

Comments for the Record Assembly Transportation Hearing April 2, 2018, State Capital

Good afternoon Mr. Chairman and members, Alan Scott, Kings County, Citizens for California High-Speed Rail Accountability.

Mr. Chairman, let me begin by stating – I have not had the opportunity review the BP as I would have liked; however, after watching CEO Kelly's briefing, I will be taking a different direction. Moreover, I do not believe much has changed as the many commentaries more con then pro. Thus I will be remaining with the con arena.

If ever there was a more accurate definition of the term 'boondoggle' regarding this abhorrent misuse of taxpayers hard earned dollars; it is the out of control CAHRS mega-legacy drive project. No question, it wins hands down!

Since May 2011, at my very first HSR meeting at Kit Carson Elementary School in eastern Kings County, where I meet a number of the URS HSR contract representatives, and at once knew that failure was the only outcome.

Sad, to say, I and so many others are in sync with the multitude of others who have for roughly 10-years did provide validated quantifiable rational suggestions to the Authority, only to be told they/we are wrong.

Indeed Mr. Chairman, unquestionably, the errors created and are exclusively the responsibility of the dysfunctional organization call the Authority! Moreover, today they are over budget more than 35% or 2.8 billion non-existent taxpayer dollars.

These deficiencies are extensive and extremely costly to only one sector, the diminishing California Taxpayer, who continues to be subjected to an Authority that utterly lacks the knowledge, ability, and funding to finish this politically driven debacle.

Those who have studied the failings and then supplied massive amounts of excellent support data addressing the many specific failures now have been confirmed in their favor.

However, throughout this process, these comprehensive submissions were universally disparaged explicitly by the Authority and primarily by the current Chairperson. I fully understand that is his responsibility; however, at what expense?

Unfortunately, their rush to negate opposition submissions, and it is now quite clear, the opposition presentations have been proven to be unequivocally correct.

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Mr. Chairman, this project is at a critical, life-threatening crossroad; furthermore, you have noted your concerns on the record regarding the state of this project.

Without question, California taxpayers have one of the most onerous tax obligations in the United States and conceivably in the entire world.

Real CA debt is over 1.5 trillion dollars and rising; therefore, taxpayers are abused enough, and this abuse must end today!

Additionally, I believe everyone on this dais recognizes that the California High-Speed Rail project is no longer a viable responsible project.

Members of this committee and the entire executive and legislative bodies are the stewards of our bank! Please accept that responsibility at 110%+ as that is what the taxpayers expect and demand of our CA government.

There are no more band aids in the box!

There is no more money!

Leadership deficiencies are still a major core condition to be resolved!

The continuing delays are still occurring!

Moreover, construction mistakes continued to surface!

Nevertheless, there is a very critical component that has severe difficulties, the land taking process. It is a seriously defective system due directly to an entirely deficient weak staff.

We have recently discovered that boarded-up home(s) taken by the Authority are now being rented to individual(s) after the Authority aggressively pushed the former owners out in some situations.

Undeniably, this is a grave atrocity!

Thank you



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HSR Assembly Hearing 04-02-18 (2018 Draft Business Plan)

I'm Bill Descary - Bakersfield

Mr. Chairman & Committee Members

In the 2018 Draft Business Plan, the Authority finally admits it has made numerous costly errors in the Central Valley. However, like previous plans there is still a lot of hype and hope. A huge admission is the funding gap connecting the Silicon Valley and Central Valley segments. In attempting to fund the gap, the Authority again fails to acknowledge the private sector will NOT invest in this risky project without guarantees. Nationally there is stiff competition for limited federal money. For example, Amtrak is seeking \$900 million for its Northeast Corridor modernization.

The Authority HOPES to monetize Cap & Trade revenue by issuing state of California revenue bonds requiring a "credit enhancement" or guarantee by the state to compensate bond holders for the uncertainty of Cap & Trade receipts. Obviously, segments south of Bakersfield to complete Phase I remain unfunded.

The Authority continually touts its transparency. Yet, in Exhibit 2.1 it shows tunnels between Gilroy and Madera but omits the tunnels between Bakersfield and Palmdale and the tunnels between Palmdale and Burbank. Tunnels are a huge unknown cost.

In the plan, ridership estimates are based on travel between Bakersfield and San Francisco. In reality, travel will be between Shafter or possibly Bakersfield and Madera and between Gilroy and 4th and King Streets in San Francisco. Lack of funding will likely make these two scenarios long-lasting. In order to estimate the amount of annual state subsidy needed to sustain operations, ridership revenue forecasts for these two segments are essential.

It is claimed the Central Valley segment could be used by Amtrak but with current Amtrak stations gone from the HSR alignment, it would be a hardship for Central Valley riders.

Lastly, while more revealing than prior Business Plans, I'm flabbergasted when on page 19 of the 2018 Draft Plan the Authority indicates service decisions..."will ensure full compliance with proposition 1A requirements." The current project is far from what voters narrowly approved a decade ago.

In conclusion, I respectfully request this committee NOT support continuation of this risky project and halt it until environmental work is completed, tunneling costs are developed and reliable funding sources are identified.

Thank you