

ASSEMBLY BILL

No. 133

Introduced by Assembly Member Galgiani

January 12, 2011

An act to add Chapter 20.1 (commencing with Section 2704.25) to Division 3 of the Streets and Highways Code, relating to high-speed rail.

LEGISLATIVE COUNSEL'S DIGEST

AB 133, as introduced, Galgiani. High-speed rail.

Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to 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. The federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the federal Consolidated Appropriations Act, 2010 provide funding for allocation nationally to high-speed rail and other related projects.

This bill would require federal funds made available to the state for high-speed rail purposes under the above-referenced federal acts to be available, upon appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the bond act.

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. Chapter 20.1 (commencing with Section 2704.25)
2 is added to Division 3 of the Streets and Highways Code, to read:

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CHAPTER 20.1. FEDERAL HIGH-SPEED RAIL FUNDS

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2704.25. Federal funds under the High-Speed Intercity Passenger Rail Program made available to the state for high-speed passenger rail purposes from the Passenger Rail Investment and Improvement Act of 2008 (PRIIA, Public Law 111-432), and the Consolidated Appropriations Act, 2010 (Public Law 111-117) under the title “Capital Assistance for High-Speed Rail Corridors and Intercity Passenger Rail Service,” shall, upon appropriation, be available for preliminary engineering, project-level environmental work, mitigation, final design, and construction for any one or more of the following high-speed rail corridors approved by the Federal Railroad Administration, without reference to any individual corridor or corridors, consistent with the provisions of subdivision (b) of Section 2704.08 and subject to the conditions in subdivision (g) of that section:

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(a) San Francisco to San Jose.

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(b) Merced to Fresno.

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(c) Fresno to Bakersfield.

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(d) Los Angeles to Anaheim.