



December 6, 2010

The Honorable Raymond H. LaHood  
U. S. Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood,

As Mayors of key cities along the Pacific Northwest High Speed Rail (HSR) corridor route, we share a joint interest in ensuring the economic vitality and improving the quality of life for all residents along the route. The Pacific Northwest HSR corridor is 400 miles in length encompassing eight million residents and accounts for more than \$ 250 billion in annual economic output. Our recent success in preserving Amtrak same-day service through the existing rail corridor demonstrates our ability to work collaboratively to adopt policies that target opportunities for investment in non-vehicle and mass transit infrastructure, including expanded access to buses, light rail, streetcars, and trams and bicycling.

As partners along this corridor, we respectfully request your consideration to the reallocate HSR funding resulting from other states rejecting their respective HSR allocations to fund the proposed Pacific Northwest HSR corridor route starting from Eugene, Oregon and ending in Vancouver, British Columbia. While the requested funding source can only be used in the U.S. portion of the corridor, elected officials in the Canadian province understand the importance funding this vital Pacific Northwest high speed rail corridor has for their economic development, transportation and sustainability goals. Our long-standing Pacific Northwest regional collaboration and commitment to a high speed rail corridor was reaffirmed through a Memorandum of Agreement entered into on June 9, 2010 between the Mayors of Vancouver, British Columbia, Seattle, Washington and Portland, Oregon.

Funding redirected to the Pacific Northwest HSR would supplement the \$ 598 million recently awarded to Washington and Oregon for high speed rail. It must also be noted that Oregon and Washington are customers of Talgo, an advanced rail manufacturing company, which has its United States headquarters office in Seattle. Further investment in the development of high speed rail in the Pacific Northwest reinforces our collective belief that high speed rail is essential to our community livability, helps address climate change and builds upon our economic foundation by investing in sustainable transit options within the Pacific Northwest region to reduce single-occupancy vehicle trips and their impact on the environment.

The Pacific Northwest region is very well-poised to continue its long-standing policy of successfully implementing sustainability practices to preserve our quality of life and have a history of regional collaboration to meet our mutual goal of building a stronger economic future for our residents. The region is well-aligned with the Administration's goals for high speed rail as exemplified by our regional commitment and respective efforts in the adoption and implementation of aggressive renewable energy policies to ensure climate change reduction and to continue to build a green economy in all economic sectors including the manufacturing industry. Redirecting high speed rail funds will help achieve this goal by making the vision of the Pacific Northwest HSR corridor route a reality.

We thank you for your previous investments in high speed rail here in the Pacific Northwest and stand ready to make additional strategic investments to further the transportation goals of this Administration.

Respectfully,

Handwritten signature of Gregor Robertson.

Gregor Robertson, Mayor  
City of Vancouver, British Columbia, Canada

Handwritten signature of Michael McGinn.

Michael McGinn, Mayor  
City of Seattle, Washington

Handwritten signature of Sam Adams.

Sam Adams, Mayor  
City of Portland, Oregon

Handwritten signature of Kitty Piercy.

Kitty Piercy, Mayor  
City of Eugene, Oregon

C: Governor Ted Kulongoski, State of Oregon  
Governor Christine Gregoire, State of Washington  
Honourable Gordon Campbell, Premier, Province of British Columbia, Canada