

Californians For High-Speed Rail
Legislative Matrix - April 25, 2011

Bill Number	Author	Description	Analysis	CA4HSR Position
AB 31	Assembly Member Jim Beall Jr (D-24th District)	<p>This bill would:</p> <ul style="list-style-type: none"> • Allow local governments to collaborate with the State Air Resources board to develop incentives for reducing greenhouse gas emissions. • Allow high-speed rail station (HSR) master plans to exceed the standards of local jurisdiction. • Allow for the creation of Infrastructure Financing Districts (IFD) for up to one mile from the station in the city. • Allow for the creation of an IFD without a 2/3rds vote of people in the area. • Allow HSR to be included in the creation of a sustainable communities strategy. • Require a City and/or County to prepare an EIR for HSR plans. Further development would not need an EIR if it was included in the original plan. 	<ul style="list-style-type: none"> • Will promote the most environmental benefits of the all HSR bills this session. PASSING SHOULD BE A TOP PRIORITY OF ENVIRONMENTALISTS. • By reducing barriers to create IFDs, transit villages will be greatly promoted. • Transit villages would also be promoted by eliminating the need for redundant environmental impact reports. • This bill will lead to Smart Growth, thereby reducing CO2. • This bill is an example of how HSR is already promoting better land use. 	SUPPORT
AB 41/SB 50	Assembly Member Jerry Hill (D-19 th District) State Senator Lou Correa (D-34th District)	<p>These bills would:</p> <ul style="list-style-type: none"> • Require the California High-Speed Rail Authority board members to publicly identify financial interest that might give rise to a conflict. 	<ul style="list-style-type: none"> • This is a commonsense reform that should be supported. 	SUPPORT
AB 58	Assembly Member Cathleen Galgiani (D-17 th District)	<p>This bill would:</p> <ul style="list-style-type: none"> • Call on the Governor to appoint 6 additional officers to the California High-Speed Rail Authority (CHSRA) staff. • Positions would include Chief Manager, Regional Manager, Chief Financial Officer, Director of Risk Management and Project Controls. • Changes the structure of the Peer Review Group to include a chairperson and a CHSRA appointed liaison to the peer review group. 	<ul style="list-style-type: none"> • The CHSRA needs more manpower to effectively implement reform. • To-date not enough oversight of contract engineering firms has been possible given the lack of high-level CHSRA staff positions. • This bill will begin to remedy this problem by removing a constraint on hiring that the State to-date has imposed. • Will also lead to better communication with the public. 	SUPPORT

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<p align="center">AB 145</p>	<p>Assembly Member Cathleen Galgiani (D-17th District) and Assembly Member Bonnie Lowenthal (D-54th District)</p>	<p>This bill would:</p> <ul style="list-style-type: none"> • Create a Department of High Speed Trains under the Business, Transportation, and Housing Agency, and would be governed by a California High Speed Rail Authority. • Put the new department on the same level with CalTrans and the Department of Motor Vehicles and other agencies. • Allow the Authority to create a 6-year budget which they can present directly to the Legislature. 	<ul style="list-style-type: none"> • Creating a Department of High Speed Trains at the same level as CalTrans will raise the profile and priority of passenger rail and greatly enhance the ability of the CHSRA to implement construction efficiently. • Preserves the Authority board, which will provide continuity and stability as we move toward construction in 2012. • Will lead to more oversight of the Authority at the state level from the Governor and the Secretary of the Business, Transportation, and Housing Agency. 	<p align="center">SUPPORT</p>
<p align="center">AB 471</p>	<p>Assembly Member Bonnie Lowenthal (D-54th District)</p>	<p>This bill would:</p> <ul style="list-style-type: none"> • Create an Office of Inspector General specifically for the California High Speed Rail Authority. • Require the Inspector General to prepare independent reports and audits relating to HSR. 	<ul style="list-style-type: none"> • This is a reasonable and widespread government practice. • More oversight is a reasonable reform that supports the project. 	<p align="center">SUPPORT</p>
<p align="center">AB 615</p>	<p>Assembly Member Bonnie Lowenthal (D-54th District)</p>	<p>This bill would:</p> <ul style="list-style-type: none"> • Give California High Speed Rail Authority same exemptions as CALTRANS by allowing it to operate independent of other state agencies in regards to capital expenditures. • Existing law generally requires the approval of the Department of Finance and the State Public Works Board before a state agency may expend funds from an appropriation for capital outlay purposes. 	<ul style="list-style-type: none"> • Currently, California High Speed Rail Authority is not on par with other transportation agencies in the state. • The construction of large public works projects requires that the agency in charge be able make decisions without the consent of other civil institutions. 	<p align="center">SUPPORT</p>
<p align="center">AB 1092</p>	<p>Assembly Member Bonnie Lowenthal (D-54th District)</p>	<p>This bill would:</p> <ul style="list-style-type: none"> • Require the California High Speed Rail Authority to report biannually to the Legislature beginning March 1, 2012. 	<ul style="list-style-type: none"> • This is a commonsense reform that provides further oversight, and involves the Legislature more directly in the project. 	<p align="center">SUPPORT</p>
<p align="center">AB 1164/SB 749</p>	<p>Assembly Member Rich Gordon (D-21st District); State Senator Darrell Stienberg (D-6th District)</p>	<p>These bills would:</p> <ul style="list-style-type: none"> • Require that five California High Speed Rail Authority (CHSRA) board members appointed by the Governor be approved by the State Senate. 	<ul style="list-style-type: none"> • Right now the Governor appoints 5 out of 9 CHSRA board members, while the Senate and Assembly each appoint 2 board members. • It is understandable that the Legislature is frustrated about their limited power, but this solution is gives too much power to the Senate by requiring that the Senate “consent” to all five Governor appointees (in addition to the 2 appointees they already have). • It may be worthy to consider giving the Legislature more appointees, but giving them veto power over all the Governor’s appointees is not the answer. 	<p align="center">OPPOSE</p>

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<p align="center">SB 517</p>	<p align="center">State Senator Alan Lowenthal (D-27th District)</p>	<p>This bill would:</p> <ul style="list-style-type: none"> • Place the California High Speed Rail Authority (CHSRA) under the Business, Transportation and Housing Agency (BTHA). • Require the Secretary of the BTHA to become a non-voting ex officio member of the CHSRA board. • Require the Secretary to propose a budget for the CHSRA. • Require CHSRA board members appointed by the Governor be approved by the Senate. • Remove all current CHSRA board members and restructure the board with different expertise. • Reconstitute the CHSRA board to include: One Engineer with Experience in "large one of a kind" transportation projects; One Transportation Economist; One Environmental Protection Expert; One Elected City Councilman or County Supervisor (who is not a member of either regional transportation planning agency or board of transit directors); One Attorney with experience in procurement strategies and construction issues in one of a kind transportation projects; one representative of labor; one representative from of state business community including agriculture; and the other two shall public members. 	<ul style="list-style-type: none"> • While this bill has some good provisions that should be considered, several provisions cause this bill to be detrimental to the HSR project. • Entirely removing the existing CHSRA board will lead to more confusion of leadership and direction at a time when the project is entering into construction. • This bill would require that CHSRA board members appointed by the Governor be approved by the Senate. It is understandable that the Legislature is frustrated about their limited power over the composition of the CHSRA board , but this solution gives too much power to the Senate by requiring that the Senate "consent" to <u>all</u> five Governor appointees (in addition to the 2 appointees they already have). • We have concerns that the mandated types of replacement board members are not likely to serve the project well. o Engineer with Experience in "large one of a kind" – While we support an engineer, it should be someone who know how HSR is done around the world. The HSR project is not one of a kind, it is a standard HSR project. 	<p align="center">OPPOSE</p>
<p align="center">SB 517 (CONT.)</p>			<ul style="list-style-type: none"> o Transportation economists – These economists have traditionally focused on automobile-based transportation. We need economists with experience designing high-speed rail business plans. o Elected City Councilman/County Supervisor (who is not a member of either regional transportation planning agency or a transit director) – this project is for ALL Californians and not just one town. Which city or county would be selected and why? Furthermore, people on regional planning or transit agencies are the kind of expertise this project needs. 	
<p align="center">AB 76/SB 22</p>	<p align="center">Assembly Member Harkey (R-73rd District) State Senator La Malfa (R-2nd District)</p>	<p>These bills would:</p> <ul style="list-style-type: none"> • Limit bond expenditures to anything expended as of January 1st 2012 (AB 76)/January 1, 2011 (SB 22). 	<ul style="list-style-type: none"> • These bills would effectively end the bond sales from Prop 1A, killing the project. If this were to happen billions in federal funds would be returned. 	<p align="center">OPPOSE</p>

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<p align="center">AB 953</p>	<p align="center">Assembly Member Brian Jones (R-77th District)</p>	<p>This bill would:</p> <ul style="list-style-type: none"> • Prohibit funds from Proposition 1A to be made available to the California High-Speed Rail Authority (CHSRA) for construction until HSR environmental studies are completed based on a new ridership study. • Requires the CHSRA to conduct a new ridership study with University of California Berkeley Institute of Transportation Studies. • Requires the CHSRA to reconsider routing based on the new study. 	<ul style="list-style-type: none"> • By requiring a new ridership prior to the EIR, this legislation will delay the HSR project so all federal deadlines would not be met and all federal money would have to be returned - killing the project. • The Berkeley ITS study, which this legislation is based on, did NOT conclude that the ridership numbers are unreliable. The study instead took issue with Cambridge Systematics' methodology, based on Berkeley ITS's own assumptions about traveler behavior. CS, peer reviewers, and CA4HSR believe that the CS methodology was sound, and found issues with Berkeley ITS's traveler behavior assumptions. This is basically an argument between academics over details of modeling. • Berkeley ITS explicitly said the CS numbers could be correct, could understate ridership, or could overstate ridership. This is true of all ridership studies, as they are not guaranteed predictors. Samer Madanat of Berkeley ITS specifically rejected claims that ridership numbers were deliberately skewed. <p>. A dose of common sense is needed here. Every HSR system in the world has high ridership. Systems in France, Spain, Russia, Taiwan, and even the Amtrak Acela on the East Coast all cover their own operating costs.</p>	<p align="center">OPPOSE</p>
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