Audit cites flaws in costly California bullet train project

By DON THOMPSON Associated Press

SACRAMENTO, Calif. Flawed decision-making and poor contract management contributed to billions in cost overruns and years of delays in the as-yet unbuilt California's high-speed rail line between Los Angeles and San Francisco, state auditors said Thursday.

The project is now estimated to cost \$77 billion and is 15 years from completion.

State auditor Elaine Howle faulted the California High-Speed Rail Authority for starting limited construction in 2013 before it completed critical tasks like buying land, relocating utilities or obtaining agreements from outside groups including local governments and other railroad operators.

That led to numerous contract changes, project delays, and overruns that have led to a nearly doubling of the original cost estimate of \$40 billion

The audit cited more

than \$2 billion in current or expected contract changes on three active Central Valley projects that originally were expected to cost about \$3 billion. Meanwhile, delays have pushed back completion estimates on those projects from this year to 2022.

Republican Assemblyman Jim Patterson of Fresno sought the audit with Democratic Sen. Jim Beall of San Jose.

"Insurmountable funding shortfalls, continued mismanagement and hugely flawed assumptions mean this project is dead in the water," Patterson said. "There will never be a completed track from the Bay Area to Los Angeles. ... The best we can hope for is a rump railroad running from Bakersfield to Madera.

The project, backed then-Gov. hv Arnold Schwarzenegger and approved by voters in 2008, has been the subject on many lawsuits and strident opposition from Republicans and some Democrats, who see it as an unnecessary money pit.



This Feb. 26, 2015 file photo, shows a full-scale mockup of a high-speed train, displayed at the Capitol in Sacramento, Calif. An audit released by the State Auditor on Thursday faults the High-Speed Rail Authority for starting construction of the project before it completed critical planning for what has grown to be a \$77 billion bullet train.

But Gov. Jerry Brown has been steadfast with his support even as costs ballooned and the completion estimate drifted past the 2029 target.

Governor-elect Gavin Newsom, a fellow Democrat, was strongly for it in 2008, turned lukewarm later as costs rose and now says he supports it but is concerned there's no plan in place to pay for the increased cost.

The audit criticized the project's convoluted management system in which 56 people manage hundreds of contracts worth more than \$5 billion, yet just three contract managers have that role full time and there is high turnover and little oversight

of the others.

Many of the others are outside consultants who "may not have the best interests of the state as their primary motivation," auditors said, noting that the authority often "relied on the contractors' own estimates and projections of the associated costs and delays."

It recommended hiring full-time, experienced state employees to manage the contracts.

Authority board member Mike Rossi said it accepts auditors' recommendations, which he said are similar to problems the board already identified. He said in a statement that the authority "is making great progress." The challenge, he said, has been to improve while construction is already underway on projects delayed by funding restrictions and lawsuits.

Board members knew the risks of starting construction before planning was completed but had to move quickly to gain federal funding, he said.

The authority now risks having to repay \$3.5 billion in federal funds if it doesn't work twice as fast over the next four years to meet the federal deadline, auditors said. The U.S. Department of Transportation is separately examining the Federal Railroad Administration's oversight of that money.

The authority has \$28 billion to complete segments in the Central Valley and between San Francisco and Gilroy, but not enough money to connect them or complete the rest of the system, auditors said.

To succeed, the project needs more money from state lawmakers and private money to pay for drilling tunnels through mountain passes.

If completed, it would be the nation's fastest train, carrying people between Northern and Southern California in less than three hours. Proponents say the project would connect the crowded, affluent San Francisco Bay Area to commuters in the more affordable Central Valley.

Snowstorm slows evening commute in New York City

NEW YORK (AP) — The first snowstorm of the season to hit the New York City area brought several inches of snow, slowing Thursday's evening commute to a crawl, after contributing to at least seven deaths as it swept across the country.

From St. Louis to the South and into the Northeast, snow, freezing rain, and in some parts, sleet, made driving tricky and closed schools Thursday.

In New York City, the wet snowfall and wind gusts Thursday downed numerous tree branches. Police advised people to stay indoors and avoid the roads. Commuters also were advised to avoid the Port Authority Bus Terminal, which is also used by some to travel to New Jersey, due

to overcrowding. The poor weather made it difficult for buses to reach the terminal, officials said. And a multi-vehicle accident on the George Washington Bridge added to the traffic nightmare.

There were scattered delays on the Long Island Rail Road and New Jersey Transit reported 30-minute delays system wide. Flight delays of up to an hour were reported at JFK, LaGuardia and Newark airports.

Forecasters said the snow should turn to mostly sleet and rain before changing to rain overnight.

As much as 8 inches of snow blanketed the St. Louis area, and forecasters predicted up to 6 inches in parts of southern New England as the storm made its way east.

They also predicted northern New Jersey could see 4 to 8 inches of snow before the system exits the region early Friday, while parts of suburban Philadelphia had 5 inches of snow by Thursday afternoon.

Weather officials said the overnight trace in Alabama missed setting a record for earliest snow by about two weeks.

In neighboring Mississippi, a tour bus bound for a casino overturned, killing two people and injuring 44 others Wednesday afternoon. Witnesses said the driver lost control after crossing an icy overpass and the bus rolled over on its driver's side, coming to rest in an interstate median, Mississippi Highway Patrol spokesman Capt. Johnny Poulos said. The crash happened about 35 miles southeast of downtown Memphis, Tennessee.

"All of a sudden the bus started swerving then it spun around two times, hit the rail and then flipped over," bus passenger Veronica Love told news outlets as she left a hospital after the wreck. "The second spin, it started picking up speed. It was, I mean, what could you do?"

Later Wednesday night, near Little Rock, Arkansas, three people were killed in separate crashes on icy roads. The interstate was closed and reopened shortly before daybreak Thursday, but officials said traffic was slow-going because some drivers had fallen asleep.

Officials in Ohio reported

at least one traffic death that was likely weather-related. Indiana State Police also reported a death early Thursday, which they said was caused by a 60-year-old woman driving too fast on a slick road.

In Philadelphia, a meteorologist told the Allentown Morning Call that this storm is "an overperformer." By 3 p.m. Thursday, parts of suburban Philadelphia had 5 inches of snow. The freezing rain turned to ice on roads around the state, leading to a number of crashes and reports of cars sliding off roads.

In North Carolina, the National Park Service closed a portion of the Blue Ridge Parkway to traffic Thursday because of dangerous road conditions stemming from snow, sleet and freezing rain, the Asheville Citizen Times reported.

Schools closed or sent students home early across the lower Great Lakes and the Northeast, including at the University of Connecticut where classes were canceled in the afternoon.

In Virginia, the planned launch early Thursday of an unmanned cargo rocket to the International Space Station had to be rescheduled by one day because of the weather, NASA said. The unmanned Cygnus cargo craft is now scheduled to lift off early Friday from Wallops Island on the Eastern Shore carrying supplies and research materials for the astronauts at the space station.

November 16 2019

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