

AMENDED IN ASSEMBLY AUGUST 20, 2010

AMENDED IN ASSEMBLY JUNE 21, 2010

AMENDED IN SENATE APRIL 7, 2010

**SENATE BILL**

**No. 965**

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**Introduced by Senator DeSaulnier**

*(Principal coauthor: Assembly Member Galgiani)*

**(Coauthors: Senators Correa, Ducheny, Leno, Lowenthal, and Oropenza)**

February 5, 2010

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An act to add Section 185036.5 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 965, as amended, DeSaulnier. High-speed rail.

Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.

This bill, subject to appropriation by the Legislature, would require the authority to expend federal funds made available by the federal American Recovery and Reinvestment Act of 2009 (ARRA) for specified high-speed rail purposes. The bill would require the authority to take various actions in that regard. The bill would also require the authority to submit to the Legislature an expenditure plan for the federal funds within 60 days of ~~enactment of this act or upon~~ finalization of a

cooperative agreement with the federal government, ~~whichever occurs later~~. The bill would make legislative findings and declarations relative to federal funds to be made available to the state by ARRA for high-speed rail purposes. The bill would exempt the Transbay Transit Center project in San Francisco from these provisions.

*This bill would provide that it shall become operative only if A.B. 289 is also enacted.*

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) With the enactment of the federal American Recovery and  
4 Reinvestment Act (Public Law 111-5, ARRA) on February 17,  
5 2009, the federal government made available a grant program in  
6 which states may apply for \$8 billion in federal funds for the  
7 development of high-speed rail throughout the nation.

8 (b) On October 2, 2009, the California High Speed Rail  
9 Authority (HSRA) submitted to the Federal Railroad  
10 Administration (FRA) an application for \$4.73 billion in federal  
11 funds to further the development of high-speed rail in California.

12 (c) The HSRA's application for funds proposes to expend federal  
13 ARRA grants awarded to the authority to make improvements to  
14 four distinct rail corridors in California, which include:

15 (1) San Francisco to San Jose.  
16 (2) Merced to Fresno.  
17 (3) Fresno to Bakersfield.  
18 (4) Los Angeles to Anaheim.

19 (d) On January 28, 2010, the United States Department of  
20 Transportation announced an intention to make future grant awards  
21 to the HSRA in the amount of \$2.25 billion to advance the  
22 development of a high-speed rail system in this state.

23 (e) The HSRA has estimated that it intends to match the awarded  
24 federal funds with state bond funds made available with the passage  
25 of Proposition 1A in November 2008, the Safe, Reliable  
26 High-Speed Passenger Train Bond Act for the 21st Century  
27 (Chapter 20 (commencing with Section 2704) of Division 3 of the  
28 Streets and Highways Code). The total investment to improve the

1 identified rail corridors could be as much as \$4.5 billion in  
2 combined federal and state funds.

3 (f) The HSRA estimates that 60,277 jobs will be created or  
4 maintained by the investment of these funds in the dozens of  
5 construction projects along the eligible corridors throughout  
6 California.

7 (g) It is necessary to provide the HSRA with unambiguous  
8 statutory authority to expend, upon appropriation, federal ARRA  
9 funds for the purposes described in its application of October 2,  
10 2009.

11 (h) Moreover, it is in the state's interest to obligate and expend  
12 awarded funds as expeditiously as possible and in a manner  
13 consistent with the voters' expectation when they passed the Safe,  
14 Reliable High-Speed Passenger Train Bond Act for the 21st  
15 Century in order to expand job creation and to complete vital  
16 infrastructure improvements as soon as possible.

17 SEC. 2. Section 185036.5 is added to the Public Utilities Code,  
18 to read:

19 185036.5. (a) The authority shall expend federal funds made  
20 available through the American Recovery and Reinvestment Act  
21 of 2009 (Public Law 111-5, ARRA), upon appropriation of the  
22 Legislature, as follows:

23 (1) For the purpose of conducting environmental studies,  
24 planning, and preliminary engineering activities. If matching funds  
25 are required, proceeds of the Safe, Reliable, High-Speed Passenger  
26 Train Bond Act for the 21st Century (Chapter 20 (commencing  
27 with Section 2704) of Division 3 of the Streets and Highways  
28 Code) shall be used for this purpose, consistent with the provisions  
29 of subdivision (b) of Section 2704.08 of the Streets and Highways  
30 Code and subject to the conditions in subdivision (g) of Section  
31 2704.08 of that code.

32 (2) For the purpose of capital expenditures, as defined in  
33 subdivision (c) of Section 2704.04 of the Streets and Highways  
34 Code. If matching funds are required, proceeds of the Safe,  
35 Reliable, High-Speed Passenger Train Bond Act for the 21st  
36 Century (Chapter 20 (commencing with Section 2704) of Division  
37 3 of the Streets and Highways Code) shall be used for this purpose,  
38 subject to the provisions of subdivision (d) of Section 2704.04 of  
39 the Streets and Highways Code.

1 (b) The authority shall take those actions necessary to ensure  
2 any federal funds appropriated to it are obligated and expended in  
3 a manner that (1) meets all applicable federal deadlines for  
4 obligating and expending the funds, (2) maximizes job creation in  
5 California at the earliest feasible time, (3) expedites the completion  
6 of vital high-speed rail infrastructure projects that improve  
7 rail-highway safety, mobility, and performance, (4) makes the  
8 most efficient use of available state bond funds, including replacing  
9 bond funds for project expenditure with available federal funds  
10 where feasible, and (5) is consistent with current state law.

11 (c) With respect to the award of federal funds for the  
12 development of the high-speed rail network in California, the  
13 authority shall, within 60 days of ~~enactment of the act adding this~~  
14 ~~section, or upon~~ finalization of a cooperative agreement with the  
15 federal government for the use of ARRA funds awarded to the  
16 authority, ~~whichever occurs later~~, submit to the Legislative  
17 Analyst's Office, and to the legislative fiscal committees and policy  
18 committees having jurisdiction over transportation matters, an  
19 adopted plan for the expenditure of those funds. The plan shall  
20 include all of the following:

21 (1) A description of the projects proposed for funding, including  
22 a discussion of each project's independent utility.

23 (2) The location of each project.

24 (3) The baseline budget for each project, including the project  
25 support cost and the estimated project capital cost.

26 (4) The amount of federal and state funds, including state bond  
27 funds, as well as any private funds, proposed to be committed to  
28 each project.

29 (5) The proposed baseline schedule, with project milestones,  
30 and the completion date of each project.

31 (6) The number of jobs each project is estimated to create or  
32 maintain in California.

33 (d) The Federal Railroad Administration has reserved ARRA  
34 funds for design and construction of the Transbay Transit Center.  
35 That project shall not be subject to the provisions of this section.

36 *SEC. 3. This act shall become operative only if A.B. 289 of the*  
37 *2009–10 Regular Session is also enacted.*

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