancaster**
- **City of Rosamond**
- **Palmdale Chamber of Commerce**
- **Antelope Valley Board of Trade**

**The Antelope Valley HSR Alignment:
The Best Choice for California**

The Antelope Valley Alignment: The Best Choice for California

March 1, 2000

HLB Decision Economics, Inc.

**The Antelope Valley HSR Alignment:
The Best Choice for California**

The Antelope Valley alignment is most consistent with federal, state, regional and local planning principles and guidelines, including those of the California High-Speed Rail Act of 1996 and the Authority's own Draft Business Plan.

**The Antelope Valley HSR Alignment:
The Best Choice for California**

The Antelope Valley alignment will provide the greatest intermodal connectivity with other key transportation resources, including one unique resource -- the Palmdale Regional Airport.

March 3, 2009

HLB Decision Economics, Inc.

**The Antelope Valley HSR Alignment:
The Best Choice for California**

The Antelope Valley alignment will provide access to other existing industrial and high-tech resources, as well as to an area expected to see population *and employment* grow at least three times faster than Southern California as a whole.

The Antelope Valley HSR Alignment: The Best Choice for California

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
RECOMMENDED ROUTES TO BE STUDIED IN THE ENVIRONMENTAL PROCESS



March 1, 2000

RED Decision Economics, Inc.