



community report

NOVEMBER 30, 2015

Blowing Their Cover

LA Times exposes HSR Authority efforts to suppress the truth!

An article in the October 24th edition of the Los Angeles Times has blown the cover on efforts by the High-Speed Rail Authority to suppress the truth about its ill-conceived plan to construct the first segment of its project between the Central Valley and Los Angeles. Here is the article:

<http://www.latimes.com/local/california/la-me-bullet-train-cost-final-20151025-story.html>

Citing to engineering documents and reports that the Authority kept secret, and never disclosed to the Legislature or the public, reporter Ralph Vartabedian revealed that the *Authority faces geologic conditions in the mountains north of Los Angeles that probably make it impossible to construct the project on the Authority's chosen route*. At the very least, the geologic problems facing the Authority will result in massive delays and massive cost increases.

Speaking of cost increases, the Vartabedian article also disclosed that the Authority was informed in 2013 by Parsons Brinkerhoff, the project management company retained by the Authority, that *the Authority's cost estimate for building the first phase of the project from Merced to Burbank was underestimated by \$9 billion*, or 31%. The Authority's CEO claims to have been "unaware" of this revised cost estimate, and the new cost estimate was never disclosed until the LA Times article hit the streets. Disclosure of this massive cost escalation did not even occur in the 2014 Business Plan released by the Authority, although the law requires accurate information to the Legislature and the public.

Facing outrage from members of the State Legislature, members of Congress, and the members of the public, the Authority finally did make the previously-suppressed documents available.

In the meantime, residents on the San Francisco Peninsula are getting the idea that the Authority's sudden interest in moving ahead rapidly with high-speed rail construction on the Peninsula may be *the Authority's "Hail Mary" effort to find some way to spend federal money before the 2017 deadline*, a deadline that it looks like the Authority can't meet on that Southern California route.

Naturally, CC-HSR will keep you posted!

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continued

Help us continue our coverage.

Since 2008, CC-HSR has been working through litigation, lobbying, and public outreach to make sure that the state's proposed High-Speed Rail project does not bring devastating impacts to the San Francisco Peninsula, or to other parts of California. Return go to our web site **www.cc-hsr.org** to make a donation to support our work. CC-HSR is totally supported by the community, and this latest decision by the STB, and the anticipated approval in January of the proposed Caltrain "Pre-HSR" project, means that we will probably have to be back in court very soon. We truly need your help! (AS NOTED ABOVE.)

AND, please Know This: WE APPRECIATE Your Support!

CC-HSR is totally supported by the community, and we truly appreciate your help! Thank you again for your support and assistance for our work!

Visit Our Website To Make A Contribution