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EXECUTIVE OFFICE

ZACK SCRIVNER
SUPERVISOR - SECOND DISTRICT

March 20th, 2019

The Honorable Carre Brown
Mendocino County Board of Supervisors
501 Low Gap Rd., Room 1010
Ukiah, CA 95482

Dear Supervisor Carre Brown,

At our March 12th meeting, the Kern County Board of Supervisors adopted a resolution calling on the state to abandon the High Speed Rail project, and use the approved funds for other, more useful infrastructure purposes. Governor Newsom himself said, "Let's be real. The current project, as planned, would cost too much and take too long." A majority of my colleagues and I here in Kern County wholeheartedly agree.

With this letter, I have included Kern County's resolution to abandon the project, and urge your Board to consider a similar resolution. If more elected bodies of California's 58 counties call on the state to abandon this flawed project, the greater the possibility the Legislature and the Governor will decide to abandon it completely. They can then reallocate the billions of dollars currently allocated to High Speed Rail to our crumbling highways and other important infrastructure needs.

Thank you for your time and consideration, and I would be happy to speak with you if you have any questions about our resolution to abandon the High Speed Rail project.

Regards,

A handwritten signature in black ink that reads "Zack Scrivner". The signature is fluid and cursive.

ZACK SCRIVNER
Second District
Kern County Board of Supervisors

✓
C: CEO

Section 1. WHEREAS:

- a) the California State Auditor has concluded the California High-Speed Rail Authority's (CHSRA) flawed decision making and ongoing poor contract management for high-value contracts have contributed to billions of dollars in cost overruns for completing the high-speed rail system; and
- b) the California State Auditor has concluded the CHSRA's decision to begin construction before completing proper planning has led to unmitigated risks which have contributed to \$600 million in cost overruns thus far for the three active Central Valley construction projects with another \$1.6 billion in additional costs needed to complete the projects; and
- c) the California State Auditor has concluded the CHSRA has not successfully enforced policies it adopted to address ongoing deficiencies with its contract management and the CHSRA cannot demonstrate that the large amounts it has spent on its contracts have been necessary or appropriate; and
- d) the California State Auditor has concluded that poor project management has caused a grant deadline extension to December 2022 and the CHSRA could miss the new deadline unless Central Valley construction progresses twice as fast as it has to date; and
- e) the California State Auditor has concluded missing the new 2022 deadline could expose the State of California to the risk of having to pay back as much as \$3.5 billion in federal funds; and
- f) the California State Auditor has concluded the CHSRA has partially offset Central Valley cost overruns, as well as those projected elsewhere in the system, by planning to share existing rail infrastructure where possible, however the CHSRA acknowledges that it has identified every feasible option to do so and therefore cannot continue to use this approach to offset costs; and
- g) the Federal Railroad Administration (FRA) intends to terminate Cooperative Agreement No. FR-HSR-0118-12-01-01 effective March 5, 2019 (Agreement); and
- h) following termination FRA intends to promptly de-obligate the full \$928,620,000 stipulated under the Agreement; and
- i) FRA has determined that CHSRA has materially failed to comply with the terms of the Agreement and has failed to make reasonable progress on the high-speed rail project and will not complete the project by the end of the Agreement's period of performance in 2022; and
- j) during his recent State-of-the-State address, Governor Newsom presented a new proposal that represents a significant retreat from the state's initial vision and commitment and frustrates the purpose for which federal funding was awarded;
- k) during his recent State-of-the-State address, Governor Newsom stated: "Let's be real. The project, as currently planned, would cost way too much and take too long. There's been too little oversight and not enough transparency... there simply isn't a path to get from Sacramento to San Diego, let alone from San Francisco to LA."

- l) current construction is only from Madera to Shafter – a full 50 miles short of Merced to Bakersfield.

Section 2. IT IS RESOLVED by the Board of Supervisors of the County of Kern, State of California, as follows:

1. The State of California's High-Speed Rail Project has wasted billions of dollars with minimal progress. Given the undisputed facts, the County of Kern requests immediate abandonment of the high-speed rail project and requests that any remaining state funds available from the project are redirected to local programs that will provide immediate benefit to our residents here in the Central Valley and throughout the state.
2. The Clerk of the Board shall transmit copies of this Resolution to the following:

Governor Gavin Newsom
1303 10th Street, Suite 1173
Sacramento, CA 95814

Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Senate President pro Tempore Toni Atkins
State Capitol, Room 205
Sacramento, CA 95814

State Senator Shannon Grove
State Capitol, Room 305
Sacramento, CA 95814

State Senator Melissa Hurtado
State Capitol, Room 2054
Sacramento, CA 2054

Speaker of the Assembly Anthony Rendon
Capitol Office, Room 219
Sacramento, CA 94249

Assembly Member Vince Fong
Capitol Office, Room 2002
Sacramento, CA 94249

Assembly Member Rudy Salas
Capitol Office, Room 4016
Sacramento, CA 94249

Assembly Member Tom Lackey
Capitol Office, Room 2174
Sacramento, CA 94249

Assembly Member Devon Mathis
Capitol Office, Room 2111
Sacramento, CA 94249