

2014 Business Plan - RECORD #4 DETAIL**Record Date :** 2/7/2014**Submission Date :** 2/7/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Mary Jo**Last Name :** Anhalt**Business/Organization :** Homeowner**City :** Bakersfield**County :** Kern**Zip Code :** 93306**Stakeholder Comments/Issues :** I see no reason to destroy farmland just for a super-expensive choo-choo. So much business is conducted nowadays online, there is little need for face-to-face meetings. Please save us taxpayers the cost of subsidizing more nonsense.**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #5 DETAIL
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Record Date : 2/7/2014
Submission Date : 2/7/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Patrick
Last Name : Haggarty
Business/Organization : Individual
City : Oakland
County : Alameda
Zip Code : 94601

Stakeholder Comments/Issues : I believe we would be able to finish the CHSR more cheaply and more quickly if we used some of the existing rail routes owned by the 100 year old rail companies who have made billions using "public land". Other countries use existing rail routes and just modify them to allow HSR. If we "blended" the rail routes in the Central Valley, we would be "done".
existing rail lines with CHSR

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #6 DETAIL

Record Date : 2/7/2014

Submission Date : 2/7/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Leanne

Last Name : Cave

Business/Organization :

City : Bakersfield

County : kern

Zip Code : 93309

Stakeholder Comments/Issues : I THINK THE HIGH SPPED RAIL SHOULD BE AXED AND i WANT NO MORE EMAILS ON ANYTHING ABOUT IT!!!!
revote and put money into education.....
KEEP IT OUT OF BAKERSFIELD!!!!

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #8 DETAIL**Record Date :** 2/8/2014**Submission Date :** 2/8/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** William**Last Name :** Hough**Business/Organization :** taxpayer**City :** San Jose**County :** Santa Clara**Zip Code :** 95112

Stakeholder Comments/Issues : I object to the draft 2014 business plan for the bullet train project. The authority's document still doesn't identify how it will pay for the 300-mile initial operating segment, the \$31 billion question that led Sacramento Superior Court Judge Michael Kenny to rule the previous plan was illegal. For the benefit of CHSRA staff who obviously were not paying attention to Judge Kenny's ruling, he objected to the idea the state could treat prospective federal funding and private-sector investment as dependable and likely sources of money. What does the draft 2014 business plan point to for future funding? More money from the federal government and private-sector investment.

In this election year, the chance that Congress will play for one state's hugely expensive infrastructure project is distant at best. The chances for private investment are even worse. As the LAO pointed out in 2010, such investments are very unlikely without a revenue or ridership guarantee. But such guarantees are illegal under Prop 1A, the 2008 state ballot measure that gave \$9.95 billion in seed money to the bullet-train project. CHSRA needs to go back to the drawing board and come up with a plausible business plan or, better yet, place this project back on the ballot and let the voters have a say. The current project is not what the voters approved in Proposition 1A.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #12 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Gary

Last Name : Pietila

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : As a California taxpayer I am 100% against spending another dollar on the slow speed rail browndoggle. There is no demand for a slow, expensive antiquated technology.

This business plan is a joke that does not address requirements of the 2008 HSR proposition.

Gary Pietila
[REDACTED]

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #13 DETAIL**Record Date :** 2/10/2014**Submission Date :** 2/10/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Scott**Last Name :** Link**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :** Dear California High-Speed Rail Authority,

I am a resident of the Central Valley and commute daily to the San Francisco Bay area for work. I certainly understand the need for improved transportation methods in California, but a bullet train is not the way to do it.

I am against the construction of a bullet train for a few reasons:

1. It is a huge waste of money (our state already has many other worthy causes on which our deficit-plagued state can spend its money more wisely)
2. A train has limited stops: commuters still need to find alternate means of transportation once they reach the station near their final destination
3. Other (better) forms of transportation already exist to connect the areas that the bullet train will connect (via roads and airports) that provide quicker and more personalized service than a bullet train can offer
4. The money would be better spent widening existing roads or creating new roads and airports
5. For a state that normally sets the trend for technology, this plan seems like a step backwards in time to an era of stage coaches and horse drawn buggies
6. The state should focus its efforts on encouraging residential construction for much more high-density affordable housing state wide, particularly near cities with many jobs

Please cancel the plans for a bullet train immediately.

Thank you,

Scott Link

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #14 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : John

Last Name : Winkler

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : How can the Governor just get around to having a business plan for a multi-billion dollar high-speed rail system? Talk about putting the cart before the horse!
John Winkler
[REDACTED]

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #15 DETAIL

Record Date : 2/10/2014

Submission Date : 2/10/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Randy

Last Name : Verhoeven

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : What an absolute waste of money. Figure out a way to transit Southern California in a couple hours and you will reduce pollution, travel times, and frustration. L.A. To S.F. Will benefit a few thousand people a day(maybe), but cost billions. It will NEVER be financially viable!
Randy Verhoeven
Huntington Beach, CA.

Sent from my iPhone

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #16 DETAIL

Record Date : 2/10/2014
Submission Date : 2/10/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : British
Last Name : 2010 Promo
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues : Dear HSR:

Add these to Business Plan:

Comments & ideas from ET3.com group

Comments from HyperLoop pages if any

Public ridership ideas

Route Map, (one can alter route online & Save for later use).

Make HSR Usable, doable & fundable.

Hire outside blood with Tech interests or Non Tech interests.

Me I favor Hyperloop model.

& see same with ET3.com

Show Tech & concept art, make detailed budgets from Eng firms etc.

Borrow, adapt from EU systems IE French TGV alone & Japan Bullet Train since 1964.

Stephen Russell

Share with AAA (Auto Club).

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #19 DETAIL

Record Date : 2/11/2014
Submission Date : 2/11/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Website
First Name : Floyd
Last Name : Harris Sr.
Business/Organization : Contractor
City : Fresno
County : Fresno
Zip Code : 93706
Stakeholder Comments/Issues : People are out of work, like my self, I am self employed and waiting for help I am a black contractor trying to feed my family and pay for my insurance here in Fresno. Can you tell me when we can start work or is there more games to be played while people starve. I would like to know who the key man is and phone number to call for work so I can get set up. Thanks

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #20 DETAIL

Record Date : 2/11/2014

Submission Date : 2/11/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Bobbie

Last Name : Davis

Business/Organization : Individual

City : San Diego

County : San Diego

Zip Code : 92127

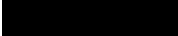
Stakeholder Comments/Issues : I am not for the high speed train. I do not think it will do any better than Amtrak and I am against the route through San Diego.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #22 DETAIL

Record Date : 2/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Floyd
Last Name : Harris
Business/Organization :
City :
County :
Zip Code : 00000

Stakeholder Comments/Issues : would like to know when work start so people likr me can get some work I am self employed , seem like a lot of tsalk and people need work I live Fresno.



Draft Business Plan Comment Type :

2014 Business Plan - RECORD #24 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Janet

Last Name : Giraud

Business/Organization :

City : Newbury Park

County : Ventura

Zip Code : 91320

Stakeholder Comments/Issues : Please do not move forward with this horrible project.
Thank you.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #25 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Diane

Last Name : Bockwoldt

Business/Organization :

City : Woodland Hills

County : Los Angeles

Zip Code : 91367

Stakeholder Comments/Issues : Stop the madness and the wasteful use of CA tax payer money for this project. I would encourage this bond measure to be revoted and substituted for CA desalinization plant(s) instead. CA needs water more than an expensive/overpriced bullet train.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #26 DETAIL

Record Date : 2/12/2014
Submission Date : 2/12/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Marian
Last Name : Putnam

Business/Organization :

City :

County :

Zip Code : 92220

Stakeholder Comments/Issues : The current plan is not what I voted for and the state of our economy, both state and federal, is not now as it was when I voted for high speed rail. The statistics just don't support a high speed rail system at this time. The ridership isn't there, fares would be too high to compete with air fares, building expenses would skyrocket, as government projects always do once begun. This just appears to be an expensive boondoggle just waiting to soothe somebody's ego. I am in the inland empire and have to drive all the way into LAX to take a plane because government agencies can't figure out how to make ONT work, even though it was successful years ago. It is time for the Baby Boomers to get out of government and let the more practical and less "connected" (read that as "obligated to friends") handle the problems they will be paying for for their lifetimes.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #27 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : gordon

Last Name : massae

Business/Organization :

City : Paradise

County :

Zip Code : 95969

Stakeholder Comments/Issues : Stop this boondoggle, it makes no sense and the cost is indefensible. Scrap this project NOW!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #28 DETAIL**Record Date :** 2/12/2014**Submission Date :** 2/12/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Michael**Last Name :** E. Barb**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :** Hello,

I live in Fontana, part of the Inland Empire. I have no desire to ride any train from Los Angeles to San Fransisco or any place in between. My only destination when I travel north is to Sacramento. I would fly out of Ontario International Airport which would be much more convenient for me. The cost of flying does not worry me since I only fly once a year. Compared to what it would cost me to get to L.A. by bus, a minimum of \$50 then whatever the cost maybe for a rail ticket, I am still looking at a cost that is not worth my time.

Respectfully,

Michael Barb
voter

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #29 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Gary

Last Name : Peters

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Stop the train and I'll vote for a water bond.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #30 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name :

Last Name : Joelfire

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues :

From: Joel Cascadden

I am opposed to any further spending, planning or consideration of any sort with regard to the high speed rail project. It is ill conceived and financially inappropriate. Please stop!

Joel Cascadden



Sent from my iPad

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #32 DETAIL

Record Date : 2/12/2014
Submission Date : 2/12/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Arturo
Last Name : Robles
Business/Organization :
City :
County :
Zip Code : 91739

Stakeholder Comments/Issues : As a public school teacher, I am very concerned about the financial solvency of the state. I am frustrated by the irresponsible spending on the part of many state agencies and fear that our current rate of spending is not sustainable. I am concerned about the unfunded liabilities being held by CalSTRS and hope the legislature and governor can begin addresses this pending crisis in a sensible way. The unnecessary construction of this rail project will only worsen the financial situation we are in without addressing the problems that exist. There will be cost overruns for sure. On top of that, the state will be saddled with the expense of running a system with low ridership and large overhead. It will be a money hole for the state, and you will be directly responsible if you keep working toward it.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #33 DETAIL

Record Date : 2/12/2014

Submission Date : 2/12/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Peter

Last Name : Schellenbach

Business/Organization :

City : TUJUNGA

County :

Zip Code : 91042

Stakeholder Comments/Issues : Given all the changes in the project since the 2008 election, please put this on hold and let the voters approve or disapprove the project given accurate information on cost, service, usage predictions, etc. PRESS THE PAUSE BUTTON!

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #34 DETAIL**Record Date :** 2/12/2014**Submission Date :** 2/12/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Walter**Last Name :** Mirczak**Business/Organization :****City :** Redondo Beach**County :** California**Zip Code :** 90277**Stakeholder Comments/Issues :** I find that much of the 2014 business plan is flawed. The estimated cost is still under-estimated, the rideship over-estimated. The bullet train will not be self-sustaining but a financial burden to California taxpayers. Such a business plan when evaluated by the private sector will not attract investors.**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #35 DETAIL

Record Date : 2/12/2014
Submission Date : 2/12/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Osgood
Business/Organization :
City :
County :
Zip Code : 93518
Stakeholder Comments/Issues : This is a waste of money
Draft Business Plan Comment Type :

2014 Business Plan - RECORD #36 DETAIL**Record Date :** 2/13/2014**Submission Date :** 2/13/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :****Last Name :** Grogan**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :**

Please do not spend another dime on it. Ticket prices will probably be more expensive than airfare and the trip is 3 times longer in duration. Only fearful fliers will opt for that.

Redirect part of the money to building railways in Los Angeles. That will really have a positive impact on our daily commute which is God awful. A once a year trip to SF holds very little value to me.

Draft Business Plan Comment**Type :**

2014 Business Plan - RECORD #37 DETAIL**Record Date :** 2/13/2014**Submission Date :** 2/13/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** mel**Last Name :** granskog**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :**

When high speed rail was on the ballot in 2008 it sounded to most to be a good idea. Since the plan has been modified to use some existing rail beds it is not worth the money or time. I have ridden the TGV high speed rail in France and it was a great ride, but it was more of a novelty than anything. Most tour companies no longer use TGV because air travel is less expensive. The only way it can work in California is to have dedicated track. There can be no crossings, all places where the train intersects roads must be overpasses or tunnels. There must be high fences on both sides of the track to keep animals off. Then to accommodate animal traffic there will need to be underpasses for the animals to migrate. The plan is flawed again because many little towns want service, if the train makes stops then the travel time increases and the time advantage is gone. Another issue is the Coastal Range and the Tehachapi mountains. High speed rail in France and Japan does not have these obstacles. I have no doubt that the line can be built and operated, there are no better innovators in the world than in California. The problems are economic. This system to connect the Bay Area and Los Angeles, later connecting Sacramento and San Diego cannot be built for less than 300 billion, probably more. How much was the overrun on the Bay Bridge, does anyone really think the 68 billion is accurate?? The ridership is greatly exaggerated and it will never turn a profit. The high speed rail authority is misleading the public and once again the public, through higher taxes, will be asked to subsidize a losing proposition. I urge you to tell the public the real truth and put the issue back on the ballot.

This looks to me like Jerry Brown's legacy. Is it fair to strap the citizens of California for decades to come so the Governor can have his legacy?
Melvin Granskog
Chico, California

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #38 DETAIL

Record Date : 2/13/2014

Submission Date : 2/13/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : larry

Last Name : lenihan

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : No, do not do this. It is not what we voted for.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #39 DETAIL**Record Date :** 2/13/2014**Submission Date :** 2/13/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Michael**Last Name :** Jamgochian**Business/Organization :****City :** Redondo Beach**County :****Zip Code :** 90278**Stakeholder Comments/Issues :** Californians continue to select the most time efficient transportation option with the shortest door to door travel time. All analysis to date ignores the fact that California has over 90 airports with paved runways which could be served with commuter plane service traveling point to point at over 300 miles per hour. This intrastate plane service could be funded with a total state investment of only \$2 billion, versus the \$60+ billion HSR investment.**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #40 DETAIL**Record Date :** 2/14/2014**Submission Date :** 2/14/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Virginia**Last Name :** Cornwell**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :** To Whom It May Concern:

This new business plan just tweaks the previous business plan with new guesswork about inflation, ridership and ticket prices. When the people of California voted for a \$38 billion rail line, I am sure they didn't imagine that the train would wander all over the state with stops determined by political, rather than logical considerations. I can't imagine any conceivable circumstance in which I would choose the rail line as currently configured over flying.

This train should go back to the drawing board and be completely re-imagined. Then the voters should have another chance to vote for the new plan. A plan with a feasible route, logical stops, direct connections to major cities and a realistic budget for construction and operations. The plan should include the latest, proven technology available.

The citizens of California voted for a very different high speed rail line with a very different price tag. The cost has basically doubled before there has even been a groundbreaking and the high-speed portion of the route has been substantially shortened (which requires very, very high speeds to compensate for the slow-speed portions). Let us vote on this proposal again.

Respectfully,

Virginia Cornwell

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #41 DETAIL

Record Date : 2/14/2014

Submission Date : 2/14/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Bill

Last Name : Bertino

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : I very strongly oppose the Hi Speed Rail project. You people have changed directions too many times from what the voters voted on. The money that will be wasted on this project should go to more important California problems.
#1 is our water problem.

William Bertino

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #42 DETAIL**Record Date :** 2/9/2014**Submission Date :** 2/9/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Norm**Last Name :** King**Business/Organization :****City :** Palm Springs**County :** CA**Zip Code :** 92264

Stakeholder Comments/Issues : The 2014 Draft Plan makes reference to travel demand model results provided by Cambridge Systematics in regard to travel time savings calculations. I cannot find such information on your website. Specifically I would like to be provided with the travel time assumptions of HSR vs. auto and air for the various trip destinations. Thank you.

Draft Business Plan Comment**Type :**

2014 Business Plan - RECORD #44 DETAIL**Record Date :** 2/15/2014**Submission Date :** 2/15/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Maria**Last Name :** Salazar**Business/Organization :****City :** Pasadena**County :** Los Angeles**Zip Code :** 91107

Stakeholder Comments/Issues : I want the High Speed Rail project to stop. The state of California needs to invest in upgrading its' current infrastructure. WE DO NOT NEED HIGH SPEED RAIL. It does not meet the original definition of the proposition that was passed by voters. I did not vote for this Proposition and I am still opposed to the project especially since the costs have exceeded what was originally budgeted. We need our tax monies to be spent on earthquake upgrades to all our dams, freeways, and highways. STOP this project now and stop the lies.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #46 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Alan**Last Name :** Hartford**Business/Organization :****City :****County :****Zip Code :** 94561**Stakeholder Comments/Issues :** I feel that this project exceeds what I voted for and has changed so much that my vote should be invalidated or recast. The project has failed to show an ability to fund itself and has not only significantly increased in cost, but has decreased in its promised service levels. Prior to proceeding this should be brought back before the voters.**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #47 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Neal

Last Name : Richmond

Business/Organization :

City :

County :

Zip Code : 94521

Stakeholder Comments/Issues : Stop the insanity. Bury the fiscally irresponsible High Speed Rail project.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #48 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Michael

Last Name : Wakefield

Business/Organization :

City : Livermore

County : Alameda

Zip Code : 94550

Stakeholder Comments/Issues : Stop wasting tax payers funds on the "train to nowhere".
Use the 68 Billion dollars to build more dams to store water during drought
years!!!

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #49 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Dennis**Last Name :** Cardellini**Business/Organization :** Retired**City :** Livermore**County :****Zip Code :** 94551**Stakeholder Comments/Issues :** My name is Dennis Cardellini I am writing this letter in the hope that the views I express below may cause you to reevaluate your plans regarding high speed rail and the future of transportation in California.

First, let me list some observations I have made regarding the future of transportation and technology.

1. It is clear that auto manufacturers and technology companies are on a vector to develop automobiles that can avoid accidents and eventually drive themselves. I believe there will be someone in the driver's seat for some time to come but the car will be on "auto pilot" for most of the time.
2. Today we have highway monitoring systems that dynamically display the travel time from a point on the highway to a number of exits ahead. In time those systems will evolve to the point that they will communicate interactively with the "auto pilot" control systems in cars. Thus controlling the speed and conceivably the path taken to a destination based on road conditions.
3. It follows that cars that drive themselves, guided by sophisticated highway monitoring systems, will be capable of travelling at far greater speeds than today's cars.
4. These developments will require a highway system that:
 - a. Includes a sophisticated monitoring and communication system that interacts with the on board auto pilot systems in cars
 - b. Provides high speed lanes, and access and egress, for self driven cars
 - c. Enables self driven cars and old technology driver driven cars to share the highways

Further, if these assumptions regarding self driven cars are correct, most people will choose to travel with the comfort and flexibility of their own cars and the bullet train will be obsolete before it is completed.

My conclusion, given the above, is that our highway system must be evolved or it will become the limiting factor in this equation. We need to design and implement an intelligent highway system as soon as possible.

Therefore I believe our focus should be California's highway of the future. I suggest that you rethink your priorities and announce a full scale effort to build America's first intelligent highway system in California.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #50 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** daniel**Last Name :** simone**Business/Organization :****City :** livermore**County :** elmeda**Zip Code :** 94550**Stakeholder Comments/Issues :** History reveals no transportation has ever made a profit. Bart, Amtrack, England tunnel. You would leave future taxpayers with a huge burden. BE SMART**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #51 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Raleigh

Last Name : Jardine

Business/Organization :

City : Brentwood

County : CA

Zip Code : 94513

Stakeholder Comments/Issues : This is the biggest waste of time and money we have ever had shoved down our throats. Almost as bad as the Tunnels. Why don't you spend your time and effort on other things that are worthwhile and realistic

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #52 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Barry**Last Name :** Weir**Business/Organization :****City :****County :****Zip Code :** 94568**Stakeholder Comments/Issues :** The Legislature should take action to prevent additional wasteful spending on the High Speed Railroad farce.

This proposal has changed significantly since Proposition 1A was approved by voters in 2008.

1. The forecast cost of \$67.6 billion is more than California can afford and is sure to be an underestimate of the final cost.
2. It is unlikely that operating expenses will be met by people traveling between San Francisco and Los Angeles as was the original intent.

Put an end to the wasteful spending by Governor Brown and the California High-Speed Rail Authority.

If there is any doubt as to how the voters feel, put this proposal up to a vote in November to hear from your constituents.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #53 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Dan
Last Name : McCormick

Business/Organization :

City :

County :

Zip Code : 94546

Stakeholder Comments/Issues : This business plan would still produce a wasteful rail system. It's based on very speculative numbers that don't add up to a good idea. The whole concept should be dropped. Stop putting good money after bad. I can't figure out how this makes any good sense for Californians nor Americans.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #54 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Nick
Last Name : Vleisides
Business/Organization : Community Chaplain Resources
City : Danville
County : Ca
Zip Code : 94526

Stakeholder Comments/Issues : Please...do not spend \$68 billion on this crazy thing. Spend far less money widening I5 to three lanes or even 4 and raise the speed limit to 80mph. I can leave the bay area and arrive in LA in just over 4 hours...with a car...with my stuff...no parking...no pick up...no lines. Seriously, why would our household spend that kind of money no matter where it comes from?! Put more people to work improving our roads at a much quicker pace. I just drove over the Altamont Pass last night and the road has been torn up for so many years. I5 is ridiculous. I just don't get it. I'm 57 years old...father of three teens...born in Cal...serve in Law Enforcement...just a regular citizen not wanting my government to spend a ridiculous amount of money on something that is not absolutely necessary.

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #55 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Claudia

Last Name : Raymond

Business/Organization :

City :

County :

Zip Code : 94513

Stakeholder Comments/Issues : I am 100% opposed to the high-speed rail project. We don't need another fiasco like the Bay Bridge. Absolutely not!!

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #56 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Jacques
Last Name : Guertin
Business/Organization : Consulting Scientist
City : Newark
County : CA
Zip Code : 94560

Stakeholder Comments/Issues : High-Speed train. . . . The recent revised plan will not work. In fact, the best thing to do is to delete this project entirely. Why? Well, I have first hand experience on passenger trains. My father was general manager for the Canadian Pacific Railway. The private (no government support at the tax payers expense!) company was losing money year after year. The losses were coming entirely from the passenger portion of the business. So, my father removed that part of the business and the company immediately became profitable (with freight) and continues to be to this day. In Canada, the only passenger trains are run (at a loss) by the Canadian National Railway (government supported at the tax payers expense). And, that is only one example. I have many more.

Now a worthwhile expenditure of precious funds saved by not having the speed train would be the construction of more water-retaining reservoirs. That would help alleviate drought years.

I think most Californians would support this approach.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #57 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Pierre**Last Name :** Du Bois**Business/Organization :****City :****County :****Zip Code :** 94513**Stakeholder Comments/Issues :** I believe it is not possible to forecast a demographic model of California business 10-20 years into the future that would benefit in any way from this project. The final cost will surely be much more than projected and the need much less than imagined.**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #58 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Eddie**Last Name :** Yarbrough**Business/Organization :****City :** Benicia**County :** Solano**Zip Code :** 94510**Stakeholder Comments/Issues :** Please STOP planning and spending money on the High Speed Rail system now!
It is a waste of taxpayers money and these resources are badly needed elsewhere.
STOP it NOW!**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #59 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Janice
Last Name : Ward

Business/Organization :

City :

County :

Zip Code : 94583

Stakeholder Comments/Issues : I will not support any elected representative that continues to support this fiasco-in-the-making. The voters deserve the right to vote on whether or not to move forward with this ridiculous project since the information available to us since the passage of Prop 1A in 2008 has changed. I actually vote in every election and will be paying close attention to whether or not my representatives continue to support this extreme waste of money which could be put to much better use in our state. Stop the high speed rail project!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #60 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Darold**Last Name :** Loshonkohl**Business/Organization :****City :** Concord**County :****Zip Code :** 94521

Stakeholder Comments/Issues : I believe the High Speed rail system that we originally voted on and approved has been changed to the point it is now not the system that could be approved by the voters. Costs have increased and the system now will operate between San Francisco and Los Angeles where we voted for a system between Sacramento and San Diego. This represents a major change and I believe all planning, expenditures and construction must cease and the revised system be put to the electorate to get their acceptance.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #61 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : George

Last Name : Williams

Business/Organization :

City : Dublin

County : Ala

Zip Code : 94568

Stakeholder Comments/Issues : Stop the California boondoggle, we do not need this fast track bankruptcy, you lied to the dump voters & politicians, we would be way ahead, if all took early retirement.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #62 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Gisela
Last Name : Adams
Business/Organization :
City :
County :
Zip Code : 91801

Stakeholder Comments/Issues : In spite of a \$2 Billion reduction in the construction cost for the high speed railroad, the 2014 business plan is still woefully deficient and does not add up. The ridership was adjusted upward, the ticket cost was adjusted downward and the actual construction cost was also reduced by \$800 million. It seems to me that these changes are made without solid facts just to justify the final figure. However, there is still no solid basis of how the project would be funded. Financing of the plan is not based on facts but on speculation. Governor Brown seems to think that the pollution fund money could be used as a finance vehicle; however, he forgets that the construction of this project will produce significant pollution itself (60 plus years) and thus is not eligible for these funds. Regardless of how much less the new business plan shows the cost to be, it does not show where legitimate funding is coming from. Most importantly, the plan totally ignores the fact that California voters were told in the 2008 bond issue that the construction cost would be approximately \$33 billion and funding would have to be lined up before the start of the construction. So, to decrease the cost by \$2 billion still does not make this a good plan. This project is outdated before it has even begun. It is a boondoggle, and Californians do not need or want a bullet train. California needs to address far more important issues than a bullet train. I urge the California Legislature to defund this project and use the money for projects (such as fixing the levees in the Delta) that are extremely important. I totally oppose the High Speed Rail project as do almost 60% of California voters. Please listen to the people of California and stop this useless project.
Regards, Gisela Adams

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #63 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Pamela

Last Name : Pedersen

Business/Organization :

City :

County :

Zip Code : 94507

Stakeholder Comments/Issues : Stop all plans for the California high-speed rail. Enough money has already been wasted on this project. If you can't or won't do it, then put the measure back on the ballot for a vote.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #64 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Kevin**Last Name :** Wilk**Business/Organization :****City :** Walnut Creek**County :** California**Zip Code :** 94598

Stakeholder Comments/Issues : I have always been a staunch proponent of public transportation and the type of high speed rail that exists in Japan and France. I supported and optimistically voted for the California high speed rail bonds, and have voted for Gov Brown in all his campaigns..

But everything has changed. Instead of SF to SD, we have SF to LA. With building starting in the lower populated Central Valley, it will likely be under-utilized for years. It may not even be that high speed or time saving anymore. Certainly not a lower priced alternative to flying. The total cost is now more than 3 times higher than we were told and voted for. Even with the federal funds of \$3.3 billion, this is not the same project voters approved.

If you agreed to buy a 5 bedroom house for \$500K, and it's now a 3 bedroom house for \$1.5M, would you still agree to the purchase, or re-evaluate? The current plan is NOT what the people voted for and approved. This drastic a change must come before the public again before it can be instituted.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #65 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Bruce**Last Name :** Barry**Business/Organization :****City :** Hayward**County :** Alameda**Zip Code :** 94544

Stakeholder Comments/Issues : Our elected officials in Sacramento, know exactly what California and it's citizens need every year. As the drought continues, like it does periodically, we need a bullet train, about as much as a 9.5 earthquake. Imagine, how many desalination facilities can be built for \$67.6 billion. I know it's a dream for the Governor, to get this bullet train built, so his name can go down in history, but all the people I know, think fresh water is more important. I think if you people in Sacramento told the truth, you would agree.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #66 DETAIL**Record Date :** 2/16/2014**Submission Date :** 2/16/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** skip**Last Name :** walden**Business/Organization :****City :****County :****Zip Code :** 94598**Stakeholder Comments/Issues :** this is a joke gone too far...i voted for HSR when it was on the ballot...it is now so far removed from what I voted for that at a MINIMUM it needs to go for another vote...this state can't afford it and there is no overriding reason to do this.... politicians are bankrupting our state for their own egos and political agenda.....stop this insanity!!**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #67 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Elinor**Last Name :** Smith**Business/Organization :** private citizen**City :****County :****Zip Code :** 94536**Stakeholder Comments/Issues :** Stop thre bullet train now. We cannot afford it at this time.**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #68 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Mark

Last Name : Linnett

Business/Organization : not applicable

City : Martinez

County : California

Zip Code : 94553

Stakeholder Comments/Issues : \$68 Billion can be better spent on existing California transportation infrastructures. The proposed High Speed Rail is a poor use of scarce resources.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #69 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Doug**Last Name :** Garcia**Business/Organization :****City :****County :****Zip Code :** 94568

Stakeholder Comments/Issues : The CA HSR Project no longer represents the proposal that voters passed and is not how I want my tax dollars spent. It has undergone multiple revisions that represent severe underestimations in ridership, private investment and overall budget. It has decreased in scope from linking Sacramento to San Diego and is now commencing construction in the southern Central Valley which has tremendous potential to become our "to nowhere" project. Put these resources instead to protecting children, solving the drought issues, decreasing wasteful government spending and fraud, improving education and restructuring our unsustainable public employee pension structures. Knock it off and get serious about our economic future!

Draft Business Plan Comment**Type :**

2014 Business Plan - RECORD #70 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Patricia

Last Name : Carroll

Business/Organization :

City : San Pedro

County : California

Zip Code : 90732

Stakeholder Comments/Issues : Please stop this project. The investment needs to be made in other more urgent projects, like water infrastructure. This HSR will never be self sufficient, takes productive businesses and farms out of production. STOP and take the losses already incurred.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #71 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Susan**Last Name :** Gaines**Business/Organization :****City :****County :****Zip Code :** 94806**Stakeholder Comments/Issues :** I am against the High Speed Rail and deem it as a fantasy that will bankrupt the state. "Bullet Trains" in foreign countries are subsidized and many people cannot afford to ride them. When has the state ever come in ON Budget, take the Bay Bridge for example. Stop this crazy plan and improve the existing infrastructure/roads. They are the worst roads in the country.**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #72 DETAIL

Record Date : 2/17/2014

Submission Date : 2/17/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Larry

Last Name : Woods

Business/Organization :

City : Walnut Creek

County :

Zip Code : 94598

Stakeholder Comments/Issues : Do not spend any more money on High-Speed Rail. There are too many other more important needs in the State of California.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #73 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Elaine**Last Name :** Woods**Business/Organization :****City :****County :****Zip Code :** 94598**Stakeholder Comments/Issues :** Building high speed rail in California would be a gigantic mistake. Right now, our only concern should be making California secure from the devastation of drought. We are ill prepared to deal with another year without rain. Mandatory rationing statewide should be enforced and everyone should have a water meter. It should be a law.**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #74 DETAIL**Record Date :** 2/17/2014**Submission Date :** 2/17/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Muriel**Last Name :** Bowes**Business/Organization :****City :** Concord**County :****Zip Code :** 94518

Stakeholder Comments/Issues : I feel very strongly that the plans for the high speed rail system no longer resemble what was previously put before the voters. There is no urgency to build such a rail system, especially in a struggling economy, and in a state with existing long-term financial obligations. There are other options for travelling from northern to southern California. The price to all of us to make this trip faster is simply too high. Our schools are still struggling, many roads are in poor shape, police departments need more officers, and fire departments are going bankrupt. If billions of dollars are available, let's put them in place to the benefit of everyone. Let the voters speak again. Maybe, if not now, there will be a place for high speed rail in the future. This needs to go on the ballot again.

Draft Business Plan Comment**Type :**

2014 Business Plan - RECORD #76 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Phil

Last Name : Handin

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : PLEASE abandon this boondoggle...or, at the very least, put it to the voters again, describing the current state of affairs, so that the voters have a chance to express their vote on what the plan has become, not what it was...since the two are very different.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #77 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : john

Last Name : english

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : As a resident 62 year of California, I strongly oppose any development of this system.
No creditable source of funding has been provided.
There is no customer base in the central valley.
This is an egregious violation of the public mandate.
STOP THIS TRAIN!
John English

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #78 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name :

Last Name :

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : I do not trust these new estimates. The HSR plans, revenue and passenger projections, have changed numerous times since the vote in 2008. Close this project now before more money is wasted!

Draft Business Plan Comment Type :

2014 Business Plan - RECORD #79 DETAIL

Record Date : 2/18/2014

Submission Date : 2/18/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Robert

Last Name : Rugani

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : Please do not allow the Bullet Train to proceed.

Robert R. Rugani

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #80 DETAIL

Record Date : 2/18/2014
Submission Date : 2/18/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : Boris
Last Name : De Denko
Business/Organization :
City :
County :
Zip Code :

Stakeholder Comments/Issues : Dear Sirs,

I think the current HSR plan is unrealistic in its goals, too expensive (I would predict a 5x cost overrun in construction, based on the way business is conducted by the state (witness the S.F. - Oakland Bay Bridge)), an ill-considered route design, and very likely with an unprofitable operating expense, even with high fares.

Why was an indirect route (through the central valley) between S.F. and L.A. chosen?

I believe the public was misled when Prop. 1A was passed in 2008 into believing that the most direct route would be used.

Three hours from S.F. to the L.A. "basin"? How much more time to the city of Los Angeles?

200 mph express trains exist today, the idea being to get from A to B in the shortest practical time, with no needless stops. Otherwise, the label "express" shouldn't apply. If this "plan" were to go forward and optimistically be completed by the forecast 2029 date, it would likely be old-tech by the year 2024, and could possibly be abandoned before completion. It's not OK to throw good taxpayer money after bad.

Let's clean up the route to a very direct S.F. to L.A. path with no stops in between; the in-between stops are already handled by existing rail services. That would reduce the travel time to a much more competitive and attractive two hours.

This suggests to me that the driving idea behind this HSR plan is not speed or timeliness of rail travel, so what is it? Who profits?

Please, let's do some real transportation planning and give the taxpayers what they think they bought.

Sincerely,

Boris De Denko

This email is free from viruses and malware because avast! Antivirus protection is active.
<http://www.avast.com>

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #81 DETAIL**Record Date :** 2/18/2014**Submission Date :** 2/18/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Robert**Last Name :** L Jones**Business/Organization :****City :****County :****Zip Code :**

Stakeholder Comments/Issues : Most of us have no idea why this revised plan give anymore credence than the original plan. Just because Gov Brown wants a legacy along with his father is NO reason that this costly ego train should see the light of day. It seems that the initial reason to even keep this alive at all is to capture the Federal Funds once a "valid financing plan is established". If you honestly feel so strong about this put this up for a public vote, and we know it will fail. It is starting to look like Obamacare where it was poorly written, on false assumption, with reduced cost benefit. Assume this is going to those who have a vested interest in this moving ahead, so once again this will add to the waste already incurred, and it will probably support the consultants for years before we shut it down.

RL Jones
Alamo, Ca 94507

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #82 DETAIL

Record Date : 2/16/2014

Submission Date : 2/16/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Alice

Last Name : Beaton

Business/Organization :

City : Danville

County : Contra Costa

Zip Code : 94526

Stakeholder Comments/Issues : Your new plans for the high speed rail do not add up..it is not a good idea to begin with.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #83 DETAIL

Record Date : 2/16/2014
Submission Date : 2/16/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Hans
Last Name : Auerbach

Business/Organization :

City :

County :

Zip Code : 94519

Stakeholder Comments/Issues : It was said: 40,000,000 passengers per year, that is 109,589 per day or 54,794 going one way another 54,795 the other way. How many passengers per train, 500? that would be 108 trains daily in each direction. Correct me if I made an error in my calculation or have my facts wrong. It would not get my vote considering how badly railroads have performed in this country in the past. Our money would be better spend improving local commuter traffic in areas like LA, the Bay area etc.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #84 DETAIL**Record Date :** 2/18/2014**Submission Date :** 2/18/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Gerald**Last Name :** Mix**Business/Organization :****City :** Cocord**County :** Contra Costa**Zip Code :** 94520**Stakeholder Comments/Issues :** High speed rail is a horrible idea, being pushed by incompetent people. We don't need a high speed rail to "no where", with every few riders that will use a vastly overpriced system. STOP THE REDICULOUS IDEA BEFORE WE GET IN WAY OVER OUR HEADS FINANCIALLY...**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #86 DETAIL**Record Date :** 2/19/2014**Submission Date :** 2/19/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Carol**Last Name :** Click**Business/Organization :****City :** Danville**County :****Zip Code :** 94526**Stakeholder Comments/Issues :** Please reconsider your plan. Yes, we need a high speed land transportation connection between San Francisco and Los Angeles. Your current plan does not make sense: a high price tag, long construction time, lower ridership with serious legal and environmental obstacles. Surely there are other options. For example: Elon Musk's Hyperloop. Please take a step back and examine the options.**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #87 DETAIL

Record Date : 2/19/2014

Submission Date : 2/19/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Jonathan

Last Name : Schaff

Business/Organization :

City : San Leandro

County : Alameda

Zip Code : 94577

Stakeholder Comments/Issues : These projections are a fantasy. The proposed bus links are too cumbersome to attract riders. There will never be enough money to complete it. Please stop this boondoggle before it wastes any more money.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #88 DETAIL**Record Date :** 2/19/2014**Submission Date :** 2/19/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Donna**Last Name :** Ting**Business/Organization :****City :** Orinda**County :** Contra Costa**Zip Code :** 94563**Stakeholder Comments/Issues :** I do not believe it is wise to implement high speed rail at this time. Our state has too much debt and future obligations such as public pensions, that have not yet been addressed. The tax rate in California is one of the highest in the nation, yet we can't seem to spend the money wisely, leaving us with one of the highest debt burdens as well.**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #89 DETAIL**Record Date :** 2/19/2014**Submission Date :** 2/19/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** kevin**Last Name :** faughnan**Business/Organization :** none**City :** oakland**County :** alameda**Zip Code :** 94618**Stakeholder Comments/Issues :** This is a big mistake and much lower in priority compared to water, education, growing industries for jobs, and cutting government waste and fraud.

I am voting against this anytime I get a chance-and will be voting for candidates who also oppose this project

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #90 DETAIL

Record Date : 2/19/2014

Submission Date : 2/19/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Gerald

Last Name : Pilger

Business/Organization :

City : Long Beach

County : LA

Zip Code : 90803

Stakeholder Comments/Issues : I would like to see an independent analysis of the cost/benefit section of this business plan published in an easily accessed by the public media. It seems to me the "time savings" and other components that compose 90+ percent of the benefits are potentially way over estimated.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #91 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Mark

Last Name : Linnett

Business/Organization : not applicable

City : Martinez

County : California

Zip Code : 94553

Stakeholder Comments/Issues : Tax payer monies can be better spent on existing transportation upgrades and improvements.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #93 DETAIL

Record Date : 2/20/2014

Submission Date : 2/20/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Website

First Name : Pamela

Last Name : Burns

Business/Organization :

City :

County :

Zip Code : 94596

Stakeholder Comments/Issues : This is no longer the plan that voters approved. Instead, it has become an idiotic waste of money. Stop this thing before we waste any more money that can be spent better elsewhere. Supporters of this boondoggle will no longer get my vote.

Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #94 DETAIL**Record Date :** 2/20/2014**Submission Date :** 2/20/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** GREGORY**Last Name :** MARINE**Business/Organization :****City :** ANTIOCH**County :** CONTRA COSTA**Zip Code :** 94531

Stakeholder Comments/Issues : As an supporter and admirer of Governor Brown. You have done a great job with the budget. But END this rail project. It has ZERO chance of ever being successful. The whole business plan is a fantasy. It is a HUGE waste of taxpayer money. Let the people of California vote on it; they will vote it down and end this waste.

Draft Business Plan Comment**Type :**

2014 Business Plan - RECORD #95 DETAIL

Record Date : 2/20/2014
Submission Date : 2/20/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Marcella
Last Name : McKillican
Business/Organization : Registeredd Democrat
City : Pinole
County : Contra Costa
Zip Code : 94564
Stakeholder Comments/Issues : Your new figures on the cost of this high-speed rail plan still do not add up!
Please divert the funds to ways to restore more water for the increasing
populations of California!

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #96 DETAIL

Record Date : 2/20/2014
Submission Date : 2/20/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Website
First Name : harlan
Last Name : wong
Business/Organization : harlan wong, o.d.
City :
County :
Zip Code : 94563

Stakeholder Comments/Issues : I am writing this to voice my opposition to the expensive high speed rail. Just at looking at the price estimates for the Bay Bridge which went over budget by over 3 billion dollars, I can imagine what the cost overruns on this project will be. And at a time when Calpers is seriously underfunded and with Calstrs needing an additional 5 billion dollars A YEAR, where is this money coming from? Let's not pull a Gray Davis and give in to the parties who would financially benefit from this, but let's think of the entire populace of California (for once). This high speed rail sounds like another SB 400 (it won't cost the taxpayers anything).

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #97 DETAIL

Record Date : 2/21/2014
Submission Date : 2/21/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : michel
Last Name : maddy
Business/Organization :
City :
County :
Zip Code : 94611

Stakeholder Comments/Issues : The HSR plan needs to be submitted to the voters for their approval. What is currently contemplated to be built is different from what was submitted to the voters, and more is known about the proposed project now than what was at the time it was voted on.

Every measure of the current popularity of the HSR project shows disapproval by the voting public. It is arrogant, foolhardy, and an abuse of power to continue with this project without giving voters a chance to weigh in on this different project.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #98 DETAIL**Record Date :** 2/21/2014**Submission Date :** 2/21/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Tony**Last Name :** Garcia**Business/Organization :****City :** Alhambra**County :** la**Zip Code :** 91801

Stakeholder Comments/Issues : You the Cal. High Speed Rail Authority Board Members are misleading President OBAMA, Governor Brown, Federal, State Officials and hard working California tax payer. Your presentations on ridership, cost, schedules are not facts and not true..Why do I say this on one of your presentation in Alhambra Ca..a question was ask if any people ever die in a high speed rail crash their answer was they did not know and will look in to it. That same night I log in the internet and they were many HSR cashes and many persons have been kill. This prove that HSRA board members are not doing their homework and are not saying all the true facts to federal, state and California tax payers. Their are other survey the HSRA wont consider and should, This project be stop and put on the ballot, for a revote.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #101 DETAIL

Record Date : 2/23/2014
Submission Date : 2/23/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Mark
Last Name : Zuercher
Business/Organization :
City : Orinda
County : Contra Costa
Zip Code : 94563

Stakeholder Comments/Issues : I am writing to indicate my continued concern with the viability of the HSR project. This simply is not the same system as promoted to the voters in 2008. A \$32B project at that time ballooned to \$99B and then was trimmed to \$68B along with the elimination of Sacramento and San Diego on the route. The federal government and the private sector are supposed to be a major source of funding. Besides the \$3.3b in federal funds, absolutely nothing has been secured from private sources or local municipalities. The HSR timetable is not even close to what was promised in 2008. The latest ridership projections in the draft business plan are highly questionable and the costs continue to be a huge concern, particularly given our experience with the Bay Bridge fiasco. I for one have lost the confidence that the state government has the capability to do this type of massive project.

California has more pressing problems that require immediate attention one of which may become our defining issue: water. Instead of focusing on HSR, the current draught underscores that the ability to store and transport enough water is a "must-have" whereas HSR is not nearly as important given the cost.

I fully support Judge Kenney's recent ruling and hope that it stands up to scrutiny and Governor Brown's HSR "vanity project" is scrapped once and for all. Thank you.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #102 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

-----Original Message-----

From: Steve Booth [mailto:sboothcal@att.net]
Sent: Sunday, February 16, 2014 11:26 AM
To: HSR info@HSR
Subject: HSR

Add my name to the list of taxpayers who do not want this foolish project to proceed. I, like most folks, would prefer to drive from the Bay Area to LA or any other point along the way. When one adds up the time and hassle of schlepping cargo to a train station, waiting, boarding and finding a way to get from the arrival station to your actual destination, the car trip is much more convenient and probably less costly overall. Stop your foolishness please

Steve Booth
Berkeley

Sent from my iPad

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #103 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: Ruth Olson [mailto:████████████████████]
Sent: Sunday, February 16, 2014 6:58 PM
To: HSR info@HSR; HSR boardmembers@HSR; HSR legislation@HSR
Subject: High Speed Rail Boondogle

Dear Members of the above addressed organizations, comittees, or whatever:

I am wirting out of sheer frustration over this planned disaster that we taxpayers will pay for until eternity. I thought California taxpayers voted this project down a few years ago. Just shows you those with big bucks can do as they please. What part of "WE ARE BROKE" do you not understand? We are taxed to death and the actions of all of American government shows such greed and love of "pet projects" that we are not served in our best interests, but only those of the people in office. There are so mant things this state needs, ahead of a fast train that will only serve about 5% of the people, and will end up like BART, costing many more thimes than predicted and will never be a money-maker, except for those few who are pushing it. So many citizens are so disgusted with your actions. PLEASE, put the HSR project on a shelf until the time when California falls into the necessary MONEY PIT needed to take on this project.

I am a California native and will be 70 years old this year. Money is hard to come by and Obama plans to take what we have and give it to people who never earned a dollar, so we have no money to spare. PLEASE stop wasting what little we have!

Sincerely,

Ruth Olson
████████████████████
████████████████████
████████████████████

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #104 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: Hal Cody [mailto:████████████████████]
Sent: Monday, February 17, 2014 2:36 PM
To: HSR boardmembers@HSR
Cc: HSR legislation@HSR; HSR info@HSR; HSR news@HSR;
fhatfield@bayareanewsgroup.com
Subject: HiSpeed Rail

Please stop the HiSpeed Rail in it's tracks! Instead add two more lanes in each direction of I-5 from Sacramento to Los Angeles, limit semi trucks to lanes 3 and 4, autos can use all 4 lanes; plus raise the speed limit for autos. This could solve the problem and, I suspect, do it for much less money - and sooner.

If the State of California has this much money to waste...do something that we desperately need...build more reservoirs in the High Sierra for water storage. These could be tiered, with the higher ones flowing into the lower ones so hydroelectric power can also be produced.

Respectfully,

Hal Cody
San Ramon, CA 94583

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #105 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: Doug Clarke [mailto:]
Sent: Monday, February 17, 2014 5:45 PM
To: HSR info@HSR
Subject: Objection to Proposed High Speed Rail

Dear Board Members

Once again, after reading today's editorial in the Contra Costa Times, I am writing to convey my opinion regarding the proposed high speed rail project for California. I continue to believe that the ballot measure put forth for California votes was misinforming and inaccurate in enough facets to warrant an entire new estimate as to costs to Californians.

Please add me to the many responsible voters who object to this apparent boondoggle.

Doug Clarke
Danville, CA

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #106 DETAIL

Record Date : 2/24/2014
Submission Date : 2/24/2014
Affiliation Type :
Interest As :
Submission Method : Project Email
First Name : HSR
Last Name : info@HSR
Business/Organization :
City :
County :
Zip Code :
Stakeholder Comments/Issues :

From: [REDACTED] mailto:[REDACTED]
Sent: Tuesday, February 18, 2014 9:30 AM
To: HSR info@HSR
Subject: HSR

Thanks you for the opportunity to comment on California HSR. I feel that the time for going ahead on this project has long since passed by. Everyday gridlock in the major cities is a much more pressing problem. California tax money is better spent researching and improving traffic flow, integrating projects like MTA Clipper Card, putting a concentrated effort into helping a greater number of taxpayers. I can't see that the expense in any way justifies an end result that benefits few. If it makes sense to improve transportation within SoCal areas or NoCal areas, then use the monies to do that. A project to link the two doesn't play out in any kind of cost/benefit scenario.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #108 DETAIL

Record Date : 2/25/2014
Submission Date : 2/25/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Chuck
Last Name : Roehrig
Business/Organization : Semper Fidelis construction
City : walnut creek
County : coco
Zip Code : 94598

Stakeholder Comments/Issues : Please give up this folly of a high speed rail line that will never get used. The cost of this project will likely double or even triple over the original estimates and the time line will likely extend into the next century. this is admittedly a bit of an exaggeration; but the state does not have a very good track record of large projects being completed successfully on time and within the budget (i.e. Bay Bridge disaster) .

Please try to refrain from the rhetoric that the politicians in charge know better what is good for the people than the people do. If the high speed rail was a good idea, private capital would have jumped at the chance to build it. We already have a great infrastructure in airports that connect the cities of california and some intrastate highways that do a pretty good job as well.

Spend one tenth of the money on improving I5 between the The SF bay area and the Grapevine area and that commute would improve in safety and speed. Presently you can drive between SF and LA in 5 hours door to door. by the time someone could get from their home to a train station and complete their journey to another train station and transfer to the final destination it would be well over this 5 hours. Via airline it is a 3 hour door to door.

The only ridership that i see during the next 10 years is likely comes and sheep from the central valley being transported to their favorite slaughterhouses.

Please stop the folly.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #110 DETAIL**Record Date :** 2/26/2014**Submission Date :** 2/26/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :** Chuck**Last Name :** Roehrig**Business/Organization :****City :****County :****Zip Code :****Stakeholder Comments/Issues :**

Please give up this folly of a high speed rail line that will never get used. The cost of this project will likely double or even triple over the original estimates and the time line will likely extend into the next century.

this is admittedly a bit of an exaggeration; but the state does not have a very good track record of large projects being completed successfully on time and within the budget (i.e. Bay Bridge disaster) .

Please try to refrain from the rhetoric that the politicians in charge know better what is good for the people than the people do. If the high speed rail was a good idea, private capital would have jumped at the chance to build it. We already have a great infrastructure in airports that connect the cities of California and some intrastate highways that do a pretty good job as well.

Spend one tenth of the money on improving I5 between the The SF bay area and the Grapevine area and that commute would improve in safety and speed. Presently you can drive between SF and LA in 5 hours door to door. by the time someone could get from their home to a train station and complete their journey to another train station and transfer to the final destination it would be well over this 5 hours. Via airline it is a 3 hour door to door.

The only ridership that i see during the next 10 years is likely comes and sheep from the central valley being transported to their favorite slaughterhouses.

Please stop the folly.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #112 DETAIL**Record Date :** 2/28/2014**Submission Date :** 2/28/2014**Affiliation Type :****Interest As :****Submission Method :** Project Email**First Name :****Last Name :****Business/Organization :****City :****County :****Zip Code :**

Stakeholder Comments/Issues : This new business plan is sorely lacking in reality. The cost of the so-called bullet train from San Francisco to Los Angeles has if anything become more unrealistic. Playing around with the numbers will not make this fantasy any more believable. Changing the cost estimate because of lower inflation? Really? Some costs are down while others are up. More riders are expected and fares lower than the 2012 plan. This means more trains will be needed and the operating costs will go up while the system generates less revenue. People are projected to be taking shorter trips than the 200 mph express trips to L.A. from the Bay Area that we were sold. If the train is going to be such an a great financial proposition were are all the private investors that are a such critical operational component? Brown and the rail authority have still not nailed down the financing. Failure to do so will threaten bond money and federal help. No matter what fantasy story we are being read the bottom line is that the public will end up subsidizing this train and it will not be self sustaining. This train is facing so many challenges which it will continue to face. This is not the same thing that the public voted for when they passed Proposition 1A in 2008. I believe most of these people that were fooled into voting for this fantasy would not do so again. This whole thing should go back before the voters. That would be the right thing to do.

Regards,

Dana Rose

**Draft Business Plan Comment
Type :**

Attachments : butterfly_top.gif (12 kb)
butterfly_bottom.gif (20 kb)

2014 Business Plan - RECORD #113 DETAIL

Record Date : 2/28/2014

Submission Date : 2/28/2014

Affiliation Type :

Interest As :

Submission Method : Project Email

First Name : Eric

Last Name : and Diane

Business/Organization :

City :

County :

Zip Code :

Stakeholder Comments/Issues : The proposed High Speed Rail project is a BIG DREAM and a BIG BAD DREAM!!!
It is based on UNREALISTIC assumptions and if completed, will burden the citizens of California with huge bills for it's construction and it's operation!!
It is not consistent with the legislation which authorized it as shown by recent courts decisions.
It is also a reckless to attempt to do high speed rail in a highly earthquake area. Imagine the death and injury from each train derailment upon a single earthquake! Then imagine the drop in ridership while the rail is being rebuilt and the loss of confidence in any potential riders after any such event!!
Stop this bad dream now!!!
Eric Schott



Draft Business Plan Comment

Type :

2014 Business Plan - RECORD #114 DETAIL

Record Date : 3/4/2014
Submission Date : 3/4/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Telephone
First Name : Jan
Last Name : Bushwa
Business/Organization :
City : San Diego
County :
Zip Code : 00000

Stakeholder Comments/Issues : You have received a Voicemail message from [REDACTED]

You may listen to your message in any of the following ways:

- * If you have a .wav attachment to this email, open the attachment to listen to the voicemail.
- * Dial your voicemail access number, entering your internal phone number and Voicemail PIN.
- * Sign in to your Verizon Voice Over IP account via the Verizon Customer Center at customercenter.verizonbusiness.com, click on the Voicemail button, and listen to your message over your computer.

Tue 04 Mar 2014 09:50 AM PST

You now have 2 New Messages and 0 Saved Messages.

This is a system generated message. Please do not reply.

Draft Business Plan Comment Type :

Attachments : voice_msg_430174323_1393955337.wav (99 kb)
BP.Comment. Jan.Bushwa.030414.pdf (44 kb)

Yes this is Jan Bushwa from the San Diego area and in the series where it talks about the 2029 system will run from San Francisco to the L.A. basin in under three hours. What is considered a basin, because it sounds like the high-speed rail is not going to be high speed when it comes into downtown San Francisco or in downtown L.A., so I'm curious when you talk about the basin. How far is that going? By and large, I oppose the whole high speed rail, but there's so many people working on it that I doubt you'll ever get it up, but it's a waste of money, but too many people are involved and wouldn't want to give up their job so if you ever want to get back to me, my phone number is [REDACTED] Thank you.

2014 Business Plan - RECORD #116 DETAIL
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Record Date : 3/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Public Meeting - Oral Comment
First Name : Kevin
Last Name : Dayton
Business/Organization : Labor Issue Solutions
City : Roseville
County :
Zip Code : 00000
Stakeholder Comments/Issues : Submitted public comment during February 11 Board hearing starting on Page 7 of attached transcript.
Draft Business Plan Comment Type :
Attachments : Dayton.Transcript.021114.pdf (19 kb)

1 CHAIRMAN RICHARD: Thank you, Supervisor.
2 We appreciate it.

3 Next, we'll have Kevin Dayton, and he'll be
4 followed by Vita Wright.

5 MR. DAYTON: Kevin Dayton, president/CEO
6 Labor Issues Solutions in Roseville. I'm here to talk
7 about the business plan you have put out. My first
8 comment about it is that I think this business plan is
9 pretty much incomprehensible to any ordinary citizen who
10 isn't following this closely. I do understand that you
11 submit this to the legislature and not to the people.
12 However, I'm going to guess that most of the
13 legislature, especially with term limits, isn't going to
14 really be able to understand this in context. I think
15 it's overly wordy. They are deficient in graphs and
16 charts that might allow people to understand what's
17 going on. Things get really fuzzy once you get into the
18 2020s, no surprise, but I think it would be better for
19 the Board to be frank about the uncertainties and
20 challenges you're facing rather than to put this
21 together, which has a very rosy view.

22 Just looking over it, and I think for somebody to
23 look at this completely, you'd have to spend many hours
24 going through it line-by-line to figure out everything
25 that's in there, but I saw, for example, on page 14,

1 your yellow initial operating segment appears to go to
2 Santa Clarita rather than Palmdale. I'm a little
3 confused by that because I thought this was going to be
4 going to Palmdale. Also, I think the people of Santa
5 Clarita are under the impression that you're going to
6 build tunnels, and they're sort of not paying that much
7 attention right now because they think there are other
8 options

9 I looked at -- you say in there on page 72, 97.5
10 staff have been hired. I wondered is that related to
11 two months ago when you said you were looking for 175
12 staff positions and you had 94, which means in only two
13 months you've brought in 3.5 people.

14 I point out on page 23, the Community Benefits
15 Agreement. I mention that it's the State Building
16 Construction Trade Council that's signatory to that and
17 that for that grant through the Fresno County workforce
18 investment board, you have to go through unions to get
19 trainings.

20 These are just a few of the many things, and I'm
21 going to be submitting a pretty lengthy analysis of
22 this, but I think the business plan really needs to be
23 redone so that the ordinary voter can understand what
24 you're talking about. Thank you.

25 CHAIRMAN RICHARD: Thank you, Mr. Dayton.

2014 Business Plan - RECORD #117 DETAIL

Record Date : 3/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Public Meeting - Oral Comment
First Name : Frank
Last Name : Oliveira
Business/Organization : CCHSRA
City :
County : Kings
Zip Code : 00000
Stakeholder Comments/Issues : Submitted public comment during February 11 Board hearing starting on Page 17 of attached transcript.
Draft Business Plan Comment Type :
Attachments : Oliveira.Transcript.021114.pdf (22 kb)

1 other peripheral projects, such as the run through
2 tracks, the script project in Los Angeles, and some
3 other projects for connections to future high-speed rail
4 that could be accelerated and could be delivered. You
5 really need to take up the propaganda war and say that
6 these projects are on the way and these benefits will be
7 delivered, otherwise, you'll just lose the rest of the
8 support that you have. Thanks.

9 CHAIRMAN RICHARD: Thank you, Mr. Dyson.

10 Frank Oliveira followed by Ted Hart followed by
11 David Schoenbrun.

12 MR. OLIVEIRA: Frank Oliveira. I'm with
13 Citizens for California High Speed Rail Accountability.
14 I spoke before you many times. Okay. I'm going to talk
15 about some very specific things pertaining to the
16 business plan, okay, and other documents and meetings
17 that I have been to. One of the things that was
18 referenced in the documents I'm reading is that the
19 public comment pertaining to the business plan is going
20 to be summarized for the Board. Okay. Who's going to
21 do the summarizing, and is that appropriate, if that's
22 in a document. So if I make a comment to the Board, is
23 the Board going to read it, or will it be summarized,
24 kind of categorized, you know, a 'yay' or 'nay' type of
25 thing? That's a little bit confusing.

1 Another question is about the ICS or the FCS or
2 the Initial Construction Section or whatever we want to
3 call it. At one time, that was from Merced to
4 Bakersfield I believe. Then it changed from Madera to
5 Bakersfield. Then it was from Madera to just north of
6 Bakersfield. Now I'm at meetings listening, and it's
7 one mile north of Kern County. So is the ICS or the
8 FCS, is it really from Madera to the middle of nowhere,
9 between Corcoran and Wasco somewhere? Is that a usable
10 segment? Is their independent utility by doing that?
11 Is that the facts, because if that's the fact, it would
12 be good in public outreach if that was communicated that
13 "this is where we're going, and we dropped the
14 Bakersfield conversation."

15 Next issue is the Hanford station or the Kings
16 Tulare regional station. I believe it was station 25
17 out of 24 authorized stations. Is the Hanford station
18 really going to be built? If it's going to be built,
19 who's going to pay for it? Will it be paid for by the
20 City, the County, or the State? Who will do that?
21 That's a confusing matter in the community right now,
22 and I think it's an important matter so people
23 understand what is at stake here.

24 Lastly, I don't see where you have included the
25 cost of running this rail alignment along ten miles of

1 high voltage transmission lines. Based on what I'm
2 looking into, it looks like that's going to add another
3 five to ten years to your project and another half a
4 billion dollars to a billion dollars to your project.
5 There's no reference to that in any of your planning
6 documents, but that's a big thing, and your staff have
7 known about it for three years. So why isn't that being
8 conveyed in your dollars and your cents in your business
9 plan, because that is part of the ICS.

10 Thank for your time.

11 CHAIRMAN RICHARD: Thank you, Mr. Oliveira,
12 and when we have the staff presentation today, I'll ask
13 specifically about the public comment questions and --

14 MR. OLIVEIRA: Thank you.

15 CHAIRMAN RICHARD: -- and make sure these
16 others are addressed.

17 Mr. Hart, good morning.

18 MR. HART: Good morning. I have been in
19 front of the Board a good number of times. I want to
20 address a couple of issues on the new business plan,
21 which, obviously, is going to take us quite a while to
22 go through that and study it in more detail.

23 First off, I have brought to the Board before the
24 voter initiative to the Board, and I know you already
25 have all those on the voter information guide, but I

2014 Business Plan - RECORD #118 DETAIL**Record Date :** 3/11/2014**Submission Date :** 2/11/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Public Meeting - Oral Comment**First Name :** Ted**Last Name :** Hart**Business/Organization :****City :****County :****Zip Code :** 00000**Stakeholder Comments/Issues :** Submitted public comment during February 11 Board hearing starting on Page 19 of attached transcript.**Draft Business Plan Comment****Type :****Attachments :** Hart.Transcript.021114.pdf (25 kb)

1 high voltage transmission lines. Based on what I'm
2 looking into, it looks like that's going to add another
3 five to ten years to your project and another half a
4 billion dollars to a billion dollars to your project.
5 There's no reference to that in any of your planning
6 documents, but that's a big thing, and your staff have
7 known about it for three years. So why isn't that being
8 conveyed in your dollars and your cents in your business
9 plan, because that is part of the ICS.

10 Thank for your time.

11 CHAIRMAN RICHARD: Thank you, Mr. Oliveira,
12 and when we have the staff presentation today, I'll ask
13 specifically about the public comment questions and --

14 MR. OLIVEIRA: Thank you.

15 CHAIRMAN RICHARD: -- and make sure these
16 others are addressed.

17 Mr. Hart, good morning.

18 MR. HART: Good morning. I have been in
19 front of the Board a good number of times. I want to
20 address a couple of issues on the new business plan,
21 which, obviously, is going to take us quite a while to
22 go through that and study it in more detail.

23 First off, I have brought to the Board before the
24 voter initiative to the Board, and I know you already
25 have all those on the voter information guide, but I

1 would like to reference that. There is a 9.95 billion
2 in bonds to be issued for the clean, efficient
3 high-speed rail service linking southern California,
4 Sacramento, San Joaquin Valley, and the Bay Area. And
5 the analysis -- and this is where it becomes
6 important -- the analysis by the legislative analyst is,
7 quote, "the entire high-speed rail system would be about
8 \$45 billion." Note the word "entire," and this is the
9 point that I have tried to make over and over again,
10 that means the entire state consisting of 800 miles of
11 track. It does not mean just phase one, consisting of
12 520. This takes us to the business plan, and in the
13 2012 business plan, in Exhibit 3-5, the cost to
14 construct phase one blended has two columns. Again, on
15 the 2012, you have a high-cost option and a low-cost
16 option. Your high-cost option is 17 percent higher than
17 the low-cost. In the 2014 business plan, the same
18 exhibit, except there is no high-cost option column.
19 Why is that? Why the change? Is there something that's
20 missing here? It's just like it disappeared.

21 Back to 2012, the low-cost option for phase one
22 was 53.4 billion. The high-cost was 62.3 billion, and
23 the year of expenditure dollars that has been advertised
24 over and over again, total cost for phase one, 68
25 billion. All of these numbers conveniently avoid the

1 cost for the entire statewide system consisting of the
2 800 miles, which is the only thing the taxpayers voters
3 were ever given in the voter guide. There's no
4 description of anything other than 800 miles, and yet,
5 everything has been focused on 520 miles.

6 So since the 2014 business plan does not provide
7 a total cost for the entire system, we're left to our
8 own to establish what these costs might be, which is
9 pretty easy to do. You take 520 miles of track for 67.6
10 billion, and that equates to \$130 dollars per mile, and
11 then you just go ahead and take and multiply that times
12 280 miles, which equates to 36.4. Add that to the
13 other, and you now have a total cost of the entire
14 system of \$104 billion. Now, if you don't want to do
15 that, if you don't want to use those numbers, then I
16 suggest that you put something in the business plan to
17 tell us how much is this project going to cost for the
18 entire system.

19 So why has all of this been left out? Could it
20 be that you had a really good thing going with the media
21 with the 68 billion, which has been the advertised
22 number. And if I were in your position, I would like it
23 also, because the total cost for the entire project just
24 got lost somewhere along the line.

25 So rather than take any more time at this time, I

1 would hope, Mr. Morales, that you would be able to
2 answer these question during your presentation. Thank
3 you very much.

4 CHAIRMAN RICHARD: Thank you, Mr. Hart.
5 David Schoenbrun.

6 MR. Schoenbrun: Good morning, Mr. Chairman.
7 David Schoenbrun, TRANSDEF. My preference would be to
8 offer my comments after the presentation.

9 CHAIRMAN RICHARD: Mr. Schoenbrun, I'm
10 sorry, but we traditionally have all of the public
11 comments prior to items on the agenda.

12 MR. Schoenbrun: That's taking things out of
13 context.

14 I'm here today to announce to the world that the
15 emperor has no clothes. While there's no -- while
16 there's new information in this plan, it's only a
17 distraction, because the plan offers no way to move the
18 project forward. This document can't possibly be
19 considered a business plan since it offers no concrete
20 details on how you will fill a \$21-billion hole. As it
21 currently stands, your so-called business plan is
22 essentially a hole. Be on the lookout for a leprechaun
23 with a pot of gold.

24 Without a dramatic infusion of money, you don't
25 have a project, and you certainly don't have a business.

2014 Business Plan - RECORD #120 DETAIL

Record Date : 3/11/2014
Submission Date : 2/11/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Public Meeting - Oral Comment
First Name : David
Last Name : Schoenbaum
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues : Submitted public comment during February 11 Board hearing starting on Page 22 of attached transcript.
Draft Business Plan Comment Type :
Attachments : Schoenbaum.Transcript.021114.pdf (22 kb)

1 would hope, Mr. Morales, that you would be able to
2 answer these question during your presentation. Thank
3 you very much.

4 CHAIRMAN RICHARD: Thank you, Mr. Hart.
5 David Schoenbrun.

6 MR. Schoenbrun: Good morning, Mr. Chairman.
7 David Schoenbrun, TRANSDEF. My preference would be to
8 offer my comments after the presentation.

9 CHAIRMAN RICHARD: Mr. Schoenbrun, I'm
10 sorry, but we traditionally have all of the public
11 comments prior to items on the agenda.

12 MR. Schoenbrun: That's taking things out of
13 context.

14 I'm here today to announce to the world that the
15 emperor has no clothes. While there's no -- while
16 there's new information in this plan, it's only a
17 distraction, because the plan offers no way to move the
18 project forward. This document can't possibly be
19 considered a business plan since it offers no concrete
20 details on how you will fill a \$21-billion hole. As it
21 currently stands, your so-called business plan is
22 essentially a hole. Be on the lookout for a leprechaun
23 with a pot of gold.

24 Without a dramatic infusion of money, you don't
25 have a project, and you certainly don't have a business.

1 Without that dramatic infusion of money, this is not
2 high-speed rail, it's a downtown Fresno improvement
3 project. The problem here is that you think you're
4 building another BART extension when you're actually
5 building a business. That's something that political
6 institutions, like yours, have no demonstrated
7 temperament or competence to pull off.

8 TRANSDEF has a proposal on its website,
9 transdef.org, for changing the direction of this
10 project. It's based on the state rail plan and on the
11 Senate's Plan B from 2012. If you were to move fast
12 enough to get voter authorization for modifications to
13 the bond pressure, it is conceivable that the Federal
14 grants could be put to use in a way that gives direct
15 benefits to many millions of Californians.

16 The draft plan doesn't contain any alternative to
17 public private development strategies for the
18 implementation of phase one as required by 1029. While
19 the plan does lay out its proposed public private
20 development strategy that doesn't meet any reasonable
21 interpretation of alternatives. You might wonder what I
22 mean by that. The Authority has already received at
23 least one example of an alternative. The French
24 National Railway, SNCF, prosed that the Authority
25 conduct an RFP process leading to a predevelopment

1 agreement where a private sector entity would lead the
2 development of the project. To meet the requirements of
3 1029, TRANSDEF believes you need to discuss the proposal
4 that SNCF made to you.

5 Interestingly, the plan notes on page 54 the cost
6 savings that can come from private sector involvement,
7 yet doesn't mention the possibility of bringing in a
8 private partner before starting construction. As to the
9 consistent claim your agency has made that there's no
10 interest in investing at the beginning of this project,
11 it's important to note the context. Nobody was
12 interested investing in the route this board approved.
13 If you were to allow bidders to select their own routes,
14 I have reason to believe there would be investment
15 interest at the beginning.

16 Thank you for considering these comments.

17 CHAIRMAN RICHARD: Thank you,
18 Mr. Schoenbrun.

19 Next, Ms. Jillian Means of Fresno.

20 MS. EAGER: Good morning. Before I
21 introduce my special guest, I'm going to tell you a
22 quick little story, a small-world story. I was invited
23 by the State of Punjab in India to come talk about the
24 wonders of Fresno County, which, of course, I did. And
25 in one of the speeches, there was about 250

2014 Business Plan - RECORD #124 DETAIL
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Record Date :	3/14/2014
Submission Date :	3/14/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Norm
Last Name :	King
Business/Organization :	
City :	
County :	
Zip Code :	00000

Stakeholder Comments/Issues : Thank you for your response but you have not provided the information I thought I was asking for.

Here are my questions:

1. I understand that your Benefit-Cost analysis is based on the value of time – about which you state your assumptions of value per hour for air and auto passengers. Your response also indicates that users switching from to high-speed rail will have a “faster trip.”

What I would like to know is: What are the trip times (HSR, auto, air) you are using to claim a “faster trip” by high-speed-rail?

I also understand that every trip originates and ends in a different location. So, all I am asking for is what door-to-door travel times (with a breakdown of line haul and total door-to-door times) you are using for the air-auto-HSR comparison for a few of the basic trips, i.e. Los Angeles to San Francisco; Fresno to Los Angeles; Fresno to San Francisco (to and from downtown or otherwise).

I am aware that you have provided such information in the past but I can find no recent documentation of these travel times.

2. Secondly, I understand that you have applied a 1.30 Planning Time Index to auto trip travel times. Does this mean you have applied a 1.30 index to the entire driving time from city to city (such as LA to San Francisco or Fresno to San Francisco) or just that portion of the trip which is within the more-congested urban areas?

Thank you for your timely response. Norm King [REDACTED]

[REDACTED]

>

[Redacted text block]

>
>
>

Draft Business Plan Comment
Type :

2014 Business Plan - RECORD #125 DETAIL**Record Date :** 3/15/2014**Submission Date :** 3/15/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Shelley**Last Name :** Scott**Business/Organization :****City :** Bellflower**County :****Zip Code :** 90706**Stakeholder Comments/Issues :** The numbers do not add up for the high speed rail to be self sustaining. I would vote against it today, and instead spend the bond money on water infrastructure. California is barely in the black, and can not afford this speculative rail at this time.**Draft Business Plan Comment****Type :**

2014 Business Plan - RECORD #130 DETAIL
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Record Date : 3/24/2014
Submission Date : 3/11/2014
Affiliation Type : Individual
Interest As : Local Elected
Submission Method : Public Meeting - Oral Comment
First Name : Kevin
Last Name : Dayton
Business/Organization : Labor Issues Solutions
City : Roseville
County :
Zip Code : 00000
Stakeholder Comments/Issues : Submitted comment through March 11 Board Meeting starting on Page 12
Draft Business Plan Comment Type :
Attachments : Dayton.Transcript.031114.pdf (14 kb)

1 But the Authority can't do it because it does not have a
2 certification program for the set-asides. You do not --
3 you cannot use the DBE. The small businesses for the
4 state certification DGS, that does not apply either. So
5 you need your own certification process, or borrow one.
6 You know, there are different standards, that's why you
7 can't use the others. Although the DBE does qualify that
8 standard.

9 But what I did want to leave here with you is a
10 copy of BART. BART has its own certification application
11 for the set-asides, for the fostering of small business.
12 And they called it a micro-small business entity. There's
13 nothing really micro about it as far as I'm concerned.
14 It's three years not to exceed 22.41 million for small
15 business. But I think that perhaps your staff can make
16 copies of this because I think it's really not that
17 difficult. It's not that different from DBE. But I think
18 it can be done quickly and in time to really impact both
19 the CEM and the construction packages. Thank you very
20 much.

21 CHAIRPERSON RICHARD: Thank you, Ms. LaCome.
22 We'll ask the staff to look at that.

23 Mr. Dayton, good morning.

24 MR. DAYTON: Good morning. Kevin Dayton,
25 President and CEO Labor Issues Solutions in Roseville. I

1 have over the past month been trying to encourage people
2 to look at the 2014 draft business plan. I've had mixed
3 success doing it. I have to admit I haven't found anybody
4 who's been able to go through the whole thing.

5 As I mentioned last month, it's a difficult read,
6 a tedious read. It's not well organized for the layman.
7 I'm not sure the way it's formatted now the state
8 Legislature is going to find much value in it. I once
9 again ask you to redraft that in a way that has a lot of
10 charts and graphs that makes it easy for somebody to look
11 at it and figure out what's going on, both good and bad.

12 I'll give you a few examples of some of the
13 things -- I said a few things last month. I'll add more
14 this month. For example, on page 20 it mentions nine
15 billion dollars of State bond money to be spent on this
16 project. Well, unless you're real clued in on what's
17 going on, you're going to wonder where the 950 million is
18 on it. And maybe you need a footnote or something in
19 there pointing out the other 950 million is for
20 connectivity type projects.

21 On page 3, the report mentions that it will go
22 from San Francisco to Los Angeles in under three hours.
23 Somebody is going to look at that and going to say I
24 thought it was supposed to go from San Francisco and Union
25 Station in two hours 40 minutes. Once again, that needs

1 to be clarified for the reader who's not clued in on
2 what's going on.

3 Some of the other things, I think the issue of
4 how the bond interest is going to be paid for with the
5 vehicle weight fees.

6 Heavy maintenance facility, this is a big, big
7 issue for Fresno. It needs to be mentioned in there.
8 What's going on with that. Who applied for it. What's
9 the status of the applications and the choosing of where
10 the heavy maintenance facility is going to be.

11 There should be a chart in there talking about
12 the bond sales that have actually occurred so far because
13 most people are pretty stunned to there are bonds being
14 sold for various aspects of the high speed rail plan.
15 These are some of the issues that I see.

16 Once again, I urge to you take a look at that and
17 put together a resource that can be used by the
18 Legislature and allows the public to know what's going on
19 so you can move forward.

20 CHAIRPERSON RICHARD: Thank you, Mr. Dayton. I
21 think those are very constructive suggestions and I
22 appreciate them.

23 So this is the time period in which we are taking
24 public comment on the draft 2014 business plan. And so we
25 appreciate members of the public giving us that kind of

2014 Business Plan - RECORD #131 DETAIL**Record Date :** 3/26/2014**Submission Date :** 3/26/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Ronald**Last Name :** Bick**Business/Organization :** none**City :** Martinez**County :** Contra Costa**Zip Code :** 94553**Stakeholder Comments/Issues :** This project is severely uneconomical and no more public money should be spent on it.

The State Legislative Analyst's Office estimated \$709 million/year for principle and interest for the \$9.95 billion, 130-mile HSR section in the central valley. The P&I cost extrapolates to \$4.9 billion/year for the complete, \$69 billion, SF-LA system. The State Auditor's estimate of \$97 billion for operating & maintenance costs for the 35-year life of the system translates to \$2.8 billion/year.

When the resulting \$7.7 billion barebones annual cost of providing SF-LA HSR service is shared with the estimated 20 million/year paying riders, the resulting cost for a 1-way ticket between those destinations is \$385. A family of four could expect to pay over \$3,000 for an SF-LA round-trip plus parking and ground transportation.

If the HSR project is completed, fares will be lowered to fill seats and taxpayers will be forced make up the difference. The difference between the \$80 promised cost and the \$385 real cost is not small. Try \$6.1 billion/year.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #135 DETAIL

Record Date : 4/1/2014
Submission Date : 4/1/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Erik
Last Name : Kaeding
Business/Organization :
City : Hanford
County : Kings
Zip Code : 93230

Stakeholder Comments/Issues : My primary concern with the 2014 Business Plan (BP) is that, as I understand Sts. & Hy. Code, sec. 2704.08, subd. (c)(2)(D), the BP must identify all of the sources of funding for any given corridor or usable segment before the segment is built. However, I don't see that here. Exhib. 6.5 on p. 53 of the BP states that over \$20 billion in funds needed to construct the IOS will come from "uncommitted funds." What does that mean? I see on p. 54 that cap & trade may provide some of those funds, but this is not yet a guarantee, and so far the governor's 2014-2015 budget proposes only \$300 mil. from cap & trade to pay for the IOS. P. 55 discusses the potential for private investment in reliance on anticipated farebox revenues, but so far no particular amount or source of private funds appears to have been nailed down with any degree of certainty.

I am also concerned about this idea of a "blended" system with upgrades to CalTrain and MetroLink instead of actually constructing a new HSR line that runs all the way from SF down to LA. Prop 1A does not call for a "blended" system. It calls for an HSR line.

Finally, I don't understand why HSR is running through Central Valley farmland instead of following existing right-of-ways. BNSF, the 99, and the 5 all would be excellent routes to follow, particularly the 5. Meanwhile, a spur to Fresno could be created to pick up ridership without slowing the rest of the system or increasing the cost of construction due to eminent domain proceedings and the need to create a new right-of-way cutting through prime farmland. As currently planned, HSR will needlessly destroy valuable agricultural improvements.

Additional questions:

- 1.) P. 18 discusses job creation. What will be the net impact on the economy when construction jobs created to build HSR go away?
- 2.) With respect to GHG reduction, will the entire line be electrified, or will it run at least in part on fossil fuels? If the latter, has this impact been analyzed?
- 3.) Will the price from SF to LA be affordable relative to plane or automobile travel? If not, what impact will that fact have on ridership?
- 4.) The projections of farebox revenues seem to assume a predetermined fare scheme, but I don't see such a scheme spelled out in the plan. What is the anticipated fare scheme?
- 5.) On p. 21, the BP states that Prop 1A funds "are funding construction" of the IOS. Didn't the authority argue in court in the Tos lawsuit that no Prop 1A funds have been relied upon yet to build HSR?
- 6.) It states on p. 22 of the BP that the Authority is working with stakeholders. Why isn't the Authority working with the people of Kings County?
- 7.) Are environmental analyses for the IOS completed? I don't see the IOS mentioned on the timeline for environmental review listed on p. 25 of the BP, but the preferred alignment was only recently selected.
- 8.) On p. 26, the BP states that the construction of CP 2-3 will increase the number of jobs available in the Central Valley. What impact will construction have specifically on agricultural jobs?
- 9.) On pp. 43-44, I'm not quite clear on what the plan is for using farebox revenues. How will they be (re)invested? Will they be used to pay down debt, or will they be used only to provide profit to the private management company that will operate HSR?

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #136 DETAIL

Record Date : 4/1/2014
Submission Date : 4/1/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Kevin
Last Name : Reidy
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues : Dear Sir/Madam:

It is noted in the public arena that your revised plan does not agree with what we the California voting public voted on in 2008. The costs are greater, the route is shorter, the high speed service is reduced, the ridership is lower and the ticket prices are higher.

It is unconscionable that you would subject the taxpayers of California to huge financial risk and proceed with this project.

As a taxpayer and as a California voter, I call on you to submit your current high speed rail plans to the voters as soon as possible.

Sincerely,

Kevin Reidy
Danville, CA

**Draft Business Plan Comment
Type :**

NOTE: Updated April 9, 2014

2014 Business Plan RECORD DETAIL	
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Record Date :	4/2/2014
Submission Date :	4/2/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Website
First Name :	Nancy
Last Name :	Reidy

Business/Organization :

City :

County :

Zip Code : 94526

Stakeholder Comments/Issues : Dear Sir/Madam:

The new Business Plan does not give confidence in a good financial outcome. With reduced rider ship and higher cost for ticketing on top of LESS of the HIGH SPEED service, we taxpayers will be saddled with this cost forever. I urge you to bring your entire plan to a vote of the public. After all, this is a different project than the one voted on in 2008. I urge you to act responsibly on behalf of all of us.

Sincerely,
Nancy Reidy

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/3/2014
Submission Date : 4/3/2014
Affiliation Type : State Agency
Interest As : State Agency
Submission Method : Website
First Name : Ernest
Last Name : Pazzi
Business/Organization : Retired
City : Danville
County : Contra Costa
Zip Code : 94526
Stakeholder Comments/Issues : We don't need the high speed Railway! Use that money to build desalination plants up and down the coast of California. Let's prepare for the future and stop sending more and more water to Southern Cal!

Draft Business Plan Comment Type :

2014 Business Plan RECORD DETAIL

Record Date : 4/4/2014

Submission Date : 4/4/2014

Affiliation Type : Individual

Interest As : Individual

Submission Method : Project Email

First Name : Frank

Last Name : Dilling

Business/Organization :

City :

County :

Zip Code : 00000

Stakeholder Comments/Issues : Kill this monstrosity bill. Apply the money to lowering the debt.

Frank Dilling

Draft Business Plan Comment

Type :

2014 Business Plan RECORD DETAIL

Record Date : 4/7/2014
Submission Date : 4/7/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Paula
Last Name : Moran
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues :

To whom it may concern:

After reading in newspapers regarding the very controversial High Speed Rail plan, as a mother, grandmother and great grandmother who will eventually leave this planet for a better home, I cannot, in good conscience, leave this enormous debt to them.

Regardless of the many jobs it will bring, where is it going? It will ruin our economy, already in shambles, and ridership has not even been explored nor the cost of transporting passengers has been addressed. This is mind-boggling to an 88 year old proud American. That money, actually MY money, can be better distributed to far worthier causes for now and in the future.

Respectfully,

Paula Moran
Sent from my iPad

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/8/2014
Submission Date : 4/8/2014
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Project Email
First Name : Kevin
Last Name : Dayton
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues : Typos and Errors to Correct:

Page 65 - SB 1029 was signed in July 2012, not July 2013 (see
http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB1029
<http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB1029&search_keywords=&search_keywords=)

Page 41 - Authoritys Consultants - add an apostrophe for singular possessive

Page 37 - remove apostrophe in 2050's

Page 24 - California Transportation Commission's (CTC) approved the release
- get rid of singular possessive (apostrophe and s)

Kevin Dayton

President and CEO

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(916) 439-2159

kdayton@laborissuessolutions.com

See my blog postings about generally unreported California state and local policy issues at www.laborissuessolutions.com

Twitter: @DaytonPubPolicy <<https://twitter.com/DaytonPubPolicy>>

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/8/2014
Submission Date : 4/8/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Ros Ann
Last Name : Martinez
Business/Organization :
City : Fresno
County : Fresno
Zip Code : 93706

Stakeholder Comments/Issues : i do not believe that this "High speed rail" will justify our problem of traveling to and from with in our state.

I believe that our Amtrack Serivce is what has taken us up and down the state. I love the Amtrack. It is joyful to experience. It is afforable. I have taken the Amtrack with my childrens local schools, churchs for various school events. When it work, leave it alone.

This money could really be spent on the future of our children. This money should be used to buy new computers for the schools, pay teachers that have been trained in not only education, but in different areas of the education system. This will create a better school system. In turn, smarter children. They will continue to achieve their goals.

I also would like to ask you honestly, "Do you think it will not poison our air, enviroment and is is really safe.

I have researched the HSR collissions in China, South America and all over the world. The rate of speed and the collision on impack is deadly.

I do not support this HSR. It is wrong. It is just not worth the problems that it will have.

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/8/2014
Submission Date : 4/8/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Website
First Name : Robert
Last Name : Garcia
Business/Organization : IIS
City : Fresno
County : Fresno
Zip Code : 93706

Stakeholder Comments/Issues : Regardless of the many jobs it will bring, there has not been sufficient testing preformed on the extent of damage control. What happens when an earthquake happens in California? Will the HSR rock with the earthquake? Will it de-rail in seconds? I do believe it will be a deadly outcome. Their is no guaranteed to this situation. However, there is a guaranteed we will continue to have earthquakes! This is California, and we have quakes all the time..

I believe more testing should be done. Do the right decision for California.
Stop it!

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/8/2014
Submission Date : 4/8/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Letter
First Name : Shelli
Last Name : Andranigian
Business/Organization :
City :
County :
Zip Code : 00000

Stakeholder Comments/Issues :

Dear California High-Speed Rail Authority,

Good afternoon. Attached please find a PDF copy of my comment letter re: the Draft 2014 Business Plan.

A mailed copy with my signature will be sent today.

Thank you.

Sincerely,

Shelli Andranigian

Fresno County
[REDACTED]

Draft Business Plan Comment Type :

Attachments : Corrected2014 DRAFT Business Plan Comment Letter.pdf (67 kb)

April 8, 2014

Attn: Draft 2014 Business Plan

Attn: Chairman Dan Richard

California High-Speed Rail Authority

770 L. Street, Suite 800

Sacramento, CA 95814

**A 21st Century Medicine Show also known
as California's High-Speed Rail Project**

Dear Chairman Richard,

Nearly six (6) months ago, I delivered a speech during public comment to you and the members of the California High-Speed Rail Authority (CHSRA) Board in Los Angeles, California.

I am referencing that October 14, 2013 speech today because it made sense then and makes even more sense now about the actual "business plan" at hand by the CHSRA. The 101 page "Connecting California Draft 2014 Business Plan" which was issued earlier this year by the Authority is not user-friendly. The document is unreadable and not meant for public consumption. Perhaps that was the intent.

Thus, this comment letter on the "Connecting California Draft 2014 Business Plan" is titled "A 21st Century Medicine Show also known as California's High-Speed Rail Project." The name is taken from a memorable line in the speech, much like how TV sitcoms are referenced:

“Good morning/Good afternoon. My name is Shelli Andranigian.

Since we’re near the entertainment capitol of the world (Hollywood), I am here to talk today about the BIG event at hand: A 21st Century Medicine show also known as California’s High-Speed Rail Project.

This show isn’t just about the land, it’s foremost about the money.

My perspective is it’s also all about the intent (in this case, the lack of it), by the California High Speed Rail Authority (CHSRA) to actually build and complete an operative high-speed rail system. From where

I’m seated, the project is nothing but an expensive shell game that’s approaching a billion dollars with very little to show for thus far.

There is not enough money in hand to guarantee the completed construction and operation of the California High-Speed Rail, yet there is just enough money to guarantee the destruction of homes, businesses and lives along the proposed routes in the Central Valley.

I find it odd that we are here at a public board meeting to be updated on what is happening with the project, and in particular the Merced- Fresno-Bakersfield section which is the backbone of the project and the first that must meet tight federal deadlines. Yet there is nothing related to the initial operating segments (IOS) on the agenda. Is there really nothing to discuss about the initial (first) construction segment (ICS) or the status of the remainder of the IOS south of Fresno? Don’t you want to know the status of the Fresno-Bakersfield Environmental Impact Report (EIR)? I know we sure do! Does the staff have no motivation to brief you? Has no progress occurred in the last month? I believe you are paying these consultants, yet there are no updates. If you feel you are well informed about what is going on, then how is the information getting to you and not also to us? The point of these public board meetings is so that the public has access to the same information as the board. It is the reason why there are Bagley-Keene open meeting laws. We would request that you keep to the letter and the spirit of these open meeting laws and have those discussions on the progress of the ICS, IOS and active EIR’s in full public view.

Your finances are also being hidden from public view. We, the people of California, deserve an accounting for how you have spent our state and federal tax dollars, especially with no land acquired nor tracks laid. I need to see the proof of funding for this rail system. What happens when you run out of the funds? Will everyone affiliated with the project be moving onto the next lucrative consulting contract for another Big Dig or Golden State boondoggle... leaving those of us in the proposed paths of the high-speed train in disarray and destruction?!!

The California High-Speed Rail project is nothing but a modern day Medicine show. I don't believe there will ever be a rail system because there are no plans to finish the current project.

The only thing I believe you can guarantee those of us in the Central Valley is more unemployment by displacing those who farm and have businesses along the proposed routes. I guess if you want a guarantee, then buy a toaster.

In closing, I want you to know I love trains. It's so disappointing for me to watch this project being mishandled, thus tarnishing what could have been something special for future generations of Californians and those who visit our wonderful Golden State!"

Mr. Richard, after the meeting a gentleman came up to me who was an engineer and although he was still pro the project he told me he agreed with some of what I had to say. He told me via phone later that the California High-Speed Rail is an engineering project, but that lawyers and administrators were running things. I don't know if he ever had a chance to read the "Connecting California Draft 2014 Business Plan."

Looking back, it also made sense that the Authority chose to have their monthly board meeting on the Columbus Day holiday to avoid media scrutiny. News staffs are lighter on those days. There were intense and questioning comments at that meeting, including those who had previously only spoken highly of the project. It was not a love fest (which was not the case when the Authority had their last meeting in the same location (and LA) in January 2012).

In the six (6) months since that October day, those of us in the pathway have found out about a number of shenanigans going on behind-the-scenes (some after the fact) again, which was probably the intent.

Two glaring examples are: 1) Submitting a Surface Transportation Board (STB) request last September for a complete exemption of the Fresno to Bakersfield section without letting anyone know. We found out after when the exemption was denied. 2) Asking for a premature review from the U.S. Army Corps of Engineers. The proposed path of the California High-Speed Rail would cross U.S. Waterways next to and near our Home Place. The CAHSR project is environmentally damaging and not green.

One has to question, does the Authority not believe in being above-board when conducting their business? Their actions adversely affect every Californian and every infrastructure project in the future. Is this the reason why the "Connecting California Draft 2014 Business Plan" is so unclear for the same reasons?

Page 4

Last month I took my nephew to a favorite place to purchase trains. It was not an inexpensive place to shop, nor was our purchase. However, after buying the bridge, multiple Thomas trains, utility vehicles, etc. for him and his little brother I told another family member....."Well, at least I know our purchase today will be put to good use." And also enjoyed. The same can't be said for future generations of Californians (including said nephews' children) with the Authority spending their State and Federal tax dollars on "A 21st Century Medicine Show also known as California's High-Speed Rail Project." Thank you.

Sincerely,

Shelli Andranigian

Fresno County

Mailing address:

██████████

██████████

Cc: Ryan Jacobsen, Fresno County Farm Bureau; Diane Friend, Kings County Farm Bureau; Fresno County Board of Supervisors, Kings County Board of Supervisors, Citizens for California High Speed Rail Accountability (CCHSRA)

2014 Business Plan RECORD DETAIL

Record Date : 4/9/2014
Submission Date : 4/7/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Carol
Last Name : Bender
Business/Organization :
City :
County :
Zip Code : 00000

Stakeholder Comments/Issues :

Please acknowledge receipt of comment attached to this e-mail. I will gladly resend it if there are any problems with its transmission.
Best regards,
Carol Bender

**Draft Business Plan Comment
Type :**

Attachments : Comments Draft 2014 Business Plan April 7.pdf (63 kb)

April 7, 2014

RE: Comments 2014 Draft Business Plan

Having reviewed the comments already submitted by the public sector, I would like to emphasize that the comments were overwhelmingly in opposition to the HSR project as proposed. Additionally, comments were overwhelmingly critical of the current 2014 Draft Business Plan.

The Authority seems to think that this new Business Plan is a vast improvement over the last one which was highly criticized. The data and assumptions used in prior Business Plans were often subjective at best.

This new Business Plan was touted as being more accurate with regard to estimates in maintenance and operational costs (O&M), funding, ridership and other crucial plan aspects. Instead, we are presented with yet another flawed plan.

There is really no new concrete plan for funding. We are seemingly left suspended on tender hooks waiting to see if our legislature will consider using Cap and Trade Funds for this project. If any of our legislators have a brain in their heads, they will quickly vote "No". Cap and Trade Funds were intended to be used on projects producing immediate environmental benefits. It has been well documented that the HSR project will contribute ADDITIONAL greenhouse gas emissions during the construction phase these next few decades. Given that the HSR Authority seems to feel that we will still benefit from an improved Amtrak system EVEN IF the ICS never connects to the LA Basin or to San Francisco, one has to ask : Why would we add to the already out of control air pollution problem in the Central Valley, knowing that there is a distinct possibility that the full IOS will never be completed ? This is blatantly irresponsible. Even considering Cap and Trade funding as a resource is shameful.

There is no source of private funding. There is no source of ongoing federal funding. All future funding at this point in time will come out of the General Fund. This is not what voters approved through Proposition 1A. Voters did not approve a "blended system" either. The plan has morphed itself into something hardly recognizable when compared to the text of Proposition 1A. That said, the new "plan" must be put before the voters.

When the 2012 Business Plan was criticized, the authors of the new 2014 plan decided to utilize the "Monte Carlo Methodology" which as a tool, is easily manipulated. It relies on the assumption that all of the numbers and information submitted into the formula are correct. These numbers, facts and assumptions are still widely challenged by experts.

The UIC Peer Review that is mentioned in the plan is quoted as stating, "The experts did not find any fatal flaws on the O&M (operations and maintenance) cost process". What the plan did not emphasize, is that the UIC report listed concerns:

-that the technology to be used has not yet been decided—especially in the areas of track systems and rolling stock to meet the 220 mph performance measure

-Translating the range of (European) infrastructure maintenance reference values into the U.S HSR project requires further expertise once the project design and the technology are fully determined.

-It should also be mentioned that the experts did not review the ridership process and did not have to produce any comments on the ridership results. The Business Plan figures assume high passenger loads on their railcars which are likely unrealistic, when compared to European ridership models.

The Authority's cost estimates for the maintenance of its infrastructure still don't seem to reflect the full magnitude of the wear and tear of a 220 mph system. The high cost of high speed corresponds to the ideas UIC had to lower costs by running the trains that aren't directly competing with airlines (all but the the nonstop Bay Area to LA trains) at a lower speed. The costs from wear and tear of stopping and starting a 220 mph train through the course of multiple route stops would be enormous. This is not accurately reflected in the Business Plan. Again, given that a specific train set or track system has not been determined severely limits the "facts" or "estimates" utilized in the Business Plan....and in the "Monte Carlo Methodology" model.

There is also a confusing section in the Business Plan that discusses bus connections. The report states that when (and if..) the IOS is completed, they plan to subsidize the bus connections beyond the endpoints "during the initial stages of implementation". In order to keep ticket prices down, and be competitive with air travel, they suggest that ticket prices are adjusted allowing incremental fares for a bus connection. For example, the fare for a bus connection to Monterey.. is set at \$1.18. A bus connection fare to "Far North" or Sacramento would be \$ 9.40 (140miles). A bus connection fare to the LA Basin is set at \$1.18. These fares seem extremely low, especially as O&M of the number of buses they propose would be far higher than what fares could possibly bring in. Additionally, they don't define the parameter of "initial stages of implementation". Does that mean the time period it will take until private operators take over? Does that mean (if no private operator shows up), that the entire time period extends until the next section is actually built? The one-seat ride from LA to San Francisco that voters thought they would be getting has turned into a multiple transfer, extended length trip that far exceeds the 2 hr. 40 minute travel time promised.

Note that the Business Plan itself doesn't even mention connector buses.....that information is in the supportive reports. After doing my own number crunching, I find that the Business Plan takes liberties with rounding up numbers with regard to ridership capacity--skewing trip numbers and overall ridership. I find this unacceptable.

The 2014 Business Plan minimizes the risks (although it commits a general paragraph or 2 to each). If this were a comprehensive plan, the risks would be clearly outlined and analyzed.

The Business Plan is inadequate. The current proposed project plan is not what the voters chose.

In all good conscience, the Authority must stop the current course and let the Federal funding revert back to another more appropriate project. It makes more sense to promote rail services that improve the current Amtrak system by subsidizing additional track and investing in appropriate grade separations. I think that Mr. Paul Dyson said it well in his letter,

“Bridging the gap between Los Angeles and Bakersfield is truly a project which on its own represents independent utility, regardless of whether there is additional investment in High Speed Rail. Building a new railroad to connect Los Angeles with Bakersfield is of itself a “mega project” and one which will consume all the resources currently identified and probably more. Consideration should be given to all alternatives, including a base tunnel in a direct line from Castaic to Grapevine, as well as the current extended route via Palmdale. Indeed, there needs to be a thorough cost-benefit analysis of the best way to link the state intercity routes as well as to provide modern passenger rail service to the Antelope Valley.

To end this letter, I would like to also say that it is in the best interest of all Californians to halt all construction plans until the court systems have ruled on the current lawsuits. Moving forward at this time, knowing that the courts have already ruled against the HSRA on several counts, is blatantly irresponsible and a waste of taxpayer dollars. Repeatedly filing for exemptions, rather than complying with the rulings/ court system is quite frankly, embarrassing.

Thank you for the opportunity to submit comments on the 2014 Draft Business Plan.

Carol Bender



Bakersfield CA 93314

2014 Business Plan RECORD DETAIL

Record Date : 4/9/2014
Submission Date : 4/8/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Alan
Last Name : & Angela Scott
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues : Sir:

I am also mailing a signed copy for your records in addition to this email copy that was submitted within the confusing time constraints. standards

Thank you

Alan Scott

Draft Business Plan Comment Type :

Attachments : CAHSRA bp 2014 comment ltr 040814.pdf (25 kb)

April 8, 2014

California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Attn: Draft 2014 Business Plan – comments

I am submitting this via email without my signature as I do not have that capability. However, I am mailing a signed copy requesting it be attached to this unsigned letter. Thank you.

The below statement was taken from bottom of your March 24, 2014 staff announcement:

About California High-Speed Rail Authority The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs. To learn more visit the Authority's website at <http://www.hsr.ca.gov> and join us on <facebook.com/CaliforniaHighSpeedRail> and follow us at <twitter.com/cahsra>

Quite frankly, this statement is one major piece of marketing hype lacking any substance with not an iota of empirical evidence to back-up this full-fledged marketing statement.

Moreover, I can prove it!

I offer the following video taken from the Transportation and Housing Informational Hearing on March 27, 2014, Chaired by Senator Mark DeSauliner. During this absolutely informative and factual hearing four individuals, who are experts in their field, provided quantifiable evidence completely debunking the paragraph above. The cross section of experts is exceptional and diverse thus eliminating any questions of credibility.

The full video link for your viewing: http://senate.ca.gov/vod/20140327_1311_STV2Vid

Furthermore, the issue of financial and fiduciary responsibility raised its ugly head during this hearing where the estimates by CAHSRA HAVE BEEN incorrect since the very first estimate in 2009. These experts predict a correct costing at least 3 or 4 times the present estimate of \$68 billion dollars of non-existent taxpayer funds, whether state or federal. Further proof estimate for the Initial Operating Section was \$6 billion. Today your estimate is now \$13 billion or an increase by a factor of 2+. Please explain in detail how the happened since for some time both the CEO and the Chairman have articulated their "Monte Carlo Modeling has been correct. Well it seems there is a problem with this system by a factor of two +. Now you have increased the ICS cost are you going back and increase all the other costing for this mismanaged project?

Therefore, in actually fact, this current estimate is purely a politically driven number without basic of any facts because California taxpayers were outraged at the cost at \$97 to \$117 BILLION

DOLLAR estimate back in 2012. Well the actual truth has been known for almost three years by numerous experts and the majority of the opponents of this project.

Point in fact, this obfuscated Business Plan and almost everything else produced by the authority since 2009 has no basis in actual fact nor are they based on empirical construction costing analyses that have always been protested. A number of qualified experts predict the correct cost calculation to be close to **HALF (1/2) TRILLION DOLLARS** (see previous paragraph) when factoring in principle, cost overruns and interest payments. Reminder, none of this is addressed in your poorly written 2014 business plan. Furthermore, all approvals by the legislature have been based on **no factual evidence** it appears you are just marching to political lines regardless of any qualified opposition. Approvals without comprehensive reviews never qualify as legitimate usage of due process!

So over the last three years, a significant number of experts and citizens have presented to CAHSRA & B data derived from credible sources that the cost of the project could be between \$300 billion to \$500 billion dollars. The evidence to support this is factually based on cost overrun factors obtained from recent and past large mega projects. Therefore, I must remind you again, your business plan is totally useless based on all your financial calculations it will only create certain fiscal calamity for the state.

Reason for this disaster is an absolute lack of transparency, competent staff to produce a solid construction business plan, coupled with an out of control single issue political game to create only one outcome 'a legacy project' without proper notifications to California taxpayers when 100's of billions of dollars are being obligated recklessly without a specific quantifiable business plan. This major failing not providing proper notification to taxpayers and receiving their approval is totally irresponsible and rude. Justification for the statement, Proposition 1A set a cost on this project that has been busted by the authority numerous times in the last three+ years. In the private sector, we would call this irresponsible and a real credibility issue requiring only one decision – rejection and it must be taken back to the voters.

Until the fiduciary component of this project is resolved to the absolute requirements as outlined in Proposition 1A, the only option by the Authority is to stop this project forthwith! Once solid corrective actions are completed and then only after approval by a non-partisan oversight committee. The committee requires professionals with solid mega-train project experience of more than 10-years at senior levels of management, professional mega-project financial with more than 10-years at senior levels of management, and a highly rated independent mega-project CPA auditing firm to review all financial records without political pressures like what is going with this project. This would accomplish a number of measurable benchmarks: solid engineering documentation, solid engineering analysis of the entire proposed routing, aggressive coordination WITH ALL STAKEHOLDERS to mitigate 99% of issues prior to the award of contracts and the side benefit is massive reduction of 'change orders'. The current contractor is noted for change orders. Finally, awarding a contract not to the lowest and *most unqualified contractor* but to the **most competently scored contractor**.

Without question, the authority is on track to produce a project that will surely end up costing nearly HALF (1/2) TRILLION DOLLARS when all fiduciary factors are properly annotated correctly in the account ledgers. Actually, the net result of these expenditures will never ensure the

citizens and the taxpayers of California & the United States get what they voted for instead of this bizarre abuse of their hard-earned monies.

Example, recent legislative hearing, the authority asked for \$29 million dollars just to keep the doors open – really? Amazing, the mantra from the authority and board has always been “They have worked hard to provide a first class HSR project – (another) really?” How many court cases do not favor the authority? How many questions because of poor work product – I have one example for the record. I am reminded of an incident with three authority engineers in northeast Laton 2013 with maps that did not match the ones in they had in Sacramento. Furthermore, to their embarrassment, they did not know there were **three tributaries of the Kings River**? I am also reminded of the August 2012 board meeting where an Environmental Justice policy was approved. Background, all along the authority and the board assured everyone they were in compliance with their EJ policy as required by NEPA. **Only problem, you never had one.** I am reminded of the numerous errors on alignment of the track, like Baker Commodities in eastern Kings County south of Highway 198. The alignment would take out a key industry critical to the success of the dairy industry that covers the majority of the state, which in actual fact would have decimated the dairy industry. How did this mistake happen, simple ‘poor work product’ or one might call it professionalism the missing link.

In my recent letter to the STB regarding Nossman’s filing a motion for leave on your behalf only further demonstrates what is already known “Rules are made to protect all concerned except for the California High Speed Rail Authority who has been playing chess within legal arena.” Further to that point, it seems political expediency works better than adherence to codes, laws and regulations.

Why the lawsuits, simple they were created by your own failings that resulted in poor work product thus making court findings easy and favoring the litigants. Question, “Why the ‘do overs’?” Again, the simple answer is ‘poor work product’. However, the most critical issue is the authority’s huge financial jeopardy environment. What is this jeopardy - simple no money identified beyond what they on hand have now.

Moving on to other issues **NOT** addressed in your 2014 Business Plan:

1. No electrification.
2. Nothing noted where this electric capacity is coming from? Key point here: The existing grid cannot accommodate, so where is the power to operate this train coming from? Who is going to pay for the new power plants? **(NOTE: The best estimate for a new power plant to come on line is 13 years and that is if the environment process is not mired down in excessive litigation.)**
3. No mitigation for high power electrical lines!
4. How do you intend to mitigate agricultural lands, since you will be tearing up 1,000’s of acres?
5. What mitigation is provided to law enforcement / fire / rescue services along the proposed routing? Who bears the costs for any and all upgrades as cities and counties do not have the capacity to upgrade to provide reasonable and competent life safety responses without the

needed expensive response equipment? It also applies to the medical facilities and any other related emergency response agencies in the immediate area(s).

6. Who pays the cost of the 24 HSR stations?
7. Identify all future funding monies by specific source and how much for the entire project?
8. Your business plan does not quantify how you can get to Los Angeles from San Francisco under 3-hours – why? Furthermore, the routing is an unknown environment; reason up to 30% of the project is designed so how do you know what the actual routing will be, thus timing is an issue. I believe this is what one calls “Pie in the Sky” marketing and hope no one is listening. With the remaining 70% are subject massive unknowns, so prove how you are going to achieve your benchmarks and provide the number of stops as this would be a key omission once again lack of transparency.
9. The business plan does not address the peninsula train scheduling now involving HSR, CalTrain & Union Pacific on only two-tracks?
10. How can anyone set a construction cost of a project when only 15% to 30% of the project has been designed?
11. How are you going to mitigate the subsidence issue across the entire state?
12. How are you going to ensure strict construction standards across earthquake fault lines when you only have up to 30% of the project designed?
13. Nowhere in the business plan do you address the underground aquifer mitigation? Do you know where all the underground aquifers are?

I offer the following links that factually support my opposition to the massive mismanaged obfuscated generational debt ridden project controlled by individuals who have clearly demonstrate they do not have expertise in the mega-construction arena and to quote a CAHSRA statement “A state of the art high speed rail system.” Unfortunately, the macerations created by the Authority, the Board and other high political individuals whose only goal is to create a legacy driven project regardless of the known ultimate consequences. This type of misguided political interference has only created the disastrous legal actions and again massive obfuscations of what Proposition 1A requires.

Links:

William Grindley and William Warrens report: **IF YOU BUILD IT THEY WILL NOT COME - A Forensic Analysis of Why High-Speed Rail In California Will Fail In Its Initial Operating Years.** A Briefing Paper link – March 11, 2014: <https://www.sites.google.com/site/hsrcaiff/> The irony of this document it is very concise and provide well over 100 footnotes something totally lacking in all of the authority’s production documents.

Senate Transportation and Housing Informational Hearing background paper:
http://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/BackgroundPaper3-27-14_Final_amended.pdf A well-written paper that in short order destroys the business plan.

Legislative Analysis Office Senate T/ H Informational Hearing background handout:
<http://www.lao.ca.gov/handouts/transportation/2014/Funding-HSRA-032714.pdf> Again, this handout is a comprehensive overview of the critical issues and yes it does approve of a few parts of the authority's work product.

Professor Ibbs, University of California, Berkeley, Civil Engineering Department:
<http://www.bizjournals.com/sacramento/news/2014/03/28/more-woes-for-high-speed-rail-sf-la-trip-will-take.html?ana=twit> A credential academic who provided quantifiable and quantitative analysis demonstrated the business plan is not a viable business plan especially the cost.

Judge Quentin Kopp interview: http://calwatchdog.com/2014/03/19/high-speed-rail-brief-includes-quentin-kopp-objections/?utm_source=dlvr.it&utm_medium=twitter The Father of HSR and almost immediately after relinquishing his Chairmanship of the Authority Board, he came out totally critical of the direction being taken back in 2009 / 2010. He is asking for what all the opponents want, transparency, coordination, accuracy, fiduciary compliance and competence. The majority if not all of the CAHSRA documents are loaded with of platitudes (my words not the Judge's) only. The missing component is quantifiable substance.

Wall Street Journal article of February 18, 2014:
<http://online.wsj.com/news/articles/SB10001424052702303491404579389682624218434?mg=reno64-wsj&url=http%3A%2F%2Fonline.wsj.com%2Farticle%2FSB10001424052702303491404579389682624218434.html> Lieutenant Governor Gavin Newsom now against Governor Brown's legacy fiscally irresponsible rail project.

Dan Walters editorial of April 7, 2014:<http://www.sacbee.com/2014/04/06/6298864/dan-walters-bullet-train-faces.html> Questioning the financial stability? The agency only has enough money – maybe – for 130 miles of **non-electrified track** from Madera to somewhere north of Bakersfield, **dubbed “the train to nowhere” by critics**. Moreover, to clarify, that statement is correct.

Sincerely,

//S//

Alan Scott

[REDACTED]
Hanford, CA 93230-2848

Email: [REDACTED]