



October 14, 2014

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

770 L-Street, Suite-880
Sacramento, California 95814
Attention: Board Members

Regarding: CCHSRA PUBLIC COMMENT FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY BOARD MEETING 10-14-2014

On September 28th, John Cox from the Bakersfield Californian reported that your staff has known since 2013 that your Tehachapi Mountain route will not work. Suppressed Authority documents confirm this.

You will have to start over or abandon the project. The length at steep grade simply exceeds the maximum tolerances allowed by your Technical Design Requirements.

This is a national transportation infrastructure catastrophe like the Bay Bridge that will unfold after you spend the appropriated \$6-Billion dollars pretending to build something in the Central Valley that will not connect to Southern California.

Your Chief Program Manager's sworn court statement reflects the train must make an almost 3,000-foot elevation drop down the mountains and through the entire Central Valley maintaining 220-mph, in order to meet the legally mandated time requirement of less than 2-hours and 40-minutes.

Not a problem for a garbage in, garbage out, computer model but there is no steel wheel, on steel rail trains available that can maintain a 220-mph climb up the Tehachapi's. There is no braking system that would make it safe to go down the Tehachapi's at 220.

Prop-1A requires your Funding Plan certify completed EIR's for the entire operating segment before asking for an appropriation in order to protect the public's investment from problems like this after the fact. Complying with that requirement would have revealed the problem and forced appropriate mitigations in routing that obviously affect EIR's north and south of the mountains.

You failed to tell the Legislature that you knew your plan would not work when you requested the Prop-1A billions but they would not have appropriated the money for you if you had. We believe the Supreme Court will see this.

Why was the contract for the consultant that prepared these suppressed documents not renewed?

Were they canned for not pretending for you?

Why did your staff delay releasing these documents for months after they were requested?

This looks like a cover-up, smells like a cover-up and is a cover-up. Will the state Attorney General investigate this cover up?

Does Governor Brown realize that you have known at the latest 2013 that his legacy project will not work and will make him an international fool?

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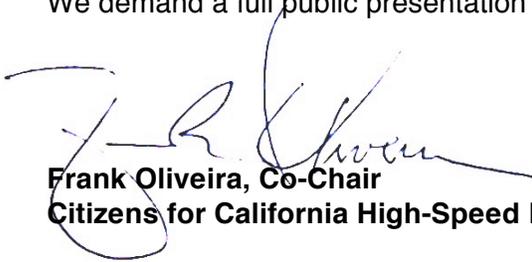
Billions of ARRA dollars are being used on this pretend project. Will the US Attorney General investigate this cover-up?

Have you told the US Department of Transportation about this?

What will Congress say?

We challenge you here today: point us to the braking system that will slow your pretend train down as it falls off the mountains at 220.

We demand a full public presentation on all of these issues at your next Board meeting.

A handwritten signature in blue ink, appearing to read 'Frank Oliveira', is written over the typed name and title.

Frank Oliveira, Co-Chair

Citizens for California High-Speed Rail Accountability

Attachments: None

Pc: Pending