

Droz, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Wednesday, September 20, 2017 12:41 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Completed

Submission via California High-Speed Authority's Contact Form:

First Name: Andrew
Last Name: Smith
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: a.asmith@comcast.net
Telephone: 707-304-0280
City: Santa Rosa
State: CA
County: Sonoma
Zip Code: 95409

Message:

Again we read about the increased costs on this political project that should be shut down. Yet in today's newspaper that included this information on this train, there was an article on the water bond issue to build aqueducts to transfer water to Southern and Central California. One major agency has backed off due to the costs. But obviously cost is not a consideration for this train because Governor Brown wants it and you just do what he says! Biggest political rip-off in the state's history. Would take longer to build that NYC's Second Avenue Subway which has reached 100 years and still not finished!

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Please note this record is also saved in PBCommentSense Board Corridor as record #378.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=27833&projectID=28>

Droz, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Monday, September 25, 2017 10:27 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Completed

Submission via California High-Speed Authority's Contact Form:

First Name: chris
Last Name: launer
Contact Category: Board of Directors
Interest As: Individual
Organization: self
Title: taxpayer
Email Address: cllauner@prodigy.net
Telephone: 559.393.4782
City: dinuba
State: CA
County: tulare
Zip Code: 93618

Message:

After three years of following the high speed rail project I've reached a decision of non-support. i believe your board, the state, and the federal govt. have betrayed my trust. The cost is beyond what taxpayers should endure. I also believe new technology will render high speed rail obsolete. I will draft a letter to my state and federal elected officials with a more detailed explanation. Please suspend your continued folly of ripping the citizens off. Thank you.

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Please note this record is also saved in PBCommentSense Board Corridor as record #380.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=27851&projectID=28>

Drozd, Doug@HSR

From: Parker, Annie@HSR on behalf of HSR info@HSR
Sent: Tuesday, October 17, 2017 1:11 PM
To: HSR boardmembers@HSR
Subject: FW: AT THE PLEASURE OF THE BOARD

Follow Up Flag: Follow up
Flag Status: Completed

From: Stanley Taylor [mailto:CEO@PassPortRR.com]
Sent: Tuesday, October 17, 2017 12:12 PM
To: HSR info@HSR
Subject: AT THE PLEASURE OF THE BOARD

Dan Richard, Chair
Tom Richards, Vice Chair
Board of Directors

Dear Ladies and Gentlemen,

Thank you for your dedication, leadership & perseverance. Be encouraged. Your sacrifice is apparent and not in vain.

By way of introduction, I've remained a promoter of high speed rail since the platform plank inclusion by the 1992 Clinton Administration. I rode the Amtrak X2000 and DB ICE Northeast Corridor high speed demo trains in the early 1990s. With CANAC International (Canadian National international consulting group), we participated in the preliminary design of a high speed line for Argentina (Buenos Aires-Mar Del Plata). We also participated in the preparation of the 2004 Olympic Transport plan for the Republic of South Africa (won by Athens). Because USDOT restricted private parties from bidding on ARRA funds, we stood on the outside, looking in, as Ohio, Wisconsin & Florida returned funds to the Treasury - cutting off their own hands for political spite.

It was my intention to personally attend the 19th October board meeting, but unforeseen circumstances (theft of my car) have conspired to demand my presence elsewhere. This meeting will be a tipping point for the life of the CAHSR effort. Fortunately, the project has not reached a point of no return, and remains worthy of all our attention and efforts.

The selection of a replacement Executive Director (CEO) and the Early Operator are pivotal decisions that will enhance or encumber the project - complementary items for the selectees and the board as well.

I watched the last year of CAHSRA board meetings via YouTube and realize that the board is in immediate need of unique expertise - what are the relevant questions to ask of staff and contractors to expeditiously advance and promote the project? The recurring theme of the 2017 meetings reminds one of the chow hall scene from the musical Oscar - "Please sir, I want some more!"

A few observations and questions:

1) Without resolution, the legal entanglements remain a threat to the viability of the project and the critical path timeline. The collar is access to the vital parcels needed.

2) Has the board required that ALL contractors implement Building Information Modeling standards for Integrated Project Delivery? Continued access to Federal funds will require such compliance. The metadata will greatly aid in project control, change orders, schedule execution and cost containment.

3) Is the delivery deadline for the Minimum Operable Segment determined/dictated by the contractors or the will of the board? Can "contingency" funds be used as an incentive for early completions?

NO SENSE OF URGENCY - The very nature of (infrastructure) engineering is diametrically opposed to timely, minimum cost project delivery - cost escalation and project creep have plagued the nation's largest projects (i.e., The TEXAS Superconducting Super Collider [<https://www.texasmonthly.com/articles/how-texas-lost-the-worlds-largest-super-collider/>], Boston's "BIG DIG"), and more recently, the Honolulu Rail Transit Project [<https://wtop.com/business-finance/2017/08/hawaii-scrambles-to-keep-train-project-from-going-off-rails/slide/1/>] - currently hamstrung after being abandoned by the former BIG DIG project manager - they had to pay him to get him to leave!

ABSTRACT vs ABSOLUTE - American and recent global history confirms that the greatest creation of employment has been through the medium of railroad construction. Selling project job creation is great for politics, but not relevant to the "man on the street". The regular fellow does not know that he is fighting against his best chance for a sustainable economic future.

THEY WILL RIDE - Ever present is the need to source financing - get more money - for ongoing development. This becomes easier when you can put "butts in seats", and actually provide a demonstration ride. Sounds simple, but nothing delivers like PROOF OF CONCEPT.

While detractors remain arrogant and smug, these stated priorities will address their falsehoods comprehensively - and shut their mouths.

I will make myself available so that the board can avail themselves of my experience and insights. Please feel free to contact me at your convenience.

Sincerely,

Stanley E. Taylor II
President & CEO
PassPort RailRoad USA
CEO@PassPortRR.com
@RRTycoon
480-455-8099 mobile

P.S. Please find attached links for HSR developments in China. The World Bank commissioned a cost study evaluating the Chinese financial effort related to high speed rail construction costs.

<http://www.worldbank.org/en/news/press-release/2014/07/10/cost-of-high-speed-rail-in-china-one-third-lower-than-in-other-countries>

<http://blogs.worldbank.org/eastasiapacific/in-china-high-speed-rail-increases-mobility-drives-growth-in-underdeveloped-regions>

<http://www.worldbank.org/en/news/opinion/2016/06/01/high-speed-rail-has-grown-at-dizzying-speed>

**Email Public Comment submission from
Alan Scott, Kings County for the
California High-Speed Rail Board Meeting –
October 19, 2017**

I begin with this question, “When is the California High-Speed Authority/Board going to finally recognize that this obtuse legacy project is a complete failure destined for the record books as the worst and most costly public works debacle ever?!”

I hear that during October 19, 2017, the Finance & Audit committee meeting, it was abundantly clear the Authority is still experiencing massive financial difficulties that now can be categorized as epic. What’s new? This carried over into the scheduled Board meeting as well. I was able to watch some of the meeting until an interruption and what I did hear upon return was the continuation of the ‘rah-rah’ narrative.

Again, what I heard of that presentation was not accurate!

Many of the links below provide the actual status of this project. We recognize that it is part of your job to bluster knowing that not many will do their due diligence. It is a critical missing piece of information that now misleads the taxpayer and public. That apparently is not the true definition of transparency.

Listed below are numerous links addressing all the shortfalls and fiscal disasters that will befall this state if the legacy HSR project is not terminated.

A reminder, since the goal seems to be wasting taxpayer dollars, while the state has experienced some natural disaster occurrences and man-made difficulties. Examples The Oroville Dam and the New Bay Bridge are now taxing the state’s resources beyond any reasonable limits. So why does the entire California leadership keep dumping buckets of money in a rat hole for a very flawed dream.

Observation: Overstated words from the Board and Authority – ‘Transparency’ not happening and ‘Accountability’ also not happening!

Headline: Will bullet trains be worth the cost? Letter to the Editor Fresno Bee link:

<http://www.fresnobee.com/opinion/letters-to-the-editor/article178737621.html>

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Below comments are regarding the above link:

<http://www.fresnobee.com/opinion/letters-to-the-editor/article178737621.html>

Article from The Guardian (UK) re: their debacle that mirrors CAHSR's debacle. It is an incredible comparison especially when the two projects are separated by 6,000 miles but achieving the same outcome - fiscal disaster and scarred landscape:

<https://www.theguardian.com/uk-news/2017/oct/15/hs2-fears-as-crack-opens-on-land-where-line-will-run>

Article from the Orange County Register re: another missed milestone by the most transparent Authority in California:

<http://www.ocregister.com/2017/10/07/california-high-speed-rail-blows-past-another-deadline>

Headline: High-speed rail service to Vegas: another desert mirage:

http://www.highlandnews.net/news/political/high-speed-rail-service-to-vegas-another-desert-mirage/article_48f6bab6-86b7-11e7-aadf-5b1aafa6b826.html

Headline: Internal 'chaos' adds to rough year for bullet-train agency:

<https://calwatchdog.com/2017/10/16/internal-chaos-adds-rough-year-bullet-train-agency/>

<https://ww2.kqed.org/news/2017/07/21/oroville-dam-spillway-report-alleges-dwr-ferc-negligence/>

<http://www.latimes.com/local/california/la-me-Oroville-failure-analysis-20170417-story.html>

<http://www.redding.com/story/news/2017/09/05/report-oroville-dams-design-never-had-comprehensive-review/634282001/?cookies=&from=global>

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<http://www.mercurynews.com/2017/04/25/oroville-dam-dwr-releases-formerly-secret-findings-by-independent-board-looking-at-dam-redesign/>

<http://www.mercurynews.com/2013/05/07/california-gov-jerry-brown-breaks-silence-on-cracked-bay-bridge-bolts/>

<https://ww2.kqed.org/stateofhealth/2017/07/26/california-valley-fever-cases-highest-on-record/>

<http://www.valley-fever.org/>

http://www.valley-fever.org/valley_fever_valley_fever_org_background.html

http://www.valley-fever.org/valley_fever_valley_fever_org_background.html

http://www.valley-fever.org/valley_fever_org_news_articles.html

http://www.valley-fever.org/valley_fever_org_natural_therapies.html

http://www.valley-fever.org/valley_fever_org_prevention_treatment.html

http://www.valley-fever.org/valley_fever_org_research.html

<http://www.valley-fever.org/valleyfeverdogs.html>

http://www.valley-fever.org/valley_fever_org_purpose.html

file:///C:/Users/Alan/Downloads/20170AB1279_94.pdf

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB1279

http://www.bakersfield.com/news/valley-fever-infected-in-kern-county-last-year-the-worst/article_8ef3abb1-708d-5aa2-b0c5-66b0a4cbb939.html

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<https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/VFPosterGenPop.pdf>

<https://www.courthousenews.com/california-high-speed-raila-legacy-or-a-pipe-dream/>

<https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/ValleyFeverBrochure.pdf>

<https://www.courthousenews.com/california-high-speed-raila-legacy-or-a-pipe-dream/>

<https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/VFPregnantWomen.pdf>

<https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/VFRaceEthnicity.pdf>

<https://ww2.kqed.org/news/2017/07/21/oroville-dam-spillway-report-alleges-dwr-ferc-negligence/>

<http://www.latimes.com/local/california/la-me-Oroville-failure-analysis-20170417-story.html>

<http://www.redding.com/story/news/2017/09/05/report-oroville-dams-design-never-had-comprehensive-review/634282001/?cookies=&from=global>

<http://www.mercurynews.com/2017/04/25/oroville-dam-dwr-releases-formerly-secret-findings-by-independent-board-looking-at-dam-redesign/>

<https://sf.curbed.com/2016/8/2/12358036/millennium-sf-sinking-tilting-building>

<https://calmatters.org/articles/accountability-depends-transparency-siege/>

http://reason.com/blog/2017/09/18/connecticuts-budget-mess-shows-why-state?utm_medium=email

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http://www.thebusinessjournal.com/fresnos-riverside-nursery-latest-high-speed-rail-casualty/?utm_source=Morning+Roundup&utm_campaign=760640f91a-EMAIL_CAMPAIGN_2017_09_13&utm_medium=email&utm_term=0_165ffe36b2-760640f91a-78468281&mc_cid=760640f91a&mc_eid=6821494c04

<https://www.courthousenews.com/feds-predict-cost-overruns-for-calif-bullet-train/>

<https://www.courthousenews.com/californias-bullet-train-board-delays-award-key-contract/>

<https://www.courthousenews.com/total-of-8-billion-okd-for-high-speed-rail/>

The above links are a sampling of why the citizens of California need to be acutely aware of how their tax dollars are allocated; especially when there is not enough money today, tomorrow, or for the rest of this century to actually-complete this bogus legacy project.

Thank you,

//S//

Alan Scott

email: a_scott1318@comcast.net