



### **SAMPLE COMMENTS ABOUT HIGH-SPEED RAIL IN THE CASCADIA CORRIDOR**

\*Names and contact information have been removed. Comments otherwise have not been edited for grammar or content\*

This would be a boost to the local economies thru faster commute times and increased tourism. The rail service between Portland and Canada is some of the most scenic in the Western United States and Amtrak in this corridor is wonderful experience to ride. It is a pleasure to be able to book a reservation at the last minute and not have to wait in long lines when riding Amtrak. There is little chance of overbooking, since they can always "add a car" to the train at the last minute, unlike the airlines that continually overbook and bump you off a flight. Please consider this area a "national scenic route" and grant our request for high speed rail service.

If not already included, design the high speed rail for freight also, it should improve the payoff greatly. Also use the high-speed rail to reduce demand and costs for regional air services. These and other benefits make it very desirable. An efficient, effective infrastructure is a key to global economic viability. With a second home in Europe I am ever aware of the huge gap between US and European rail development.

There is so much traffic between Seattle and the Bay Area, it makes sense to extend both systems and cover the entire West Coast.

We need good transportation in Puget Sound, and one way is of course Rail. So let's step into this century and make life better for everyone, also don't forget that better Water Transportation tied to Rail is even better.

The Seattle Metro area (Snohomish, King & Pierce County) supports one of our country's the largest economies (3rd in the nation for metro areas according to the Brookings Institute). High-speed rail is the type of investment we need to grow, expand, meet the demands of existing industries and continue to contribute to the Country's overall well-being.

Though it is not often that I agree with Governor Gregoire, I fully support and endorse the Governor's letter to the Secretary of Transportation. The need has long existed. This is an appropriate time in the region's history to aggressively move forward with this initiative.

I agree that high speed rail would benefit the region greatly. I am slightly concerned however, that the current railway covers close to 80 miles of Puget Sound shoreline. Expanding and reinvesting in the infrastructure of this poorly selected location is at best questionable (e.g. think of the implications of sea level rise...). I think that the optimal solution would be to invest in creating a new high speed rail corridor along the I-5 corridor, where traffic and development is already focused. This could eventually encourage more use of that rail, which could allow for some possibility of removing/shifting rail traffic off the beach, when we are currently investing MILLIONS of dollars in Puget Sound restoration. The current position of the railway is unsustainable in the long term, is the source of numerous adverse impacts to Puget Sound coastal systems and will be an even greater source of habitat loss as a result of sea level rise. Additionally, there are height and width restrictions, public crossings and a number of public recreation areas where that regularly incur fatalities. Additionally the railway along the Puget Sound precludes access to shoreline throughout a number of towns and counties - preventing the public from enjoying the fruits of one of our most precious public resources. Let's think holistically, and beyond the limits of our immediate situation. Let's do what is right and build a NEW high speed rail corridor OFF the beach and provide a pathway to potentially restore/recover close to 80 miles of regional beaches. Thank you for inviting suggestions/input. I am a coastal geomorphologist/ecologist and have been consulting in the Puget Sound region for 10 years. I am happy to provide additional input on this topic - feel free to contact me.

Yes! I 100% support developing a high-speed rail corridor here in the Pacific NW. And everyone else in my family (including extended family) who live in the Seattle area do too.

I applaud your efforts and want to voice support for your high speed rail proposal. As you are well aware, California is actively pursuing their own HSR to link SoCal and the Bay Area. I am thinking a few years down the rails, when we want to link Sacramento with Portland. I have no doubt Oregonians will figure out how to get HSR to Medford. However, having lived in the California Siskiyou for 20 years, I know how difficult a leap of faith and imagination it is to put public transit over the Siskiyou. But let's (begin to) think about how to create true regional rail, on a national scale. The West Coast needs HSR as part of our "BC to BC" a strategy. It would be the victory of the century for all 3 states to successfully pull off West Coast HSR, and of great value economically. I might at this point be a lone voice in the wilderness, but I want to put a marker down. We need BOTH HSR proposals to be funded for openers.

As a frequent Amtrak rider, but also as one who sometimes makes the dreary Eugene-Seattle trip by car, I'm in total support of the idea of high speed rail serving this Northwest corridor. It's one very important way that I would like to see my tax dollars spent.

We are very supportive of the group and Governor Gregoire's efforts to bring "higher" speed rail to Washington. Pacific NW corridor is key to many existing and emerging companies looking to locate in this vibrant community and provide sustainable transportation options to customers and staff in particular.

I am heartened and encouraged by the new funding and support for high-speed rail in the Northwest states. Please also give thought and funding to longer-term plans for expansion of this type of service. The US is far behind other countries in this regard. Tourism, commerce and mobility of the citizenry all stand to make great strides by making high-speed rail widely available here.

I am enthusiastically in favor of medium high speed rail from Vancouver BC to Eugene Or. NOT a new right of way. NOT 200 mph. Upgrade the existing ROW to at least two tracks everywhere. Make train travel half the time it takes to drive (eg 2 hours Seattle to Portland) Increase the number of round trips. Get the trains to travel on time. Reduce freight / passenger conflicts. Reduce grade crossings. Increase welded rail and precast concrete ties. In other words, make what we already have work really well.

After nearly thirty years of business and leisure trips from Seattle to Portland I remain a fierce advocate of rail travel in the US being given the opportunities to equal those around the world. Forty years ago I was travelling by train at 125 mph from London to NE England! Now is the time where the playing field might be levelled - I have great hopes for success.

we must continue to fund improvements to the Vancouver to Eugene rail corridor to provide alternatives to the I-5 bottleneck and reduce dependence on car traffic.

As the governors' letter points out, the Amtrak Cascades service requires a large public subsidy to sustain its ridership, amounting to \$185 per rider over the ten-year period on top of fare box receipts. While the service claims to reduce congestion on I-5 to Canada, its actual effect is miniscule as evidenced by the fact that it has taken the Amtrak Cascades ten years to reach the same number of riders as carried by I-5 in ten days through this same corridor. As an economic engine and energy investment, the money would be much more effective if spent improving rail crossings that cause serious safety issues and lengthy delays for commercial, bus transit, and private vehicles in our busiest urban areas.

High speed rail would simplify travel in our region and would improve commerce, reduce auto traffic, and improve air quality in Western Washington. If designed to connect with other transportation hubs, it would reduce parking problems at airports, bus transfer points, and in urban areas.

I'd love to see it happen, I would use it every chance I could. Think "Green"!

Please support any and all high-speed rail projects. As the transcontinental railway transformed America in the 19th Century, the high-speed rail system will in the 21st Century. Rail has always worked, except when it was unfunded in the late 20th Century.

A life cycle assessment comparing rail to road transport shows that rail is clearly superior to road transport on every environmental measure. The greenhouse gas emissions are less than one-tenth those from road transport even when one considers diesel powered rail. When one couples electric rail to greening the electric grid, emissions reductions can be over 99%. Similar improvements can be found in acid rain reduction, photochemical smog formation, depletion of fossil fuel and mineral resources and toxicity. Failure of support for rail opposes the basic tenet of NEPA: care for future generations. We need to follow the lead of countries such as France, which has had high-speed rail for three decades, and which has chosen massively convenient public transport as the mechanism to achieve its goals under the Kyoto Protocol. As [an employee] of the Institute for Environmental Research and Education and the American Center for Life Cycle Assessment I would be pleased to help provide the scientific basis for the rail environmental advantages.

Transportation from Seattle to Portland is vital to business in our region. I personally make this trip about twice per month. Please consider the high speed rail here, it would be a great alternative to one person driving in one car at a time.

So many problems in our society and in the world are caused by the fixation-addiction on cars. High-speed trains are part of the solution.

I support any construction leading to an improved railway system - both freight and passenger.

I strongly support high speed rail in the Cascadia region. I live in the Seattle area but do a lot of business in Vancouver and Portland. I would like the ability to hop on a train rather than drive - just as I do when I go to Europe or Japan.

High speed rail is long overdue in the U.S. Should happen along the west coast, certainly between Portland and Vancouver, BC. Boeing should apply its expertise and technology into this arena.

High Speed rail is an excellent alternative to the freeway and air between Seattle and Portland. I've taken the train between Seattle and Portland and think it is an excellent way to travel for both business and pleasure. Please support improving the Seattle-Portland-Eugene route with high speed rail. There will no longer be a need to drive or fly! Terrific!

I am an Everett resident that has used amtrak for recreational trips to Vancouver B.C. for the last 10 years. I find that it works when I can plan my trip around the schedule of the train. My concerns are that obligations in daily life do not allow 3,4 Hour or next day waits for a transportation mode. to make this transportation mode work, the trains have to run regularly 24/7/365 and busses must connect to the stations 24/7/365. Without the ability to get to a place of employment when the shift starts at 5:00 AM or home when I finish a second shift at midnight, it becomes a tax subsidized benefit for bank and office workers (9-5ers). For people like myself that choose to work and live close enough to have an alternate transportation lifestyle, daily use would be out of the question. Recreational use like an evening concert in Seattle current leaves no options other than taking 2 days off work if I rely only on the Sounder train. To use the Sounder train for a Friday evening event in Seattle I would not return home until 5:04 P.M. on Monday. Fortunately busses and cars remain an option. Unfortunately my tax dollars are used to support transportation options that is of little or no use to me. Instead of creating road hazards like rail crossings and placing tracks in the roads. It would seem to me that 8 Billion dollars would be better spent creating bicycle lanes and traffic lights that actually work for cyclists.

The State of Washington should be a model for true intermodal transportation, with one of the top transit systems, passenger rail, light rail, and high-speed rail. We need to make the incremental rail improvements (crossovers, protected crossings, grade separations, etc.) to make higher train speeds possible. In addition, we need to shift more freight back to the steel roads designed to carry such tonnage. Let's make America a great model for the rest of the world and upgrade our transportation infrastructure -- putting tens of thousands of people to work -- and at the same time provide the means for them to get there. It's a win-win-win-win situation!