

Senate Bill No. 690

Passed the Senate May 31, 2001

Secretary of the Senate

Passed the Assembly July 14, 2001

Chief Clerk of the Assembly

This bill was received by the Governor this _____ day of
_____, 2001, at _____ o'clock __M.

Private Secretary of the Governor

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CHAPTER _____

An act to amend Section 185032 of, and to add Section 185037 to, the Public Utilities Code, relating to the High-Speed Rail Authority.

LEGISLATIVE COUNSEL'S DIGEST

SB 690, Costa. Transportation: high-speed rail service.

Existing law, known as the California High-Speed Rail Act, requires the High-Speed Rail Authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with the state's existing intercity rail and bus network, consisting of interlinked conventional and high-speed rail line and associated feeder buses. Under existing law the authority may perform specified acts.

This bill would limit certain statutory activities of the authority, concerning high-speed rail operations, to high-speed rail systems and technologies that, as specified, have been in service for a minimum period of time, have verifiable construction methods and costs, have verifiable operating and maintenance costs, performance, and maintenance history, and can be implemented in segments.

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

SECTION 1. Section 185032 of the Public Utilities Code is amended to read:

185032. (a) (1) Upon an appropriation in the Budget Act for that purpose, the authority shall prepare a plan for the construction and operation of a high-speed train network for the state, consistent with and continuing the work of the Intercity High-Speed Rail Commission conducted prior to January 1, 1997. The plan shall include an appropriate network of conventional intercity passenger rail service and shall be coordinated with existing and planned commuter and urban rail systems.

(2) The authorization and responsibility for planning, construction, and operation of high-speed passenger train service at speeds exceeding 125 miles per hour on a statewide basis is exclusively granted to the authority. However, this paragraph does



not prohibit a local or regional entity from conducting planning, environmental, and engineering assessments for passenger train service that will operate at speeds exceeding 125 miles per hour exclusively within the jurisdictional boundaries of the entity conducting the assessments.

(3) Except as provided in paragraph (2), nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service.

(b) The plan, upon completion, shall be submitted to the Legislature and the Governor for approval by the enactment of a statute.

SEC. 2. Section 185037 is added to the Public Utilities Code, to read:

185037. The authority shall limit its activities pursuant to Sections 185034 and 185036 to high-speed rail systems and technologies that meet all of the following conditions:

(a) The system and technology has been in commercial intercity passenger service in at least one location for a minimum of five continuous years.

(b) The construction methods and cost can be verified based on actual construction by an intercity passenger train provider.

(c) The operating cost and performance, maintenance history and cost, and safety performance can be verified based on commercial intercity passenger service similar to the one being planned by the authority.

(d) The system and technology can be implemented in segments such that each segment is useable by one or more existing passenger train operators as an interim service improvement.



Approved _____, 2001

Governor

