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Assembly California Legislature



CATHLEEN GALGIANI
ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

COMMITTEES
CHAIR, SELECT COMMITTEE ON THE
DEVELOPMENT OF A 10TH UNIVERSITY
OF CALIFORNIA, MERCED CAMPUS
CHAIR, SELECT COMMITTEE ON THE
FUTURE OF FARMING IN CALIFORNIA

STANDING COMMITTEES
AGRICULTURE
HIGHER EDUCATION
TRANSPORTATION
VICE CHAIR, RURAL CAUCUS

September 12, 2008

Mr. Tom Mayfield
Chairman
Stanislaus County Board of Supervisors
1010 10th Street Suite 6500
Modesto, CA 95354

Dear Chairman Mayfield,

As you know, Governor Schwarzenegger has signed Assembly Bill (AB) 3034 into law. This legislation modifies the High-Speed Train proposition that will appear on California ballots in November as Proposition 1A.

I have enclosed for your review a summary of the High-Speed Train proposal and several articles pertaining to the bill's passage and signing.

I introduced this bill to make High-Speed Train in California a reality. A bond measure to begin construction of this project had been readied for a vote by Californians the past two statewide elections but was removed by the Legislature because of a lack of consensus on certain project elements.

AB 3034 addressed those problems. The legislation increases fiscal oversight of bond funding, mandates adoption of specific business plans, allows corridors that need commuter rail passenger improvements to be eligible for bond funding if they connect to the High Speed-Train system, and specifically names the Altamont corridor as eligible for such funding. The bill also places limits on how much bond money can be utilized for non-construction purposes.

Californians will decide to move forward with a 21st Century transportation system this fall. I hope this information is useful to you. Please do not hesitate to call me at (916) 319-2017 if you have questions.

Sincerely,

Cathleen Galgiani
Assemblymember, 17th District

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California High-Speed Trains for the Central Valley

High-Speed Trains Offer Valley Travelers:

- A new transportation option
- A faster option to Northern and Southern California
- A better option for the environment

Governor Schwarzenegger says high-speed trains will bring:

“improvements to our air quality, reductions in greenhouse gas emissions, congestion relief on our highways and greater mobility.”

— Fresno Bee, May 4, 2007



SIMULATION ARTWORK: NSCD

With voter approval of the high-speed train bond in November 2008, construction is likely to begin as early as 2011 on an 800-mile statewide system of high-speed trains that will move people and goods like never before.

California High-Speed Train Proposed Route

High-Speed Trains Benefit the Valley

- Cities that are unserved or underserved by airlines, especially those in the Central Valley, will enjoy **easy, economical, reliable and fast commuter and travel connections** to Northern and Southern California—regardless of Valley fog, snow on the Grapevine or gridlock on highways.
- **Requiring less space than expansion of highways**, high-speed trains will **preserve farmland** by using existing rights-of-way where possible.
- High-speed trains will **eliminate many existing dangerous railroad crossings** by grade separating trains from automobiles, greatly **reducing traffic congestion and improving safety**.
- High-speed trains will **reduce traffic** on freeways by **creating high-speed options** for long-distance travelers, freight movement and enhanced local commuter transit.
- The high-speed train system will help **remove millions of passenger trips from the road**, significantly helping to improve air quality in the Central Valley, home to some of the nation's poorest air.
- The statewide high-speed train project will require us to draw upon and expand California's skilled work force, **creating nearly 160,000 construction-related jobs** to plan, design and build the system. An additional 450,000 permanent jobs are expected to be created as a result of the economic growth the train system will bring to California.
- High-speed trains have a proven record as the **safest, most reliable** mode of transportation in the world.
- The high-speed train network will help **revitalize downtown districts** in Sacramento, Stockton, Modesto, Merced, Fresno, Bakersfield and other cities by promoting and supporting sustainable transit-oriented development at multi-modal downtown stations as well as a potential station to serve Kings and Tulare counties. This is consistent with Valley Blueprint goals for a multi-modal transportation system and sustainable development.



Valley Corridor Benefits

- **Sacramento to Merced:**
The Railyards Development Project in downtown Sacramento will create a grand terminal to serve high-speed trains along with existing interstate and commuter train service, Regional Transit's light rail and other transportation modes.



SIMULATION ARTWORK: N3CD

- **Merced to Fresno:**
Grade separations, keeping automobiles separated from train tracks, will result in fewer accidents and improved traffic flow. Air quality will be improved, as cars will no longer idle at train crossings.



SIMULATION ARTWORK: N3CD

- **Fresno to Bakersfield:**
High-speed trains will create momentum to build and expand downtowns with new stations and by consolidating existing rail lines. Grade separations will improve freight rail and existing intercity train service.

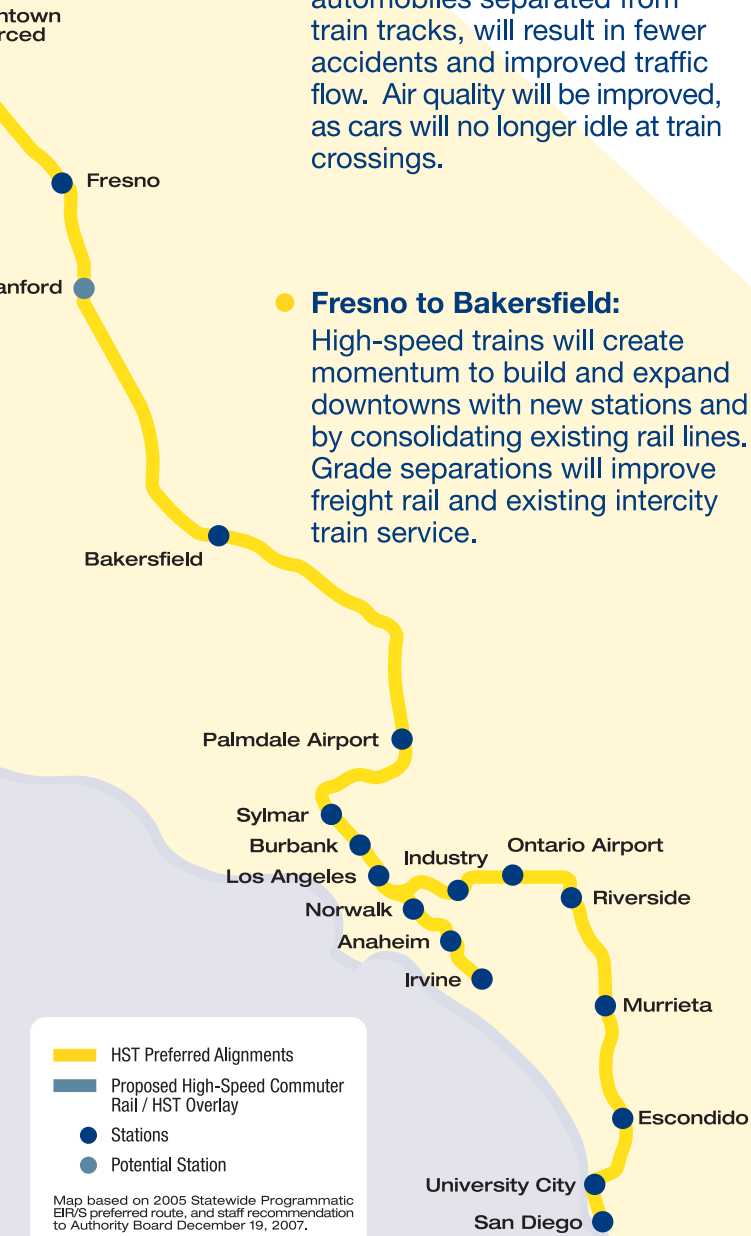


SIMULATION ARTWORK: N3CD



SIMULATION ARTWORK: N3CD

- **Bakersfield to Palmdale and Los Angeles:**
Travel will no longer be challenged by valley fog and bad weather conditions over mountain passes. High-speed train passengers will zip from Bakersfield to Palmdale in about a half-hour and to Los Angeles in under an hour.



Map based on 2005 Statewide Programmatic EIR/S preferred route, and staff recommendation to Authority Board December 19, 2007.

Protecting the Environment

High-speed trains use 1/3 the energy of air travel and 1/5 the energy of auto travel. And high-speed trains will eliminate over 12 billion pounds of the greenhouse gas emissions that cause global warming each year. That's equivalent to removing more than one million vehicles from our roads annually. That's why it's part of San Joaquin Valley Air Pollution Control District's Fast Track Plan for Clean Air.

Connecting the Valley to the Bay Area and Southern California

High-speed trains will link the San Francisco Bay Area and Sacramento with Stockton, Modesto, Merced, Fresno and Bakersfield, and with Los Angeles via Palmdale.

Frequent trains and travel times will offer Central Valley residents the opportunity to travel in comfort at high speeds like never before.

Examples of High-Speed Train Travel Times

Travel Route	Travel Time hours : minutes
Sacramento to Los Angeles	2:17
Sacramento to San Jose	1:24
Sacramento to Anaheim	2:36
Sacramento to San Diego	3:35
Modesto to Bakersfield	1:02
Modesto to Los Angeles	1:51
Merced to San Francisco	1:14
Merced to Bakersfield	:52
Fresno to San Jose	:51
Fresno to Palmdale	1:02
Bakersfield to Los Angeles	:54

“The valley’s population has grown three times faster than the state during the past five years... These people are driving millions of new miles, adding tons of new pollution into the air.”

Fresno Bee, December 16, 2007



CALIFORNIA HIGH-SPEED RAIL AUTHORITY
925 L Street, Suite 1425, Sacramento, CA 95814
www.cahighspeedrail.ca.gov

Editorial

On the right track

Galgiani's efforts put rail bond on November ballot

By The Record
August 31, 2008

There's no question that political shock waves emanated throughout the state Capitol last week over a high-speed rail bill.

There had been a standoff.

On one side was Republican Gov. Arnold Schwarzenegger, as powerful a figure as there is in state politics, who had pledged steadfastly to veto any bill coming across his desk until legislators finally - belatedly - passed a budget.

On the other was Cathleen Galgiani, D-Livingston, a first-term assemblywoman and Stockton native who wrote the bill that included provisions for funding to improve existing rail passenger service on the Altamont Pass corridor.

The deadlock appeared impenetrable. But then the governor relented.

Schwarzenegger prudently signed several bills, including the \$9.9 billion high-speed rail bond so it can go before voters in November.

But this isn't all about politics. It's also about Californians and their future transportation needs.

Gas is \$4 a gallon. It's becoming more vital that we not only discuss alternative modes of transportation but make some of them happen.

There's no certainty what voters will say in November, but this at least provides an opportunity to plan.

"I commend the California Legislature and Gov. Schwarzenegger for their willingness to place the highest priority on bringing a high-speed train system to California," said Judge Quentin Kopp, chairman of the High Speed Rail Authority. "Assembly member Cathleen Galgiani's tenaciousness and skill kept AB3034 alive, to the benefit of every Californian. And Gov. Schwarzenegger's leadership has ensured that unprecedented economic safeguards will guide the construction of a vitally needed transportation alternative."

Added Galgiani: "The high-speed rail bill will put California's economy on the fast track to economic recovery by creating hundreds of thousands of jobs and ensuring accountability and oversight of state transportation dollars."

Kopp predicts AB3034 will improve bond language, protect taxpayers and control costs.

"This November, Californians will now be able to vote on a high-speed train system grounded in public-private financing and guided by fiscal accountability with the guarantee of no new taxes to fund the system," he said.

Galgiani's bill walks the tightrope of considering all Californians while also taking care of her district.

Northern San Joaquin Valley officials had maintained that the proposed "bullet train" from Los Angeles to San Francisco should cross into the Valley by way of the Altamont Pass. But rail officials ultimately opted to use the Pacheco Pass to the south.

Galgiani's bill, however, will ensure that there is "a commitment for Sacramento, Stockton and Modesto areas to be served into the future," said Andy Chesley, director of the San Joaquin Council of Governments.

It's going to be a long time - think decades, not years - before you'll be able to hop onto a bullet train and speed to Southern California. But last week's maneuvers and compromises give renewed hope to the concept

Sen. Dave Cogdill August 7th Press Release:

Senate Republican Leader Dave Cogdill Praises Efforts To Improve High Speed Rail Bond

Senate Republican Leader Dave Cogdill, of Modesto, today supported a measure that makes vast improvements to the High Speed Rail Bond measure on November's ballot.

"Today, I want to commend the legislature, in particular, Senator Roy Ashburn and Assemblywoman Cathleen Galgiani for their efforts to amend and improve Proposition 1, the High Speed Rail bond on November's ballot. This has been a truly a bi-partisan effort. These legislators worked tirelessly to improve the bond measure that is to be put before voters in November."

"The costs associated with a High Speed Rail system are massive. With the passage of AB 3034, voters will now be able to cast a vote on a bond measure with better cost controls and fiscal accountability than in the original version of the High Speed Rail Bond.

Assembly Bill 3034 would make significant changes to the current version of the Safe, Reliable, High Speed Train Bond Act, (Proposition 1), scheduled for the November ballot. The bond measure would then be placed back on the ballot in its amended version as Proposition 1A.

The measure passed 27-17 and will be returned to the Assembly for concurrence.

Senator Cogdill proudly represents part or all of the counties of Fresno, Madera, Mariposa, San Joaquin, Stanislaus and Tuolumne.

Posted on Sun, Aug. 10, 2008

Galgiani, Cogdill on same track with high-speed rail initiative

By MIKE DUNBAR
mdunbar@modbee.com

last updated: August 10, 2008 03:07:37 AM

Budget bickering notwithstanding, sometimes Democrats and Republicans have nice things to say about one another.

Sen. Dave Cogdill of Modesto, the most stalwart of Republicans and the minority leader of the Senate, was positively pleasant about Cathleen Galgiani, the Assembly Democrat from Atwater. Their districts overlap, and so do many of their concerns.

Galgiani has taken a leadership role in trying to bring high-speed rail to California. She put together a legislative package to make crucial changes in the high-speed rail initiative that will go before voters in November. With those changes, the initiative has a chance; without them, it makes no sense. Her bill passed the Senate 27-17 and now goes back to the Assembly for what should be a formality.

"I want to commend ... Sen. Roy Ashburn and Assemblywoman Cathleen Galgiani for their efforts to amend and improve Proposition 1," wrote Cogdill in a news release. "This has been truly a bipartisan effort. These legislators worked tirelessly to improve the bond measure that is to be put before voters in November. ... With the passage of AB 3034, voters will now be able to cast a vote on a bond measure with better cost controls and fiscal accountability than in the original version of the High Speed Rail Bond."

Continued

Maybe.

Even if the Assembly passes the bill, as expected, the governor still must sign it before the changes in the initiative are made. Galgiani's hard work will be meaningless unless Gov. Schwarzenegger signs it by 5 p.m. Monday. Unfortunately, he has vowed not to sign any legislation until the state has a budget.

Drawing such lines in the legislative sand probably felt good for the governor, and it actually sounded like a good idea at the time. But it is intransigence that has gotten us to this point. We need less of it, not more.

Galgiani's bill will give voters a good option for high-speed rail in November. Gov. Schwarzenegger should make sure they get a chance to vote on it.

Los Angeles Times

<http://www.latimes.com/news/local/politics/cal/la-me-arnold27-2008aug27,0,857813.story>

From the Los Angeles Times

Schwarzenegger signs rail bill to get it on ballot

The governor tells California's legislative leaders he will approve measures that he wants on the November ballot. The bill he signed changes language in a \$9.9-billion high-speed rail bond measure.

By Evan Halper

Los Angeles Times Staff Writer

August 27, 2008

SACRAMENTO — He drew a line in the sand a few weeks ago, vowing to veto every bill that reached his office before a state budget was in place. Now, 57 days into a new fiscal year without a budget in sight, Gov. Arnold Schwarzenegger has reversed himself.

He sent a letter Monday to legislative leaders, telling them to hurry up and send him several measures he is interested in. Each would have to be approved by voters, and the state is almost out of time to put them on the November ballot.

"The governor believes that Californians ought to have an opportunity to vote on all these measures," said Schwarzenegger spokesman Aaron McLearn.

The issue most directly affected by the governor's reversal is a \$9.9-billion high-speed rail bond. It's already on the ballot, but the governor and lawmakers want to change some of its provisions.

So, on Tuesday afternoon, lawmakers sent to Schwarzenegger a measure to steer more of the funds toward a route that extends to Anaheim from San Francisco. The existing proposal emphasizes a route that ends in Los Angeles.

The governor signed the bill, AB 3034 by Assemblywoman Cathleen Galgiani (D-Stockton), and it is now headed for the ballot.

The ballot language also will change to limit how much of the money can be used for environmental studies and mitigation, planning, property acquisition, relocation assistance and administrative expenses.

Other routes that the money might be spent on include Sacramento to Fresno, Oakland to San Jose, and Bakersfield to Los Angeles.

The governor also wants to sign measures for the ballot that include a bond to address the state's water supply, a plan to borrow against future lottery profits and controls on how much the state could spend each year.

At his weekly news briefing Tuesday, McLearn had to explain why lawmakers should believe that the governor wouldn't ultimately fold and sign anything else they send him.

"He will not sign any other bills until we have a budget," McLearn said.

