

On Tue, May 29, 2018 at 10:00 AM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

Mr. Dan Richard
Chairman of the Board
California High Speed Rail Authority

Dan- Here is a poll you already know about. Since it was sponsored in part by the LA Times, it is to be taken with a grain of salt.

http://www.latimes.com/politics/la-pol-ca-usc-poll-bullet-train-20180525-story.html?utm_source=Morning+Roundup&utm_campaign=4e9a6a137c-EMAIL_CAMPAIGN_2018_05_29_03_15&utm_medium=email&utm_term=0_165ffe36b2-4e9a6a137c-78450701&mc_cid=4e9a6a137c&mc_eid=7afa3a94f3

I won't dig into the percentages it finds. 48% of Californians support the project and 43% oppose it, even with your recent updates re cost and schedule for completion.

Re stopping the project: These places say to stop it:

Bay Area: 27%

Los Angeles: 41%

San Diego and Orange Co.: 56%

Central Valley: 64%

I'll just make these observations yet again: The United States provides a free military defense for ALL of Europe, Japan, S. Korea, Taiwan, the Philippines, ALL of the countries south of the Rio Grand, Australia, New Zealand, all of the Middle East, India, all of the countries of SE Asia, all of the countries of Africa, Iceland, Eastern Europe and Canada,

How those governments persuade the United States Congress to spend US\$620 billion every year to do that is one of the great mysteries of all times. The best political scientists in the world have studied this issue and no one can come up with an answer. It is one of the mysteries of the sea, apparently. But they do somehow persuade our government to bleed the American people white to pay for this. Now Trump wants to raise what we spend on the military to US\$700 billion per year and bleed the American people a lot more.

Then, Germany, France, Italy, Spain, Japan, South Korea, Taiwan all have magnificent and extensive high speed rail systems. The UK is building a system, as is Australia. All of these countries have tiny little military establishments since the American people are severely gouged to provide for their defense. Then, whenever a war has to be fought anywhere world-wide, the U.S. government rushes tens of thousands of young Americans over to be killed fighting the war. Their bodies are shipped back through Dover Air Force Base, with no cameras allowed. Then, the countries for whom young Americans die in big numbers get rich treating our wounded!! They cannot believe their "luck". They

must pause outside the door of the hospital while they bend double laughing for long minutes at the utter gullibility of the American people. That should change.

They spend some of the money they earn treating wounded Americans in their countries riding on beautiful, modern high speed trains. If they need more education, they take a high speed train to one of their countries' affordable universities, affordable because their country needs only a joke of a military. If they have any health issues, the big countries we defend all have magnificent national health systems for all of their people. As you know, American students leave their universities owing \$50,000 in debt, or more. The Republicans do all in their power to destroy Obamacare and damage Medicare and Medicaid. And, their efforts are unrelenting to deprive the American people of high speed rail.

In the Central Valley, members of Congress David Valadao, Kevin McCarthy, Jeff Denham and Devin Nunes spend much of their time and energy trying to defund and defeat high speed rail in California. They were put into Congress by rich Republicans, and rich Republicans know that if the exploited people of the Central Valley of California ever see the Bay Area, even once, it will open their eyes to the screwing they have been getting their entire lives by the rich, scumbag Republicans who own the Central Valley.

The local TV stations in Fresno, Ca. have their news readers slant every story against high speed rail. One woman simply yells every such story, as if the Japanese had airlifted 60 or 80 divisions of infantry into the Central Valley overnight and the Pentagon was not taking notice. They show a photo of her with a stupid grin on her face, as if she "knows" that the rich Republicans are "right". I have noticed that the news readers who have to work with her don't like working with her since she doesn't have much education. These stations are granted the right to use their spectrum in the public interest, and they should lose their broadcast license because of their totally biased reporting re high speed rail. TV stations are not instruments of propaganda by rich Republican station owners. They are required to provide fair and balanced reporting or lose their license.

Re the above study on attitudes re HSR, this woman yelled on the news in Fresno Tuesday night that only 31% of voters in California still support the project. She somehow failed to say that 48% strongly or somewhat support the project and 43% oppose it. In the article above, we read this:

"Whether the vagaries of public opinion could alter the course of the project is doubtful, given the support from Governor Jerry Brown, big-city mayors, legislative leaders, transportation officials, organized labor, the construction industry and engineering consultants across the State".

Fresno, Ca. is a case study in rich Republicans exploiting an ignorant, poor, uneducated and downtrodden population. High speed rail will start to break that up, and the Republicans here do not like it. Keep up the good work. I wish that CHSRA would make more of an issue the fact that the big countries the U.S. defends militarily **all** have magnificent high speed rail systems, affordable universities and fine national health care systems as a result. The Republicans in Congress representing this region are really only representing the rich ones who put them in power, and they all deserve to be defeated if they have the nerve to seek re-election.

I repeat my call for a permanent war crimes tribunal to try Presidents and members of Congress for murder for murdering young Americans in trumped up wars in pus-pocket countries on the

rim of Asia and in hell-holes in the middle east, all to make money for their rich contributors. Every one of them who votes to "authorize military action" should have a 500-page dossier ready for the tribunal explaining how the region we are attacking represents an existential threat to the United States. If we convict and hang a few Presidents and members of Congress for murder, it will start to alter their loyalties. The American people are not cattle to be slaughtered to make money. Many wealthy people on Manhattan Island and in Washington, D.C. have the mistaken notion that we are.

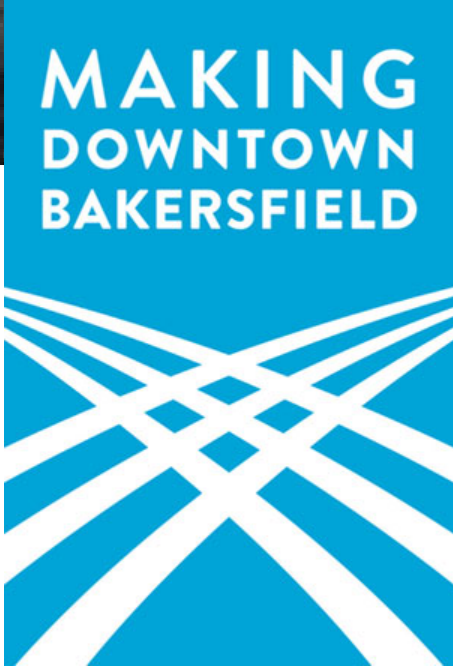
We should tell the world to fight its own wars, and that the American people are going to have some of the benefits of their hard work here in the United States. We have been played for suckers way too long.

L. William Harding
Fresno, Ca.

Attached is a poster of what Bakersfield could look like by the year 2045 with a high-speed rail station. In May 2018, The City of Bakersfield adopted a flexible, phased, vision for the improvement of downtown that prioritizes revitalization of historic downtown districts and ties future phases to a planned High-Speed Rail station. That same month the California HSR Authority adopted the 2018 Business Plan that included enough funding for a stop in Bakersfield in the initial operating segment scheduled to complete testing and begin service in 2026-27. Last year California Senator Jim Beall of San Jose, at an event in Bakersfield, mentioned that information technology companies (like Oracle Inc.) are looking for satellite office locations in the San Joaquin Valley near a HSR station where their employees can afford to live and work. Bakersfield has the lowest housing costs of the largest metropolitan areas in California. This plan was adopted with an environmental document that could streamline IT and or medical research campus opportunities. For more information go to www.makingdowntownbakersfield.us .

Robert "Rob" R. Ball, Director of Planning and Deputy Director, www.kerncog.org
rball@kerncog.org office 661-635-2900; desk 661-635-2902

Downtown Bakersfield High-Speed Rail Station Area Vision Plan



In 2018, the City of Bakersfield City Council adopted the Vision Plan based on a detailed market analysis of what a high-speed rail station with 47 minute travel times to downtown L.A. could generate in development for Bakersfield's downtown area. The analysis identified a maximum of 8,600 residential units, over 2 million square feet of office space, 0.9 million square feet of retail, and 2,400 hotel rooms. The above image is a model of what that level of development might look like in Bakersfield in 2045. For more information visit the Vision Plan website at: www.makingdowntownbakersfield.us



On Mon, May 21, 2018 at 1:27 PM, Loran Harding <loran.harding@stanfordalumni.org> wrote:

Monday, May 21, 2018

Mr. Dan Richard
Chairman of the Board
California High Speed Rail Authority

Dan- Fresno keeps handing out \$250,000 per year to land owners as options to buy land for the HMF. If CHSRA does not make a decision over the subsequent year as to the location of the HMF, that money is kept by the landowners and is gone to the City forever. The Fresno CC has now voted to do this twice, so we could see \$500,000 go up in smoke. That seems bad in a City that needs just everything, especially serious attention to its beat-up streets.

I know that you don't want to see Fresno waste its taxpayers money. The schools are overcrowded, we don't have enough police, the roads have fallen apart since 2010 when the City risked BK and quit maintaining them, HWY 99 through Fresno would cause political rebellion if it existed in most third world countries. Can't CHSRA look out a year at a time and see if a decision on locating the HMF is likely to be made in that time-frame? It is as if City officials are dealing with a black-box. Actually, they are dealing with smart people who have a good idea as to when the decision on the HMF will be made. Everyone here would appreciate it if CHSRA could communicate the nearness of a decision to local public officials so that they could place options on land when it makes sense to do so.

This is a serious drain on the City coffers, and, no doubt, other cities are doing the same thing.

Fresno is located almost exactly in the middle of the proposed HSR route between San Francisco and Los Angeles. It has the land for the HMF and a capable workforce to man it. It would make great sense to locate the HMF in Fresno. I hope you can at least give Fresno officials a hint as to when a decision will be made. You are probably waiting until more funding is secured for the entire project before you choose a site for the HMF. You could tell those who can produce that funding that a City like Fresno is repeatedly burning through scarce dollars obtaining options on land to accommodate the HMF.

There is a red-neck element in Fresno who knows, knows that HSR would be bad. If the rich Republican developers who control the public officials here oppose HSR, then the ignorant red-necks adopt that line. The local TV stations have their news readers appeal to these people and slant every story about HSR as an invasion of their perfect community by outsiders. No matter how poor and ignorant people are, you can make money exploiting them. HSR through the Central Valley would start to break that system up.

You just can't believe Fresno. I find adults here who have never heard the term "CPA", have never heard of Silicon Valley, Hewlett-Packard Co., the Silk Road, the Battan Death March, of Bernie Madoff, of Edward VIII and Mrs. Simpson. The schools here must be horrible, with some exceptions. They run AP classes for the kids whose parents know that education

matters. The Clovis schools are famous for excellence. HSR in the Central Valley would mean salvation for most of the downtrodden population here, and I have expressed that sentiment to you and others many times.

We here who see all of that are deeply grateful for your untiring efforts to bring HSR to California. Most people would have resigned long ago. You are definitely not a quitter. The fact that the United States does not have one millimeter of HSR is a scandal, one of many perpetrated on the American people by their government. We supply a free military defense for all of Europe, Japan, S. Korea and Taiwan. They then spend their military money on high speed rail, affordable universities, and wonderful national health care systems. Whenever a war needs to be fought, they just call the White House. We rush thousands of young Americans over to be killed fighting the war, and the beneficiary countries then get rich treating our wounded. I'll bet they can't believe their luck. This is the very definition of "rotten government" and I believe that the American people are up to changing it and bringing their tormenters to justice.

In the mean time, can you please, if possible, develop a system to let local governments know better when a decision on the HMF might be made? They are wasting precious money because of uncertainty about that.

Thank you.

Mr. L. William Harding
Fresno, Ca.

http://www.cvobserver.com/fresno/will-fresno-receive-hsr-maintenance-yard-city-council-spends-another-250k/?utm_source=Morning+Roundup&utm_campaign=aa80f9ec43-EMAIL_CAMPAIGN_2018_05_21&utm_medium=email&utm_term=0_165ffe36b2-aa80f9ec43-78450701&mc_cid=aa80f9ec43&mc_eid=7afa3a94f3

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Here we go again, another CAHSRA/B monthly meeting with a limited agenda because it would be the death of the project if the truth were known – that this Authority is broken and not even repairable regardless of whose magic wand is used.

The overly excited magic of the governor's legacy project is essentially doing what was started nearly eight years ago – it still will never be completed. The reason is simple, machinated political adjustments without due consideration as to the actual outcome equal only one resultant, cost overruns, numerous mistakes, costly mistakes, poor design and execution, and the biggie – no funding.

Funding was non-existent and they received a waiver for the grant matching requirement, because the state was broke and still is. Political incorrectness abuses by current the majority party who automatically produce workarounds to gain monies that are against the law.

This issue and many others have created the major concern that will take centuries to resolve – debt!

There is another critical causation and that is (as noted by the Peer Review Group many times) the Authority has had weak bench not versed in mega-project requirements, hence the disasters along with the creation of a 2.8 billion dollar cost overrun.

However, it should be noted that transparency was missing (one again) and it was a reporter that informed the taxpayers of their newest debt obligation.

The addition of Mr. Kelly will not solve or even save this project from cancellation. Number one reason, Mr. Kelly's experience is solely from working in government positions, not in the field learning the process from acquired education and professional mentoring.

As with the previous CEO, he was not a qualified mega-project proven executive with zero experience. If they both were, I would not be writing this submission again.

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Failure belongs to everyone inside the Authority. The staff has always been weak, again as noted by numerous experts especially in the last three months. These individuals who eloquently presented resolution issues over the years, the Authority continued to ignore these recommendations again and again by the Authority.

Today was a prime example of bloviations beyond comprehension and where to begin is the question as nothing made sense but it was fluffed up very well.

The other huge contributor to this failure is the abusive and misguided political machination by the ruling party in power. The walkarounds, the backroom deals, the massive lack of communication internally and external is well known.

Over the last 8+ years, there has been one constant with the authority – obfuscation and listed below are some of the more notable deficiencies!

- Regardless of one's credentials and the quality empirical evidence presented, the Authority has continuously applied nonexistence, unproven data points (too numerous to address here today) with one outcome disaster after disaster to include massive penalty payments, an untold number of redoes, and delays for land acquisition as a starter.

- In Kings County, again the authority continually violated the rights of land and homeowners without proper and legally required notifications entered selected private property. They even destroy productive commerce without coordination with the landowner even though litigation was on the table, courtesy was by-pass and during extremely wet weather, they entered (again without consent) resulting in damage to the property and loss of productive trees destroyed, again without the owner's knowledge. By the way this is positively not the first time where zero communication has been a significant concern. They seem to be working hard NOT to resolve this critical issue. The majority of their failures can be attributed to this one fact lack of timely competent knowledgeable communications.

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- September 2011 at the board meeting during the public comment section, an expert stated you could not cross the San Gabriel Mountain. Completely ignored! Better yet, the authority denied this fact aggressively and they were wrong one more time!

- In early 2012, my wife and I visited relatives in Australia and much to my surprise, a family member planned a visit with family friends and one was the financial manager to Southeast Asia Highspeed Rail committee from his parent corporation. This individual, a recognized expert noted that the California HSR project would be a failure (I have noted this in previous comments). I did inquire as to why? Response “Financial instability absent of ANY private funding!” This individual has since been promoted and reassigned to a Corporate Managing Directorship with his firm in another country. He was correct, proving once again, the only information the Board and Authority want to hear is their abusive public relations babble that has continuously proven to empty.

- May 2012 award contracts for CP 1, delayed 18months and a taxpayer-funded multimillion-dollar penalty payment was required. Again, flawed execution not finalized properly and misuse of taxpayer monies.

- At December 2015 board meeting, initial hearsay reports indicated the inability to cross the San Gabriel Mountain range had been correct. This admission finally presented and acknowledged at the March 2016 meeting. No telling how much money was wasted based on this false plan?

- In March 2015, there was a magnificent presentation presenting the newly adjusted seriously flawed convoluted circuitous routing from San Jose to an almond orchard half way between Wasco and Shafter appeared. Say what!

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- Once again, in typical HSR fashion they PR'd the dickens out this plan and once again they failed. Failure is the only absolute the Board and the Authority have been perfective and it shows today.
- During a Fiance and Audit meeting, September 2017, a conversation between Mike Rossi and Scott Jarvis, in a low voice across the conference table discussion a 400 million dollar shortfall in CP 2/3. At the time we did not know it was CP 2/3 construction area. The amount was over 500 million dollars. Our understanding through communications with sources, we were told the matter was settled for approximately 50 million dollars
- A clear revelation, after 8-years the Authority does not have one inch of track on the ground anywhere in CP1/2/3 or 4. Moreover, they concede, they're only 8 to 10 years behind schedule! Nevertheless, this broken project elects to pothole the Central Valley with a piece here, a piece there, and not one inch is connected to another.
- Just a note for clarification – the Shinkansen took 6-years to become operational on 372.4 miles of track. So I am guessing the issues in CA have been insurmountable because of they have never really provided more than 8% of the design to the contractors of record, thus, it is the Authority who creates failures and never learns from their previous errors? However, the routing from Tokyo to Osaka transients many geological problem areas. Also, they had a completed set of plans drawn before beginning. In California, where the bright lights of CA caused some problems because of they were designing somewhere from 8% to who knows where on the fly, it seemed.
- The Avenue 8 overpass in Madera has to be rebuilt at what cost? Once again they fail to announce this failure as it was known to them back in the fall of 2017 and it wasn't till June 2018 that the LA Times dropped the dime on another the Authorities HSR disaster. At least they are consistent!

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- Remember the amazing announcement earlier this year they were 2.8 billion dollars over budget. Again, this announcement came from the LA Times. NOTE to Dan Richard, you are not and have not been the most transparent Authority in California. Your failures are beyond comprehension. Question, why are you still the Chairman? The proof is there and the decision to dismantle The Authority and The Board is today is a mystery to all CA taxpayers'!
- The Authority always tells everyone, they are successful! The question is are they and it just hype to shut up the population. Proof, the new valley to valley little bits alterations is now the new construction mantra. Therefore, the assumption is just north of Madera to the aforementioned almond orchard about 119 miles late half way between Wasco and Shafter, give or take an almond tree or two is now out?
- Alternatively, might it be this one as outlined in the latest edition of TRAC bi-monthly newspaper noted, Fresno to Sacramento with linkages to San Jose at Stockton. I believe after 8-years of chasing this project around CA and every two or so years a new routing appears.
- Nevertheless, the Authority spent millions of dollars surveying the Pacheco Pass in 2016/2017, once again, only to discover the geological composition is similar to the San Gabriel Mountain Range unacceptable.
- The disasters between these noted events, coupled with the political malfeasances, shenanigans, and serious controversial PR blasts praising your so-called achievements now lead us up today – this is a thoroughly broken project!
- At the June 2017 board meeting, I held over 20 articles from numerous sources across our country. To summarizing, NOT ONE SUPPORTER OF THIS EXTREMELY POLITICALLY MOTIVATED LEGACY PROJECT WAS AVAILABLE.

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- Interestingly, the comments ‘for’ are extremely hard to find. The ones not written by the Authority are still extremely hard to find. Your continuous bloviations are plastered all over the HSR state website full of false prognostications, accounting errors, and limited to nonexistent transparency. You control the media, for the most part to ensure only your viewpoint is provided and it seems you have shutdown submission successfully to many media outlets ensuring actual facts are suppressed.

- I can state this without reservation because the authority proved it multiple times, with some reminders listed below:
 - Initial cost, false!

 - Initial ridership, false!

 - Initial travel time, false!

 - Initial speeds, false!

 - Initial station locations, questionable!

 - Award of CP-1 contract to a contractor with numerous issues who lost a legal action in San Francisco (\$19 million) and at Los Angeles International Airport (\$23.8 million).

 - Tutor Perini was the prime contractor for a high-rise hotel in Las Vegas and it was discovered the structure would not support the last 22-stories of the building and this link below provides settlement details:

<https://lasvegassun.com/news/2014/dec/16/opening-arguments-begin-trial-over-flawed-strip-ho/>

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- An interesting detail from the settlement in these few sentences from the above link – *Work on the Harmon stopped in 2008, after inspectors found steel used on the first 26 stories wouldn't support the remaining 22 floors. The rest of the \$8.5 billion CityCenter development opened in 2009.*
- *The CityCenter joint venture that MGM Resort co-owns is now paying for the Harmon deconstruction.*
- *The lawsuit was launched with Tutor Perini arguing that MGM Mirage failed to pay bills and MGM arguing the contractor be responsible for the building flaws. Other litigants included steel companies and buyers of condominiums that were designed but never built.*
- **Where have we heard about steel issues with this company before – 3.2-miles of a subway tunnel in San Francisco the wrong STEEL RAIL was installed.**
- Now in Madera at Avenue 8 an entire overpass was constructed wrong and once again the failures of oversight and absolute lack of Authority knowledge creates another disaster and they hid it from the taxpayers since September 2017, now that is not one would call timely transparency!
- Furthermore, the CP-1 contract award was completed in July 2012 with tremendous fanfare and PR shows plastered in all media outlets as if it was the coming of an another Disneyland type event.
- Nothing could be further from the truth. Due to seriously poor planning and execution, the Authority ended up paying Tutor Perini 63 million dollars for the Authorities contract violations, to wit: The Authority did not have enough of the initial 15% available for the contractor; thus, TP invoked the delay clauses and received this free money for doing nothing. It has been reported numerous times from numerous sources that the best The Authority was able to provide consistently was 8%; hence, we now have one of the multiple reasons the project is a failure.

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o The next section CP-2/3 was awarded in March of 2014 and again some many months later while in attendance for a Finance & Audit meeting, two of us overheard Scott Jarvis and Michael Rossi discussing a shortage of funds due to some issue. Later it was determined to be another delay of contract somewhere in the \$500 million-dollar range; however, it is understood (not officially) the contract received over 50 million dollars for this screw-up and misuse of California taxpayer dollars. Another example of secrecy or lack of transparency.

Therefore, the legacy project has been defective since 2008! However, it should be noted that after passage, the politically motivated obfuscation (I keep using this word because it fits and it accurate) increased exponentially. Furthermore, their ability to FULLY fund the project is beyond jeopardy, it is nonexistent!

However, at today's board meeting, the presentations were lauded as wonderful and someone noted (not exact quote) it took 10-years....

Now leadership must defer and invoke the highest decision making where only a genuine ethical decision making and monetary (none has ever existed since the inception of the disaster) leadership are unconditionally required.

Therefore, it is time to disband the authority, the board, the entire project, along with all related aspects to eliminate this project from the California landscape forever completely.

The links below are reminders of just some of the seriously flawed decisions created by the Authority at all levels where the major issue is total weakness across the entire spectrum.

Furthermore, it is important to note the new unqualified mega-project CEO, the previous unqualified CEO seems to be operating in a vacuum and at times perplexing the entire board (we noted that today while watching the meeting).

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From the audience, whether in person or viewing from a remote location, it was fun to watch and more important seeing transparency at its worst. There is still zero transparency across all levels.

This Authority appears to be in the “silo” operational mode where the Authority may tell the board or surprise them, like they did today; therefore, from years of attendance and viewing, it is clear to see that any course corrections are never achieved or better yet recognized until too late.

How does a board of supposed industry leaders not even recognize colossal failures! The best one is, “I’m sorry but we are 2.8 billion dollars over budget!”

It is abundantly clear to the knowledgeable taxpayer, the Authority leadership is lacking a competent execution process where the resultant is just that, an expensive execution to the innocent unknowing burdensome taxpayer obligations due to extraordinary mismanagement by leaders without the proper knowledge to supervise this massive project.

Likewise, industry experts have clearly presented validated commentary from a multitude of mega-project experts noting the project is doomed and repair is not a viable option.

Part of the comprehensive analysis addresses the out of control political instability thus destroying any opportunity to achieve a timely successful conclusion! In this case, bankruptcy as week as a marooned project with not one inch of rail anywhere the only achievement is the numerous obelisks throughout the San Joaquin Valley. Now Governor, this will be your one of many disaster legacies reminders and we do not thank you!

Below are numerous links from 1999 to present highlights of truthful negatives specific to this mega-project. The clarity of these examples tells a simple story, you cannot make a positive from seriously flawed political malfeasance mismanagement.

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Furthermore, the reason I did not post any positive links is simple, the Authority would have written them or been ordered written by the authority of the unions, the contractors, or various political leaders under significant pressure to ensure the lies are hopefully sound like a positive; therefore, monies will be allocated by the CA questionable legislature. Regardless where they get the money it will not be from a fund dedicated to HSR funding. However, it still achieves the same result, a scar in the San Joaquin Valley and not one centimeter of HSR rail to be found!

Numerous links listed below demonstrating HSR failures.

The Political Class *Knew* California High-Speed Rail Was B.S., and Supported it Anyway

New revelations are just the latest to demonstrate a point Reason has been documenting this project since 2008

Matt Welch Jun. 28, 2016 3:52 pm

<http://reason.com/blog/2016/06/28/the-political-class-knew-california-high#comment>

More Money, More Problems—Bridge Problems—with California's Embattled Bullet Train

The state quietly ordered a bridge under construction to be rebuilt due to "signs of distress."

Scott Shackford Jun. 11, 2018 2:00 pm

<http://reason.com/blog/2018/06/11/more-money-more-problemsbridge-problemsw>

California Bullet Train: Now 5 Years Later and \$13 Billion More Expensive

Brian Doherty Mar. 9, 2018 5:35 pm

<http://reason.com/blog/2018/03/09/california-bullet-train-now-5-years-late>

California's Boondoggle Bullet Train About to Break the Bank

The money pit is turning into a black hole, as critics predicted.

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Scott Shackford Jan. 17, 2018 12:45 pm

<http://reason.com/blog/2018/01/17/californias-boondoggle-bullet-train-abou>

Throw Another \$1.7 Billion in the California Bullet Train Money Pit

The first leg is already seeing massive cost overruns. Imagine its future.

Scott Shackford Sep. 29, 2017 4:45 pm

<http://reason.com/blog/2017/09/29/throw-another-17-billion-in-the-californ>

California's Bullet Train: Underbudgeted, Underscheduled, and Underfunded, but Other Than That, Everything's Just Fine!

The bullet train mess is unspooling pretty much exactly how critics predicted.

Scott Shackford Oct. 26, 2015 4:10 pm

<http://reason.com/blog/2015/10/26/californias-bullet-train-underbudgeted-u>

**From Reason Foundation article referencing the below item -
California bullet train project is attracting interest —but not funding**

By RALPH VARTABEDIAN OCT 08, 2015 11:57 PM

<http://www.latimes.com/local/politics/me-bullet-train-gap-20151009-story.html>

REASON FOUNDATION POLICY BRIEF

California High-Speed Rail Findings at a Glance

September 18, 2008

<https://reason.org/policy-brief/california-high-speed-rail-fin/>

The above article is a must-read item as it is a bullet point presentation.

REASON FOUNDATION COMMENTARY

Can California Voters Afford to Authorize More Bonds?

By [Marc Joffe](#) May 15, 2018

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<https://reason.org/commentary/can-california-voters-afford-to-authorize-more-bonds/>

**The Politician Behind California High-Speed Rail Now Says It's
'Almost a Crime'**

Quentin Kopp convinced voters to approve the project. Now he's suing to kill it.

[Justin Monticello](#) | September 20, 2017

<http://reason.com/reasontv/2017/09/20/quentin-kopp-bullet-train-flashman>

This link is from the article above:

**Did bullet train officials ignore warning about the need for taxpayer
money?**

By RALPH VARTABEDIAN JUN 20, 2016 | 4:00 AM

<http://www.latimes.com/local/lanow/la-me-bullet-train-subsidies-20160609-snap-story.html>

This link is from the same link as above; however, this is the bogus PR release on achieving 2,000 and planting of a few insufficient trees believing they have just saved the state and the planet from a geological disaster; however, their calculations are based on phony math.

<http://www.hsr.ca.gov/>

From Bloomberg online

California Hits the Brakes on High-Speed Rail Fiasco

Voters bought a plan sold on optimism and lies, and politicians are finally demanding accountability.

By Virginia Postrel 1029 June 28, 2016, 7:00 AM PDT

<https://www.bloomberg.com/view/articles/2016-06-28/california-hits-the-brakes-on-high-speed-rail-fiasco>

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From Construction Dive newsletter

Bullet train authority ordered demolition, redesign of bridge

AUTHOR [Kim Slowey@kimslowey](mailto:Kim.Slowey@kimslowey) PUBLISHED June 13, 2018

<http://www.latimes.com/local/california/la-me-bullet-bridge-blunder-20180608-story.html>

<https://www.constructiondive.com/news/bullettrain-authority-ordered-demolition-redesign-of-bridge/525481/>

High-speed rail project vastly underestimated cost of relocating utility lines beneath Fresno By RALPH VARTABEDIAN APR 18, 2013 1:00 AM

<http://www.latimes.com/local/california/la-me-bullet-train-utilities-20180418-story.html>

Read the comments as well, solid comments overall.



Holding the Authority accountable by publishing the truth.

<http://cchsra.org/category/future-of-california-high-speed-rail/>

COMMENTARY from The San Diego Union-Tribune

How Theranos and the California bullet train are peas in a pod

**Emailed Public Comments for the Record –
California High-Speed Rail Board Meeting - June 19, 2018**

<http://www.sandiegouniontribune.com/opinion/commentary/sd-theranos-california-bullet-train-20180613-story.html>

How Theranos and the California bullet train are peas in a pod.

California High-Speed Rail Project Produced by SPUR a member-supported non-profit organization November 1, 1999.

This article approved of many of the postulations of the HSR Authority at the time and adamantly concurred with costs and routing through the Pacheco Pass was a major move at the time of this articles production. Little did they know, an albatross of sufficient cost. A long read but proving the design-build concepts again is an altogether meritless concept for this specific project. Sound bites do not achieve a successful construction project, especially one created by political malfeasance. Moreover, knowledge was the missing factor then and it is today. However, this was a report, not a 2.8-billion-dollar taxpayer debacle with massive redo's.

<http://www.spur.org/publications/spur-report/1999-11-01/california-high-speed-rail-project>

Tearing down a flawed bridge shows the High-Speed Rail Authority's safety checks are working

Emailed Public Comments for the Record –

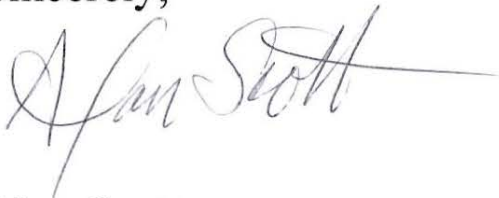
California High-Speed Rail Board Meeting - June 19, 2018

The sad part of the response by Mr. Scott Jarvis, Chief Engineer HSR Authority is the glaring absence of timely notification to the public. The fiduciary responsibility is to ensure timely notifications when taxpayers monies are now required to pay for, once again, another legacy debacle that has more iterations than all the changes to the Encyclopedia Britannica since its first printing in Scotland in 1768.

<http://www.latimes.com/opinion/readersreact/laol-le-high-speed-rail-bridge-20180617-story.html>

In closing, the evidence for an immediate work stoppage is irrefutable and the continuation of wasting precious almost non-existent taxpayer dollars is unacceptable by any standard. The proposed new ‘little bit process’ only increases the danger for a much larger disaster. Mr. Kelly’s policy of little bits is ridiculous at best and will not accomplish anything especially a return on investment no matter how it is remanufactured.

Sincerely,

A handwritten signature in black ink that reads "Alan Scott". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Alan Scott

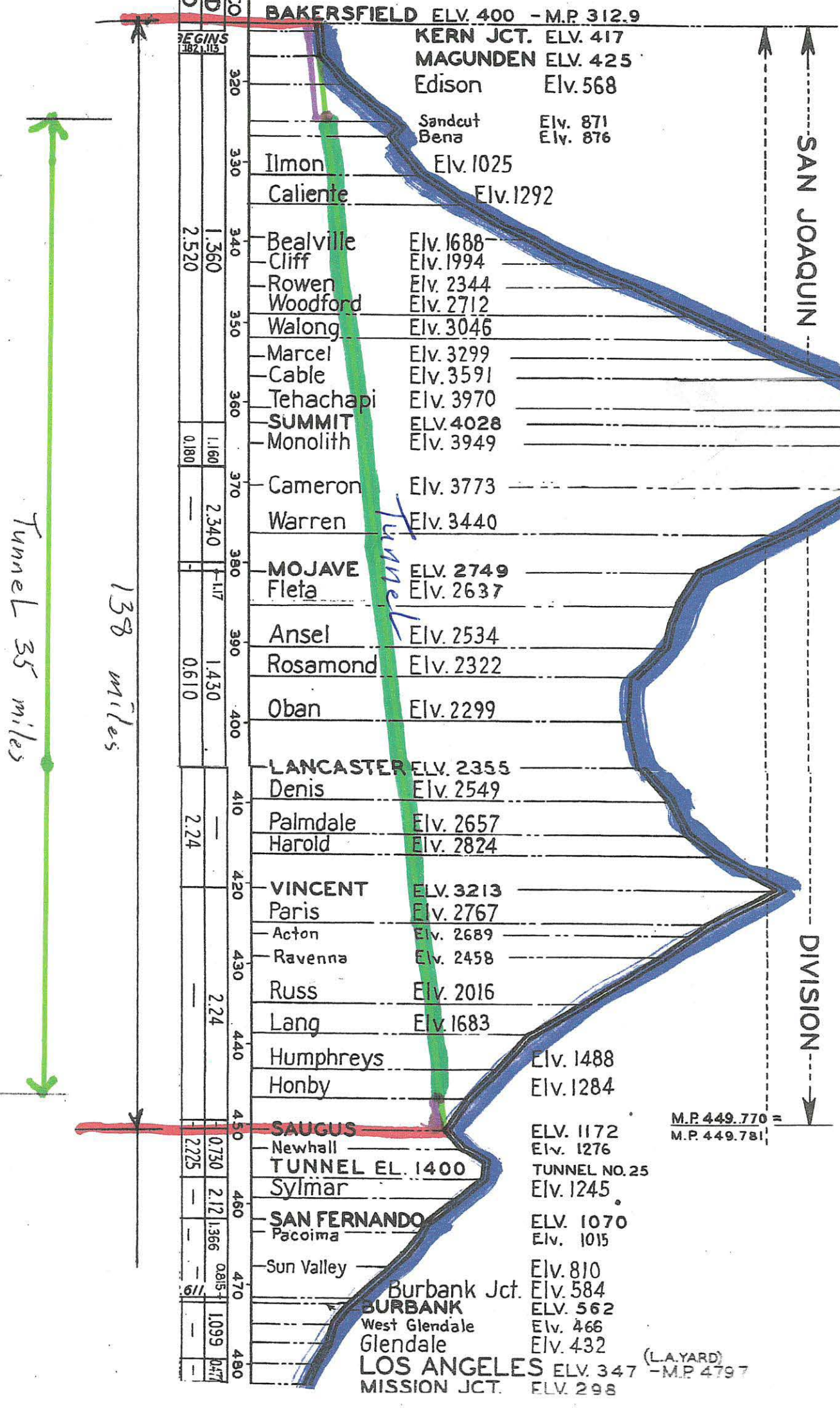
Email: a_scott1318@comcast.net

A

NOTES

HELPER DISTRICT AS DESIGNED BY DISTRICT ENGINEERS AND TRAINMEN'S LEVEL BASED ON U.S. GEOLOGICAL SURVEY DATUM.

ST-FROM SAN FRANCISCO
CENT GRADE WESTWARD EASTWARD

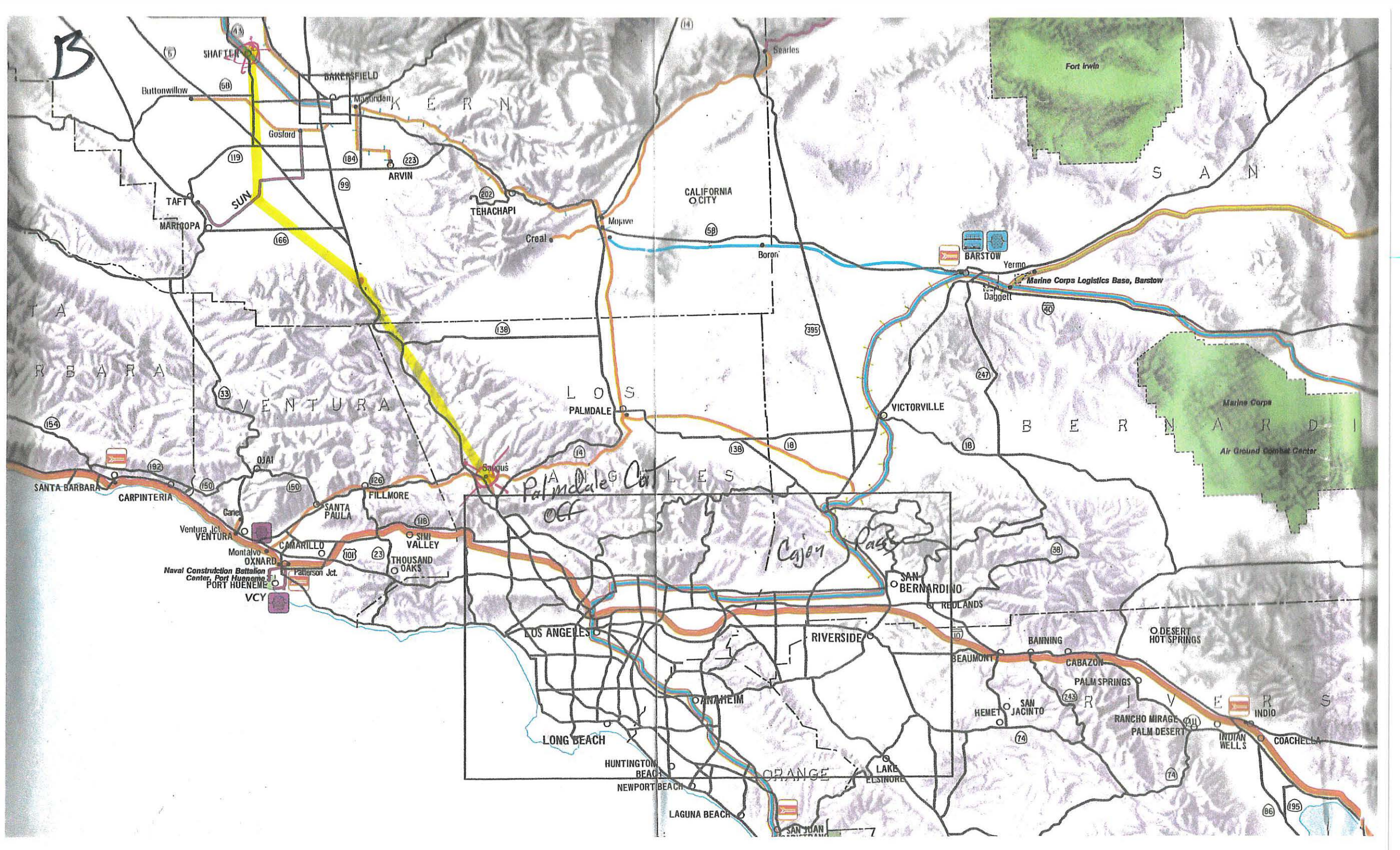


Tunnel 35 miles

138 miles

M.P. 449.770 =
M.P. 449.781

(L.A. YARD)
- M.P. 479.7



B

SHAFER

BAKERSFIELD

MAGUIRDEN

KERN

GOSFORD

ARVIN

CALIFORNIA CITY

TEHACHAPI

CREAL

MOJAVE

BORON

BARSTOW

YERMO

Marine Corps Logistics Base, Barstow

DAGGETT

TAFT

MARIPOSA

SUN

166

33

VENTURA

LOS

PALMDALE

PALMDALE CA Off

Cajon Pass

VICTORVILLE

BERNARDI

Marine Corps

Air Ground Combat Center

SANTA BARBARA

CARPINTERIA

Ventura Jct.

VENTURA

Montalvo

OXNARD

Naval Construction Battalion Center, Port Huene

PORT HUENE

VCY

Patterson Jct.

CAMARILLO

SANTA PAULA

FILLMORE

SIMI VALLEY

THOUSAND OAKS

LOS ANGELES

RIVERSIDE

SAN BERNARDINO

ST. REDLANDS

BANNING

BEAUMONT

CABAZON

PALM SPRINGS

Hemet

SAN JACINTO

RANCHO MIRAGE

PALM DESERT

INDIAN WELLS

INDIO

COACHELLA

LONG BEACH

HUNTINGTON BEACH

NEWPORT BEACH

LAGUNA BEACH

ORANGE

LAKELAND

SAN JUAN

DESERT HOT SPRINGS

74

243

74

195

86

195

86

195

86

195

86

195

86



Tunnel Portals

Tunnel Portals



PER MILE	PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.8
48"	75
49"	73.3
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
58"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.6
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6

96