

Drozd, Doug@HSR

From: Robert Stanley <co2free@att.net>
Sent: Friday, December 21, 2018 10:16 AM
To: HSR boardmembers@HSR
Subject: Solar Train

Follow Up Flag: Follow up
Flag Status: Flagged

Hello

When I told the HSR board about my Solar Train ,I'm not sure if I mentioned that in order for it to work , 90% of the train must be made with carbon fiber to keep it light enough for the electric motors to push it. The Train is also designed to take a charge at a station in case it does not charge fast enough while sitting or moving.

I was also the first person to file a provisional patent for a Fuel Cell Train. But I could not convince HSR to give me money to patent. I told you I had the best designs and no one listened. I also had a design for a 20 foot wide train where cars parked sideways on the train and people were upstairs. We need a new twenty foot wide system built around the USA but HSR's poor design prevents that. California HSR seriously hurt America because now the Germans own the Fuel Cell Train patent.

I now have the solutions ,plans and inventions to dramatically improve California's ability to fight fires 3 to 10 times better than today and yet California is too ignorant to buy my plans that can save firefighters lives and civilian lives and property. With my plans we can take on these new extra large fires. Someone from HSR should call the Governor. FEMA offered me two 1.5 million dollar grants but I have to partner with a University of Non Profit and they take 90% or more so my answers go unused but I guarantee the State will regret it later.

Your system should go all the way to Redding because it is flat and easy to build. Sincerely Robert Stanley

Sent from [Mail](#) for Windows 10

Drozd, Doug@HSR

From: Gessell, Terri <terri.gessell@sap.com>
Sent: Friday, December 28, 2018 1:13 PM
To: HSR news@HSR; HSR info@HSR; HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR boardmembers@HSR; HSR legislation@HSR; HSR sbprogram@HSR; HSR san.jose_merced@HSR
Cc: Gessell, Terri
Subject: What the HSR will do to our town of Morgan Hill.

Follow Up Flag: Follow up
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Hello,

I own a home in Morgan Hill and have been to the local meeting regarding the “plan/alternatives” for the HSR to COME THROUGH OUR SMALL TOWN AND DESTROY IT. It’s just that simple.

Do you really believe that the voters who “thought” this rail would be a good idea would still vote for it today knowing how much it will actually cost now compared to when it was put on the ballot? How would these same voters feel knowing it would ABSOLUTELY destroy our local towns along the way???

I WANT to SEE the ACTUAL plans myself. I don’t want you to give me “an idea” of what you will do to our town and the homes, businesses, roads because I will be selling my home if you bring this train through our town!

I plan on getting EVERYONE I CAN who lives in Morgan Hill, Gilroy and San Martin to open their eyes to what you are trying to do to us and the towns that we live in!

How would you like it if this speeding train came roaring through your neighborhood???. It will devastate our lives and our property values and I will not stop until this ridiculousness is stopped.

This nightmare of this train that is NOT NECESSARY must stop. Don’t you think we have much bigger issues in our state that this money should be used for? I know you do, but everyone is just so wrapped up in this ridiculous project that they now have tunnel vision to complete it at ALL costs.

Thank you.

Terri Gessell

Drozd, Doug@HSR

From: Matthew James <ricardomatt@aol.com>
Sent: Saturday, December 29, 2018 2:28 PM
To: HSR boardmembers@HSR
Subject: High speed rail

Follow Up Flag: Follow up
Flag Status: Flagged

Hi. I have a suggestion to speed up the construction and begin service earlier. Outsource the labour! Well, somewhat. You can receive foreign aid from countries that built bullet train systems with no problems, like Germany and China. You can bring in migrant workers from China, Japan, and Europe to complete the railroad as well as you receiving aid from those places.

PRESS RELEASE

IF YOU BUILD IT, THEY WILL NOT COME – THE SEQUEL

Our competitive analyses of high-speed rail (HSR), Auto and Air travel on over three-fourths of all possible routes showed that ***less than one-in-five of the California High-Speed Rail Authority's (CHSRA) 2018 forecasted riders will choose HSR over traveling by Auto or Air*** since its Total Travel Times are longer. HSR Total Travel Costs are always more than driving.

Why so few riders? With one exception (Gilroy-to-Palmdale), the Authority should not claim any riders between California's largest two markets (Los Angeles-18 Million and the SF Bay Area-8 Million). Air travel is faster. And with no form of CHSRA service, no riders should be forecasted between California's largest (LA) and third largest (San Diego County-3Million) markets. These three major markets represent nearly three-fourths (74%) of California's population.

If riders use HSR to travel to or from Sacramento during False Phase 1 (2033-2040), they will be on an Authority bus one-way at least 2hours 40minutes: before 2033 the one-way bus ride is 4hours. For example, to reach their District Offices, San Joaquin Valley legislators will spend about 50% *more* Total Travel Time than traveling by Auto; SF Bay Area legislators will spend *more than twice* an Auto's Total Travel Time. For districts inside the LA Metro Area, not only is Air travel cheaper, but an HSR trip is *more than twice* Air travel's Total Travel Time. San Diego legislators will spend more for fares and *more than three times* the Total Travel Time using high-speed rail to reach their district than if they traveled by Air.

Ten years after Prop. 1A, CHSRA has spent over \$5Billion with no track laid. In the two years between 2016 and 2018, the opening of the San Jose-San Joaquin Valley link was postponed four more years with costs rising 43% (\$20.7Billion to \$29.5Billion). Seven years behind schedule, and facing a \$65Billion funding gap, the price tag for LA-to-SF's False Phase 1 is now to +\$77Billion, *far more than twice* the \$33Billion 2008's voters approved.

CHSRA's high costs of commuting by HSR between the San Joaquin Valley and Silicon Valley will not solve the imbalances of housing and jobs of the two Valleys. Nor will connecting HSR with the Altamont Corridor Express (ACE) at Merced; as residents there are unlikely to accept a 9hour daily commute by ACE train to/from San Jose – nor would Fresno residents accept a daily, round-trip commute of 10hours 20minutes by HSR (connecting in Merced) and an ACE train.

HSR proponents claim many benefits for the project. But the State Auditor's recently documented CHSRA's shoddy management, a repeat of former years, is likely to be repeated. If False Phase 1 is built, Californians will be burdened with servicing +\$100Billion of capital expense and HSR trains that will require an *unknowable-to-the-public operating subsidy forever* to serve very few riders. HSR will not solve metropolitan areas' auto congestion, while a nearly-empty train can never be a clean-energy efficient train. Nor will a Train-To-Nowhere, as a Democratic Congressman called it nearly a decade ago, burnish California's national and international image of technology leadership or fiscal rectitude.

Why then does California's Legislature and Governor still support a high-speed rail project ?

FOR MORE INFORMATION, VISIT

<https://sites.google.com/site/hsrcaliffr/home/2-1-major-reports---2018-plan/09-2018-if-you-build-it-they-will-not-come---the-sequel> **OR CONTACT**

**WILLIAM GRINDLEY AT (650) 224 2343 (williamgrindleybarch65@gmail.com) OR
WILLIAM WARREN AT (650) 321 8638 (williamhwarren@sbcglobal.net)**

If You Build It, They Will Not Come – The Sequel –

To not require an illegal operating subsidy, the Authority's (CHSRA) high-speed trains (HSR) must compete against Auto and Air for

passengers – [AB3034 Section 2704.08 (J) "*The planned passenger service by the authority in the corridor or usable segment thereof will not require a local, state, or federal operating subsidy.*"]

What did we do to understand HSR's competitiveness on 320 routes – We measured the Total Travel Time (TTT) and Total Travel Cost (TTC) of every step of a trip by HSR, Auto and Air on 140 routes during the SV-CV Period and 180 routes during False Phase 1.*

TTT and TTC were the metrics of a May 2008 joint US DOT-CHSRA EIR/EIS to determine HSR, Auto and Air's competitiveness and TTT is CHSRA's key competitive metric. **

What did we find? – During CHSRA's entire forecasted history (2029-2040) **less than one-in-five (<20%) of CHSRA's 2018 forecasted riders will take HSR** because its Total Travel Time is competitive with Auto or Air travel.

The implications of this are devastating to CHSRA's claims:

- even if we erred on 50% of the routes, one-in-three (34%) of 2018's forecasted riders 'showing up' is unlikely to produce enough revenue to not need an operating subsidy
- a nearly-empty train is unlikely to be a 'Green' energy train

* We call the truncated San Jose-Los Angeles route 'False' because while Section 2704 (b) (2) requires high-speed rail to connect the downtowns of SF and LA, the San Jose-Los Angeles route does not conform to AB3034. In 2012 the Authority said "*If required, a Full Build option for Phase 1 could be completed by 2033 ...*" [See p. ES-14 [PDF 22] of the California High-Speed Rail Authority Revised 2012 Business Plan.] The Authority has no legal right to determine whether AB3034 requires it to conform.

** "*... the more competitive HSR travel times are, the higher share HSR attracts . . .*" See p. 2-40 [PDF 72] of Final Report, California High-Speed Rail Ridership and Revenue Model, Business Plan Model-Version 3 Model Documentation, prepared for California High-Speed Rail Authority, prepared by Cambridge Systematics, Inc.; February 17, 2016

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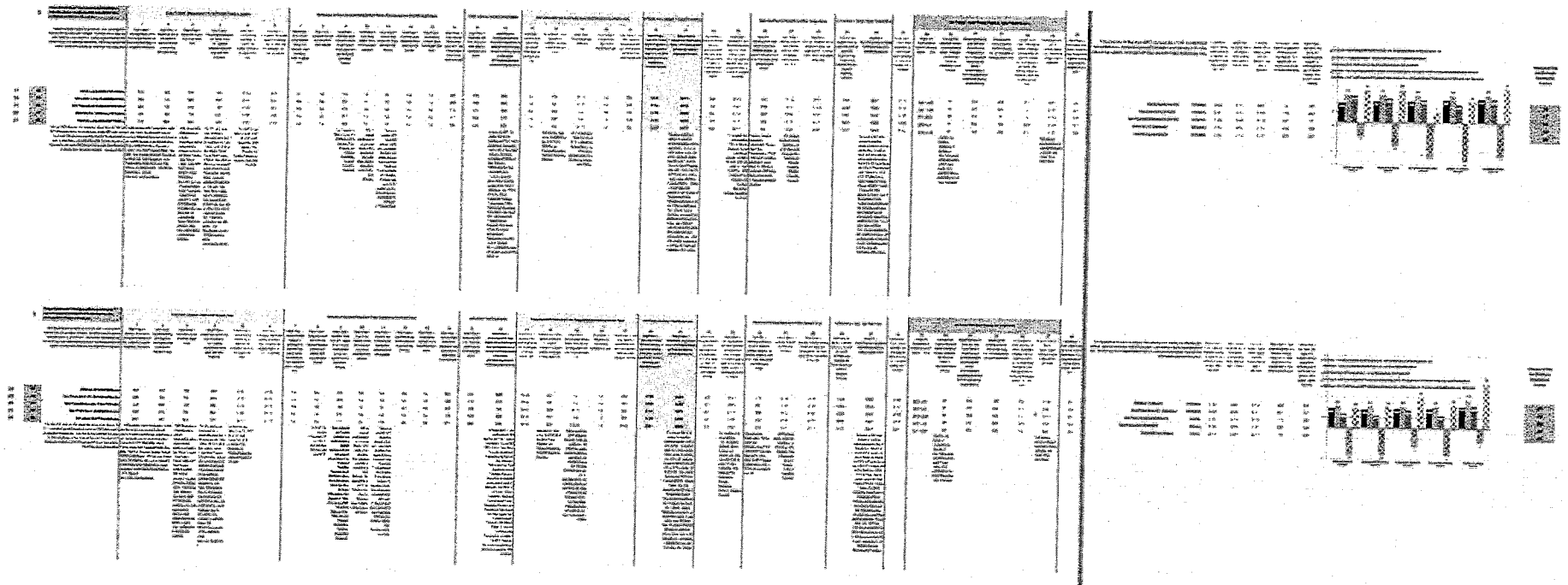
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**Here's What 10 Route Analyses Look Like –
37 COLUMNS OF DATA INPUTS AND MS EXCEL CALCULATIONS X 320 ROUTES = ±12,000 'CELLS'**

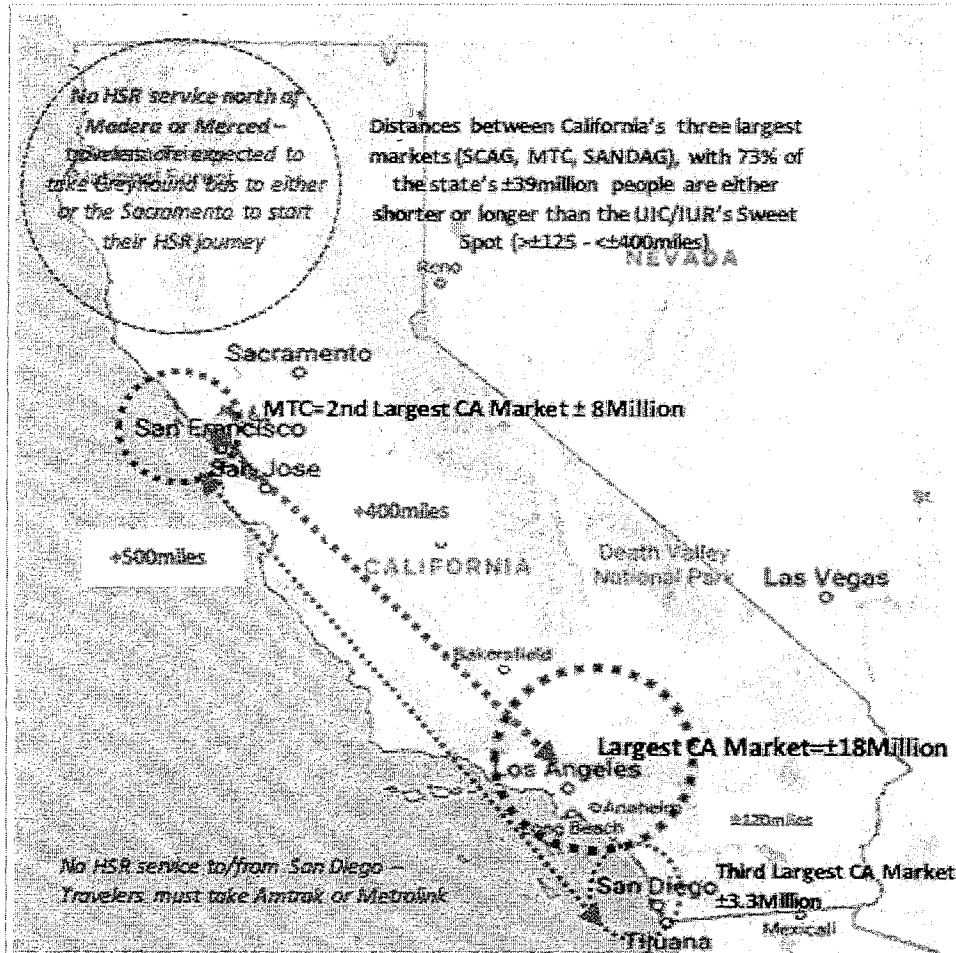


GRAPHICS WERE BUNDLED IN TO SETS OF 5-6 ROUTES TO VISUALLY HIGHLIGHT WHETHER HIGH-SPEED RAIL (HSR), AUTO OR AIR WAS TOTAL TRAVEL TIME FASTER THAN THE OTHER TWO TRANSPORT MODES AND WHETHER THE TOTAL TRAVEL COSTS OF EACH MODE WAS CHEAPER

What Were Our Strategic Findings ?

1. Nearly three-fourths of ALL Californians live in its three largest markets – Los Angeles Metro ($\pm 18M$) the SF Bay Area ($\pm 8M$) and San Diego County ($+3M$) – $\pm 29M/39M = 74\%$

The routes between those markets are crucial to HSR's un-subsidized survival is crucial to CHSRA – so we did competitive analyses on EVERY possible route between those major markets



Experienced travelers know how quickly (and cheaply) they can fly LA Metro Area-SF Bay Area and SF Bay Area-San Diego County.

- On the LA Metro Area-SF Bay Area route, HSR 'won' only one Origin-Destination (Gilroy-Palmdale)
- HSR 'won' NO SF Bay Area-San Diego Origin-Destination

The principal reason for route 'losses' between the largest two markets is their Origin-Destination distances are too long for HSR to be competitive

- HSR 'won' No LA Metro Area- San Diego County route because there is No planned HSR or Authority bus service between the two prior to 2040.

However, the Authority claims 300,000 riders on that route in 2029 and 2,800,000 riders in 2033.

How can that be true?

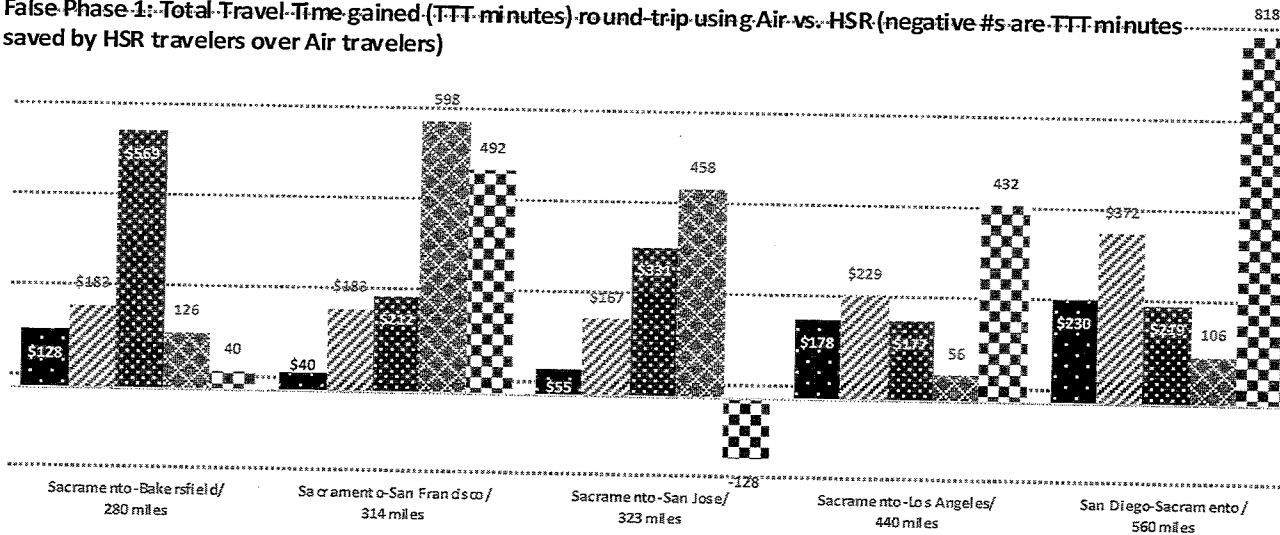
What Were Our Strategic Findings ?

2. The Authority Also 'Shot Itself In The Foot' With Mandatory Bus Rides To or From Sacramento [See Appendixes A.1 and A.2 of the 2018 Ridership and Revenue Forecasting Technical Supporting Document ***]

- During 2029-2032, a one-way Authority bus ride is 4 hours (240minutes)
- Between 2033 and 2040 a one-way Authority bus ride is 3hours 20minutes (200minutes)

In a competitive market, the consequences of this self-inflicted choice are extreme:

- False Phase 1: Cost of Driving Alone Round-Trip @ 23¢/mile, the Authority's metric for fully-loaded auto costs
- ▣ False Phase 1: Per person cost of inter-regional round-trip using HSR; based on Table 2.2 fares
- ▣ False Phase 1: Round trip airfares and \$23 of Round Trip access+egress costs
- ▣ False Phase 1: Total Travel Time gained (TTT minutes) round-trip using Auto vs. HSR (negative # is TTT minutes more of Auto travel than HSR travel)
- ▣ False Phase 1: Total Travel Time gained (TTT minutes) round-trip using Air vs. HSR (negative #s are TTT minutes saved by HSR travelers over Air travelers)



Auto 'wins' over high-speed rail on all Sacramento-inclusive trips to the SF Bay Area and the San Joaquin Valley and cedes all 'wins' to Air on all Sacramento-inclusive trips to both the LA Metro Area and San Diego !

*** Note that AB3034, Section 2704.09 (f) only allows passengers to travel by HSR "... without being required to change trains." which makes using a bus on any and all corridors, like the Sacramento or the Tehachapi Bakersfield-LA buses do, illegal.

What Were Our Strategic Findings ?

3. Neither type of Silicon Valley-San Joaquin Valley link will solve the former's housing problem nor the latter's underemployment problem

For the HSR-only trip – if the HSR trains are not to be subsidized, then Acela's Per Passenger Mile are the CHSRA's benchmarks – otherwise all Californians will pay for a few riders

Recently the idea of connecting HSR at Merced with the Altamont Corridor Express (ACE) has been 'floated'

Using CHSRA and ACE's fares and timetables we found the following:

A Merced resident would pay less by boarding ACE and going round-trip to and from San Jose (\$60 vs. \$118)
 – But the Merced-San Jose-Merced trip would take 9 hours every day.

A Fresno resident going round-trip to and from San Jose would pay \$154/day – 17% more than using HSR alone.
 – The Fresno-San Jose-Fresno trip would take 10 hours 20 minutes every day.

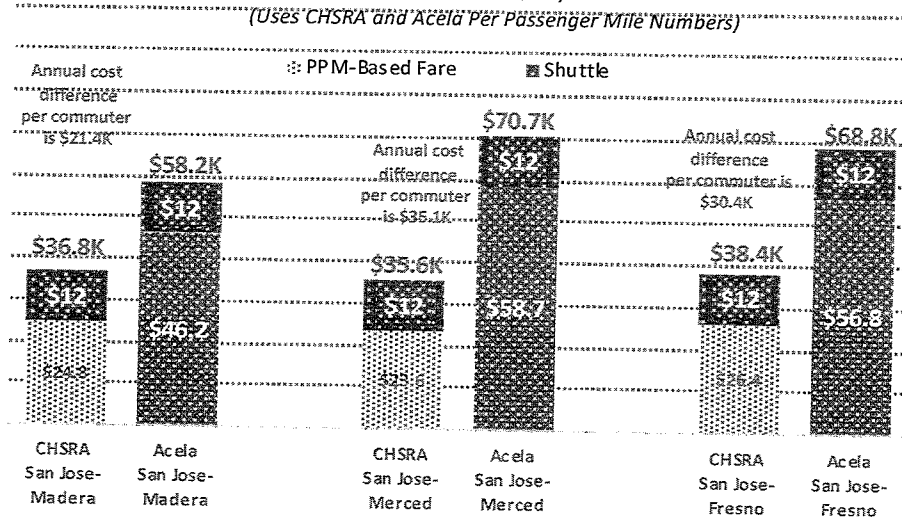
Using ACE from Merced to San Jose or the combination of HSR with ACE are 'non-starters'

**The Strategic Question becomes:
 "Does California wish to build even a partial HSR system that clearly will need an operating subsidy"**

If it chooses to continue funding any form of HSR construction, the project becomes a financial 'Albatross' while 165 miles of "a train to nowhere" negates the state's image of being a leader in new ideas and technology

Is this what our state's leaders want to project to the nation and the world ?

Annual Costs For A Commuter's Round-Trips San Jose to Three San Joaquin Valley Cities (\$s x 1,000)



The costs of a 200-day year of round trips to work in Silicon Valley varies between \$24K and \$26K – or if HSR is to 'pay its way' – between \$46K and \$59K – a very steep bill for largely non-mission critical employees.

By promoting the HSR-only SV-CV link, CHSRA is fostering housing inflation in the San Joaquin Valley