

SAVE THE DATE

High Speed Rail & Transportation Project

Contracting & Jobs Opportunity Conference June 16-17, 2015

Four Points By Sheraton

5101 California Ave. Bakersfield, CA 93309

Hosted by

Kern Minority Contractors Association

PH: 661-324-7535 OR kmca@att.net

www.sjvannualpce.info * Free Workshops



SAVE DATE

High Speed Rail & Transportation Projects

* CHSRA Board set 30% Jobs & Contracts goals

Information Resource

Conference

"Get Ready & Able" Breakout Workshops

Date:

June 17, 2015

> Disadvantaged Person Construction Jobs

Session: 7:30 AM – 12 Noon

* Breakfast provided

> Small Business Contracts

Session: 7:30 AM – 4:30 PM

Location:

Four Points

By Sheraton

5101 California Ave

Bakersfield, Ca. 93309

For Information & Registration

www.sjvannualpce.info

Seating limited

* Encouraged to Register

Free No Cost to Attend

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Open letter to CHSRA Oct 14th 2014

"Blended Rail" violates the premise of Prop 1A (2008), that High Speed Rail would be "...Safe, Reliable..."

We fence 65 mph freeways against intrusion and cross-traffic. Caltrain runs 79 mph past station platforms and dozens of cross streets. You talk of boosting that speed to 125 mph. It's a recipe for disaster - far worse than Amtrak's Bourbonnais grade crossing collision (also on 79 mph track) that derailed two locomotives, scattered 11 of 14 train cars trackside, killed 11 passengers, and injured 128. (Fortunately the truck was hauling steel, not gasoline.)

To meet the "...Safe, Reliable..." premise of Prop 1A, High Speed Rail needs a secure track, fenced and grade separated. Initial HSR to the Bay Area should end at San Jose, with a nearly seamless transfer to Caltrain, Capitol Corridor, VTA light rail, and the planned SV-BART.

Extend it later along an up-graded UP/Amtrak Mulford route to Oakland and on to Sacramento. A new transfer station at the BART overhead in Oakland would be 6 minutes from downtown San Francisco's Embarcadero station with at least 16 trains per hour.

Squander no more HSR funds on Caltrain electrification and extension. High Speed trains on its tracks would be vulnerable to devastating mishap.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division
Engineering/Operations

May 12, 2015

Board Of Directors
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
770 L St, Suite 800
Sacramento, CA 95814

Dear Board Members,

An obvious and unusual feature of Proposition 1A was the legislature's deep concern over high-speed rail's financial risk to the state. Accordingly, the legislature passed Public Utilities Code section 185033 which requires the Authority, every time they submit a new business plan, to include "A proposed chronology for the construction of the statewide high-speed rail system, and the estimated capital costs for each segment or combination of segments." This has never been done in either the 2012 or the 2014 Business Plan. The reason is obvious. You don't want the public or the legislature to know, because an honest updated cost estimate for the entire statewide system and every segment thereof could well exceed \$150 billion and more likely would be in the \$200 billion range today and would not be completed until the second half of this century – something that would frighten the legislature and alarm the public and prove the scary predictions of Senator Simitian who warned of this in July 2012 when the appropriation for Prop. 1A was passed.

So, how about some transparency? Your obligation is not limited to just the San Francisco-Los Angeles/Anaheim segment. You have to deal with all of phase II, San Diego, Inland Empire and Sacramento. The current estimate of \$67.6 billion for phase I is certainly questionable, because these public works projects always increase enormously—witness the Bay Bridge.

Your Statewide Program Environmental Impact Report, certified nearly a decade ago in November 2005, makes no mention of Phase I. The certification is for an entire statewide system and proposition 1A mandates that construction be "Consistent with the Authority's Certified Environmental Impact Reports of November 2005 and July 9, 2009."

So, comply with the law. Comply with the precise and mandatory statutes PUC Sec. 185033 and proposition 1A. You have ignored these since 2008. It's really quite simple, we want to know two things. What is the total estimated cost for an entire statewide high-speed train system and when is the estimated completion date?

Sincerely,



Ted Hart
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Rancho Murieta, CA 95683