The

BASS LAKE BULLETIN

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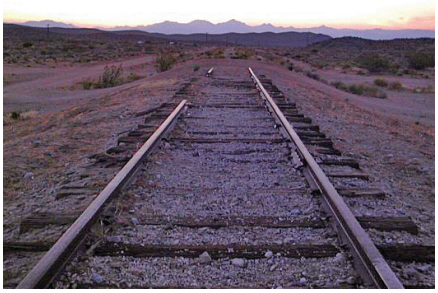

Train to Nowhere?

Hyperloop Tube

EDH APAC MEETING HEARS LOCAL PROJECT UPDATES

Developments now under way in El Dorado Hills, including the Safeway Shopping Center and Town Center West, were discussed at the March 14 meeting of the El Dorado Hills Area Planning Advisory Committee (APAC).

Parker Development Company Director of Governmental Affairs Kirk Bone provided project status updates on the properties at Bass Lake and Sienna Ridge Roads.

Regarding the residential development at Villages J5 and J6, grading work has been halted while waiting for the rainy season to subside. The property in the project has been sold to unnamed home builders. Kirk suggested that work will resume in the next 30-60 days following the rainy season, as the ground dries out.

Regarding the Safeway center, the same conditions exist for the Sienna Ridge commercial project, anchored by a new Safeway grocery store. Conditions are presently too wet for continued grading work. Kirk stated that the project owner-developer Donahue Schriber is eager to begin work again in the next 30-60 days. There are a few design elements that are still awaiting staff approval at El Dorado County, but the project is on track to be completed as early as the beginning of 2019.

Louis Mansour of the Mansour Company updated APAC on Town Center projects in

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CALIFORNIA BULLET TRAIN COST DOUBLES TO AT LEAST $77.3 BILLION

The "Base Case" estimated cost to build California's bullet train from San Francisco to Los Angeles has doubled to $77.3 billion, and could almost triple to $98.1 billion.

Breitbart News reported in January that new California High Speed Rail Authority (CHSR) chief program officer Roy Hill had updated the cost estimate to build the first 119-mile stretch of track in the Central Valley. The cost had jumped 36 percent in two years to $10.6 billion, or $89 million per mile. In the first comprehensive three-month review since the bullet train was approved in 2008, Hill acknowledged, "The worst-case scenario has happened."

CHSR's 114-page "2018 Draft Budget," released on March 9, estimates the "Base Case" cost to build the 500-mile L.A. to San Francisco link had reached $77.3 billion, or $155 million per mile. Hill's team also added — for the first time — a "High Case" estimate that spikes cost by $21 billion to $98.1 billion, or $196 million per mile.

Advocates of the 2008 Proposition 1A California High Speed Rail initiative, which was narrowly approved by 52.7 percent of voters, trumpeted that taxpayers could build a bullet train for $37 billion that would whisk 120,000 riders per day in

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BORING COMPANY WINS FIRST HYPERLOOP COMMERCIAL DRILLING APPROVAL

Washington, DC, has issued the Boring Company its first commercial drilling permit for a Hyperloop tunnel that CEO Elon Musk promises will eventually offer a 29-minute service to downtown New York City.

The drilling permit follows Musk's July tweet that he had "verbal government approval" to build a DC-New York Hyperloop tunnel. Boring Company's parent, SpaceX, announced in October that it had received official State of Maryland approval as a utility to dig a 10.1-mile tunnel under the state-owned portion of the Baltimore-Washington Parkway.

The 224.9-mile journey from DC to New York by car is currently estimated to take 3 hours and 52 minutes. But that time-period is a 24-hour average. The trip can take much longer during the commuter rush hours from 6 to 9 a.m. and from 3 to 7 p.m. There are commuter service flights between DC and New York that only take 1 hour and 25 minutes. But trips will take at least 4 hours

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APAC UPDATES *(continued)*

the works.

In Town Center West they have broken ground on Oakmont, a 120-room assisted living and memory care facility, to fill the current big demand for assisted living space. The design will be similar to the assisted living facility on Creekside Drive in Folsom.

TCW is also approved for 250 hotel rooms and conference centers, and interested parties have already approached Mansour.

Also planned for TCW is a transfer facility, a park and ride to handle 500 cars aimed at people who work in EDH and take transit to their jobs. Both the county transit authority and the Southeast Connector Corridor JPA like the concept.

In Town Center East, Mansour has signed a deal with a group from Los Angeles for a family-style restaurant for the the former Bistro 33 restaurant space.

A complete set of the minutes of the March 2018 EDH APAC meeting is available online HERE. ~

BULLET TRAIN *(continued)*

2 hours and 40 minutes from L.A.'s Union Station to San Francisco's Transbay Terminal for a fare of just $55.

Most transportation engineers thought CHSR's estimated $15 per passenger-hour cost and massive passenger volumes were preposterous, because CHSR's so-called bullet trains would travel on rails. The average operating cost for U.S. regional passenger rail service is $85 per passenger-hour, including $60 for operating cost and $25 for maintenance.

The world's most efficient aerodynamically-shaped and magnetic levitation trains have 180 miles-per-hour maximum speeds due to friction and fuel consumption. Their per hour passenger costs are about $50, made up of $30 for operating and $20 for maintenance.

CHSR's 2018 Draft Budget Plan still estimates 120,000 riders per day, despite raising its estimated L.A. — San Francisco fare to $93 to stay to stay competitive with the LAX — SFO commercial airplane "base fare" of $111.66. But only 6,132 passengers a day take the 1 hour, 39 minute flight and there are lots of plan-ahead fares for as low as $25.

The original CHSR plan envisioned a brand new 520-mile system that would be completed and in operation by 2020. But the 2018 Draft Business Plan admits that only the final design of the "first 119-route-mile segment between Madera and Poplar Road in Shafter (just north of Bakersfield) has been advanced to between 65 percent and 100 percent."

CHSR, in a stunning legal disclosure, confesses, "To qualify for all federal American Recovery and Reinvestment Act funds (which had to be committed within the September 2017 spending deadline), the Authority began construction in the Central Valley before securing all needed rights-of-way and completing all required third-party agreements."

The "Base Case" for CHSR to complete construction of the first somewhat usable rail link to connect Silicon Valley with the Central Valley is estimated to be incomplete until 2029. The whole San Francisco to Los Angeles route is not expected to be done until 2033. The CHSR "High Case" is that the Central Valley link will not be completed until 2033, and the Los Angeles link will not be ready until 2040. ~

Credit: Chriss W. Street, Breitbart News.

HYPERLOOP *(continued)*

with security, check-ins, and travel to and from downtown locations.

The Boring Company has been testing its commercial tunneling drill at Musk's SpaceX headquarters in Los Angeles. Nicknamed "Nellie," the 400-feet long boring machine weighs 1,200 tons.

Hyperloop's website acknowledges the costs of boring for one mile can run as high as $1 billion. But Musk promises that The Boring Company's goal "is increasing tunneling speed and dropping costs by a factor of 10 or more." Since there is an unlimited underground tunnel layering capacity, Musk claims, "Fast to dig, low cost tunnels would make Hyperloop adoption viable for rapid transit across densely populated regions."

The pneumatic tube technology behind Hyperloop goes back to 1836. It was commercialized in the 1850s when John Latimer Clark was issued a patent "for conveying letters or parcels between places by the pressure of air and vacuum." There are still active systems that speed messages and cash around buildings at 60 miles per hour.

The Hyperloop system plans to move humans in vacuum tubes at speeds of 700 miles per hour. The Verge reported that the Hyperloop One test pod achieved the equivalent speed of a rocket traveling in the ionosphere about 38 miles above the Earth, or about 5 times higher than the top altitude for a commercial jet.

By leveraging the ultra-low energy use operating costs of near-zero-resistance vacuum, Musk proposes to disruptively sell "transportation-as-a-service" at much quicker speeds and at a fraction of current costs for trains, planes, and automobiles.

If Hyperloop can maintain its special treatment as a common carrier utility under both federal and state regulatory structures, the company should be able to gain the public right-of-way relatively quickly, and then secure construction permits for subterranean drilling under public roadways and public lands.

Musk's private sector rapid roll-out of Hyperloop is becoming an existential threat to California's High-Speed Rail project, which was approved by voters as Proposition 1A in 2008. Breitbart News recently noted that after a decade, the government-run bullet train has blown through its $6 billion of funding and not completed even one mile of track.

The latest cost estimate for building the first 119 miles of the supposed bullet train across flat ground in the California's Central Valley has spiked to $89.1 million per mile. Ticket price estimates for the L.A.-to-San Francisco link are expected to be higher than the average airplane ticket, and the journey is expected to take three times longer. ~

Credit: Chriss W. Street, Breitbart News

CLARKSVILLE DAY RETURNS IN MAY

El Dorado Hills history comes to life on Saturday, May 5, at the eighth annual Clarksville Day celebration, brought to you by the hard-working volunteers of the Clarksville Region Historical Society and their generous sponsors.

They've made the old ghost town safe for the hundreds of participants and thousands of anticipated attendees. The lineup of local history groups and re-enactors is bigger, bet-

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"Spring" by Edward Bourne-Jones

Spring Song

Hark, I hear a robin calling!
List, the wind is from the south!
And the orchard-bloom is falling
Sweet as kisses on the mouth.

In the dreamy vale of beeches
Fair and faint is woven mist,
And the river's orient reaches
Are the palest amethyst.

Every limpid brook is singing
Of the lure of April days;
Every piney glen is ringing
With the maddest roundelays.

Come and let us seek together
Springtime lore of daffodils,
Giving to the golden weather
Greeting on the sun-warm hills.

— Lucy Maud Montgomery

CLARKSVILLE *(continued)*

ter and more historical than ever.

The event began in the 1970s as a reunion picnic for the families of the pioneer descendants of the area, organized by Mimi Tong and Madeleine Petersen Moseley.

Old Clarksville was adjacent to the Tong Ranch, named for the pioneering family that settled in the picturesque valley still visible south of Highway 50 in the 1850s and maintained a ranch operation there until 2008.

The old ranch shacks that once housed Clarksville's founding families, names like Kyburz, Fitch and Griggs, still stand as a testament to El Dorado Hills very own ghost town. The red barn, which stands like a movie set from an old western, will be wide open, waiting for the young at heart to explore its stalls, many with artifacts of ranch life still festooned on the walls.

The event hours are from 10 AM to 3 PM and admission is free. ~

The EDITOR'S CORNER

Hello Everyone,

According to the old saying, no news is good news. If that's true, then this month's *Bulletin* has nothing but good news, for there was not a lot of news to report for March.

Hopefully we will have more news for you in April. In the meantime, have a Happy Easter, and we will see you again next month.

Sincerely,

John E. Thomson

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BLAC BOARD SETS MAY MEETING

The May Board Meeting of the Bass Lake Action Committee (BLAC) will be held on May 7, 2018, at a location to be announced in the next edition of the *Bass Lake Bulletin.*.

The meeting will begin at 7:00 P.M. All BLAC Members and members of the public are cordially invited to attend.

For further information about BLAC meetings and membership, please contact Vice-President John Davey at 530-676-2657. ~

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