



DEBRA BOWEN | SECRETARY OF STATE
STATE OF CALIFORNIA | ELECTIONS

1500 11th Street, 5th Floor | Sacramento, CA 95814 | Tel (916) 657-2166 | Fax (916) 653-3214 | www.sos.ca.gov

DATE: September 3, 2008

County Clerk/Registrar of Voter (CC/ROV) Memorandum #08268

TO: All County Clerks/Registrars of Voters/Vendors

FROM: *Jane Howell*
Jane Howell, Elections Analyst
Ballot Pamphlet & Initiatives

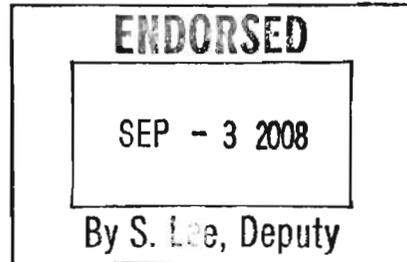
RE: November General: Proposition 1A Court-Ordered Changes

The public display period for the Proposition 1A ballot label on the November 4, 2008, General Election ballot ended at 5:00 p.m. today. Please note that both the ballot label and title and summary have been revised pursuant to court order. A copy of the judgment is attached. A clean, formatted copy of the English ballot label and title and summary will be forwarded separately as soon as it becomes available.

If you have any questions, you may contact me by phone at (916) 653-2744 or by email at jane.howell@sos.ca.gov.

Attachment

1 EDMUND G. BROWN JR.
Attorney General of the State of California
2 CHRISTOPHER E. KRUEGER
Senior Assistant Attorney General
3 JONATHAN K. RENNER,
Supervising Deputy Attorney General
4 JENNIFER K. ROCKWELL, SBN 179385
Deputy Attorney General
5 1300 I Street, Post Office Box 944255
Sacramento, CA 94244-2550
6 Telephone: (916) 445-6998
Facsimile: (916) 324-8835
7



8 Attorneys for: Respondent Debra Bowen,
Secretary of State, and Real Parties in Interest
9 Edmund G. Brown, Jr. Attorney General, and
Geoff Brandt, State Printer
10

11 IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
12 IN AND FOR THE COUNTY OF SACRAMENTO

13 HOWARD JARVIS TAXPAYERS ASSN.;
and KRIS VOSBURGH,

14 Petitioners,

15 v.

16 DEBRA BOWEN, SECRETARY OF STATE OF THE
17 STATE OF CALIFORNIA,

18 Respondent.

19
20 EDMUND G. BROWN JR. ATTORNEY GENERAL,
21 STATE OF CALIFORNIA, AND GEOFF BRANDT,
22 STATE PRINTER, CALIFORNIA STATE
LEGISLATURE;

23 Real Parties in Interest.
24

Case No. 34-2008-80000048-CU-
WM-GDS

JUDGMENT GRANTING
PETITION FOR WRIT OF
MANDATE

(Proposition 1A)

DATE: September 3, 2008

TIME: 3:30 p.m.

DEPT: 31

JUDGE: Honorable Michael ~~Kenny~~ ^{Kenny}

25 This cause came for hearing before this court on September 3, 2008, the Honorable
26 Michael ~~Kenny~~ ^{Kenny} presiding, pursuant to the petition filed by petitioners Howard Jarvis Taxpayers
27 Association and Kris Vosburgh.
28

///

1 Timothy Bittle appeared as counsel for petitioners, Jennifer Rockwell, Deputy Attorney
2 General, appeared on behalf of Respondent Debra Bowen and Real Parties in Interest Edmund G.
3 Brown Jr. and Geoff Brandt, and Robert Pratt appeared as counsel for Real Parties in Interest the
4 California State Legislature .

5 IT IS ORDERED, ADJUDGED AND DECREED:

6 1. That the ballot pamphlet materials pertaining to Proposition 1A shall be modified
7 as shown on the attached Exhibit "1," which is hereby incorporated by this reference as though
8 fully set forth in full.

9 2. That Respondent Secretary of State Debra Bowen is directed to forward the ballot
10 materials, and their translations, to the extent possible, for Proposition 1A to Real Party in
11 Interest Geoff Brandt and county elections officials, for inclusion on the November 4, 2008,
12 General Election Ballot Pamphlet and ballot; notwithstanding the twenty day review period
13 provided for in Elections Code sections 9092 and 9054, subdivision (c), and the consultation
14 requirements provided for in Elections Code section 9054, subdivision (b).

15 3. That each party is to bear their own costs and attorney fees.

16 4. That except as specifically provided in this Judgment and Exhibit "1" hereto, all
17 other requested relief is DENIED.

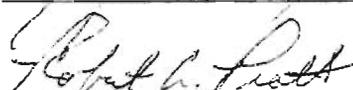
18 DATED: 9/3/08

MICHAEL KENNY

JUDGE OF THE SUPERIOR COURT

19
20
21 APPROVED AS TO FORM:

22 

23 

24
25
26 _____

EXHIBIT 1

Proposition 1A
Safe, Reliable High-Speed Passenger Train
Bond Act.
Assembly Bill No. 3034 CHAPTER 267
Sponsor: Galgiani.

August 27, 2008
FINAL

BALLOT LABEL

SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT.

private and public

To provide Californians a safe, convenient, affordable, and reliable alternative to driving and high gas prices; to provide good-paying jobs and improve California's economy while reducing air pollution, global warming greenhouse gases, and our dependence on foreign oil, shall \$9.95 billion in bonds be issued to establish a clean, efficient high-speed train service linking Southern California, the Sacramento/San Joaquin Valley, and the San Francisco Bay Area, with at least 90 percent of bond funds spent for specific projects, with ~~federal and private~~ matching funds required, and all bond funds subject to independent audits? Fiscal Impact: State costs of \$19.4 billion, assuming 30 years to pay both principal and interest costs of the bonds. Payments would average about \$647 million per year. When constructed, unknown operation and maintenance costs, probably over \$1 billion annually; at least partially, and potentially fully, offset by passenger fares.

*including, but not limited to, federal funds,
funds from revenue bonds, and local funds,*

Proposition 1A
Safe, Reliable High-Speed Passenger Train
Bond Act.
Assembly Bill No. 3034 CHAPTER 267
Sponsor: Galgiani.

August 27, 2008
FINAL

BALLOT TITLE AND SUMMARY

SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT.

- Provides long-distance commuters with a safe, convenient, affordable, and reliable alternative to driving and high gas prices.
- Reduces traffic congestion on the state's highways and at the state's airports.
- Reduces California's dependence on foreign oil.
- Reduces air pollution and global warming greenhouse gases.
- Establishes a clean, efficient 220 MPH transportation system.
- Improves existing passenger rail lines serving the state's major population centers.
- Provides for California's growing population.
- Provides for a bond issue of \$9.95 billion to establish high-speed train service linking Southern California counties, the Sacramento/San Joaquin Valley, and the San Francisco Bay Area.
- Provides that at least 90% of these bond funds shall be spent for specific construction projects, with federal and private sector matching funds required.
- Requires that use of all bond funds is subject to independent audits.
- Appropriates money from the General Fund to pay bond principal and interest.

Summary of Legislative Analyst's Estimate of Net State and Local Government Fiscal Impact:

- State costs of about \$ 19.4 billion, assuming 30 years to pay off both principal (\$9.95 billion) and interest (\$9.5 billion) costs of the bonds. Payments of about \$647 million per year.
- When constructed, additional unknown costs, probably in excess of \$1 billion a year, to operate and maintain a high-speed train system. The costs would be at least partially, and potentially fully, offset by passenger fare revenues, depending on ridership.

private and public matching funds required, including, but not limited to, federal funds, funds from revenue bonds, and local funds.

**SUBJECT TO COURT
ORDERED CHANGES**