



**HIGH DESERT CORRIDOR
JOINT POWERS AGENCY
BOARD OF DIRECTORS**

MEETING AGENDA

Thursday, July 13, 2023 – 2:00 p.m.

Members of the public are welcome to participate via computer or by phone.
Please mute phones/computer audio, until you are called to speak.

HDC JPA Board Meeting Virtual Info:

Please Join from a PC, Mac, iPad, iPhone or Android device. Please click URL to join:

Join Zoom Meeting:

<https://us02web.zoom.us/j/85664822737?pwd=YWd5ZkQ2ZzZJaGpiUUhJVFV4UXNxUT09>

Meeting ID: 856 6482 2737 Passcode: 942432

Please Join from Phone by Dialing +1 669 900 9128 (San Jose)

Meeting ID: 856 6482 2737 Passcode: 942432

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Kathryn Barger County of Los Angeles Hall of Administration 500 W. Temple Street Conference Room 864 Los Angeles, CA 90012	Elizabeth Becerra & Bob Harriman Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392	Gabriel Reyes & Daniel Ramos Adelanto – City Hall 11600 Air Express Way Adelanto, CA 92301
Darrell Dorris Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534	Eric Ohlsen & Richard Loa Palmdale - City Hall 38300 Sierra Highway Suite A/B Palmdale, CA 93550	Ara Najarian 500 N. Brand Blvd Suite 830 Glendale, CA 91203

HDC JPA BOARD OF DIRECTORS MEMBERS

Chair Kathryn Barger, Supervisor, 5th Supervisorial District, Los Angeles County
Vice Chair Elizabeth Becerra, Mayor Pro Tem, City of Victorville
Gabriel Reyes, Mayor, City of Adelanto
Darrell Dorris Council Member, City of Lancaster
Eric Ohlsen, City of Palmdale
Ara Najarian, Chair, Los Angeles County Metropolitan Transportation Authority

HDC JPA BOARD MEMBER ALTERNATES

Richard Loa, Council Member, City of Palmdale
Bob Harriman, Council Member, City of Victorville
Daniel Ramos, Council Member, City of Adelanto

HDC JPA STAFF

Executive Director: Arthur V. Sohikian
Legal Counsel: Laura Jacobson, Deputy County Counsel, Los Angeles County

OPEN SESSION

1. **CALL TO ORDER** – Kathryn Barger, Chair
2. **ROLL CALL** – Arthur Sohikian, Secretary
3. **PLEDGE OF ALLEGIANCE**
4. **PUBLIC COMMENTS**

HDC JPA is conducting business remotely. HDC JPA is committed to ensuring that our public meetings are accessible to the public and that the public can observe and address the meeting and to participate by providing written and oral comment on HDC matters. Please do not hesitate to reach out to Executive Director Arthur Sohikian at sohikian@highdesertcorrdior.org. At this time members of the public can address the HDC JPA Board of Directors regarding any items within the subject matter jurisdiction of the agency that are not separately listed on this agenda. When possible, lengthy testimony should be presented to the Board in writing and only pertinent points presented orally.

HDC JPA BOARD CONSENT CALENDAR

All items listed under the Consent Calendar are routine and may be enacted by one motion. Prior to the motion to consider any action by the Board, any public comments on any of the Consent Calendar items will be heard. There will be no separate action unless Board Members request items be removed from the Consent Calendar.

5. **HDC JPA BOARD MEETING MINUTES/RECAP OF PROCEEDINGS**

Recommended Action: Approve April 20 12, 2023, HDC JPA Board Meeting Minutes/Recap of Proceedings held via virtual zoom webinar format.

6. **CALIFORNIA HIGH SPEED RAIL AUTHORITY HIGH-SPEED RAIL PROJECT UPDATE** — *LaDonna DiCamillo, Southern California Regional Director*
Recommended Action: *Receive and file report.*

HDC JPA BOARD REGULAR CALENDAR

7. **HDC HIGH SPEED RAIL PROJECT ENVIRONMENTAL CLEARANCE PROCESS UPDATE** – *HDC JPA Executive Director & NEPA Consulting Team*
Recommended Action: *Receive and file report.*

8. **HDC JPA EXECUTIVE DIRECTOR REPORT** – *HDC JPA Executive Director*
Recommended Action: *Receive and file report.*

9. **HDC JPA BOARD MEMBER FUTURE AGENDA ITEMS**

10. **ADJOURNMENT.** Next HDC JPA Board Meeting is **October 19, 2023, 2pm.**



AGENDA REPORT – BOARD ITEM 5

High Desert Corridor Joint Powers Agency

Date: July 13, 2023

To: Board of Director Members of the High Desert Corridor Joint Powers Agency (HDC)

From: Arthur V. Sohikian, Executive Director

Subject: **HDC JPA Board Meeting Minutes/Recap of Proceedings**

Recommendation Action:

Approve April 20, 2023, HDC JPA Board Minutes/Recap of Proceedings held via virtual zoom webinar format.

1. April 20, 2023 HDC JPA CALL TO ORDER – Chair Barger calls virtual Board meeting to order at 2:01pm

2. ROLL CALL – Quorum Present, 5 voting members as follows:

HDC JPA BOARD OF DIRECTORS MEMBERS – present/voting members

Kathryn Barger, Supervisor, 5th Supervisorial District, Los Angeles County
Elizabeth Becerra, Council Member, City of Victorville
Eric Ohlsen, Council Member, City of Palmdale
Darrell Dorris, Council Member, City of Lancaster
Gabriel Reyes, Mayor, City of Adelanto

HDC JPA STAFF

Executive Director: Arthur V. Sohikian

Legal Counsel: Laura Jacobson, Deputy County Counsel, Los Angeles County

3. PLEDGE OF ALLEGIANCE by Director Dorris

4. PUBLIC COMMENTS – No Public Comment

5. HDC JPA BOARD MEETING MINUTES/RECAP OF PROCEEDINGS

Recommended Action: *Approve April 20, 2022, HDC JPA Board Meeting Minutes/Recap of Proceedings held via virtual zoom webinar format.*

Approved. Motion by Director Dorris, second by Chair Barger

KB	EB	EO	DD	GB	
Y	Y	Y	Y	Y	

6. HDC JPA PROPOSED FISCAL YEAR 2023-2024 BUDGET – Executive Director

Recommended Action:

- A. Approve High Desert Corridor Joint Powers Agency Proposed Fiscal Year 2023-2024 Budget of \$1,947,500. Attachment A – HDC JPA Proposed FY23-24 Budget and HDC JPA FY22-23 Approved Budget.
- B. Authorize the Executive Director and Los Angeles County Counsel to execute all necessary funding agreements with Metro.
- C. Authorize the Executive Director contractual signing authority for an amount not to exceed \$79,000.
- D. Authorize the Executive Director and Los Angeles County Counsel to execute necessary agreements with Los Angeles County Public Works for procurement support services.

Approved on Motion by Vice Chair Becerra, second by Director Reyes

KB	EB	EO	DD	GB	
Y	Y	Y	Y	Y	

7. HDC JPA PROFESSIONAL SERVICES CONTRACT EXTENSION WITH AVS CONSULTING, INC. FOR EXECUTIVE DIRECTOR AND AGENCY ADMINISTRATION SUPPORT SERVICES –

Executive Director

Recommended Action:

Approve the AVS Consulting, Inc. Contract Extension, including subcontractors, for a not-to-exceed annual amount of \$430,000 to conduct the agency management activities of the HDC JPA including those of the Executive Director and Agency Administration Support Services with a period of performance from July 1, 2023, to June 30, 2024, pending funding of the FY2023-2024 adopted budget.

Approved on Motion by Chair Barger, second by Vice Chair Becerra

KB	EB	EO	DD	GB	
Y	Y	Y	Y	Y	

8. HDC JPA CONTRACT AMENDMENT 9 WITH TRANSPORTATION SOLUTIONS –

Executive Director

Recommended Action:

Approve the Transportation Solutions Contract Amendment 9, including subcontractors, for a not-to-exceed amount of \$710,000 to complete the project’s remaining tasks related to National Environmental Policy Act and Record of Decision processes with a period of performance from June 30, 2023, to June 30, 2024, pending funding in the FY2023-2024 adopted budget.

Approved on Motion by Vice Chair Becerra, second by Director Dorris

KB	EB	EO	DD	GB	
Y	Y	Y	Y	Y	

9. CALIFORNIA HIGH SPEED RAIL AUTHORITY HIGH-SPEED RAIL PROJECT UPDATE — LaDonna DiCamillo, Southern California Regional Director

Recommended Action: *Receive and file report.*

Approved on Motion by Director Dorris, second by Vice Chair Becerra

KB	EB	EO	DD	GB	
Y	Y	Y	Y	Y	

10. HDC JPA EXECUTIVE DIRECTOR REPORT – HDC JPA Executive Director

Recommended Action: *Receive and file report.*

Approved on Motion by Director Dorris, second by Vice Chair Becerra

KB	EB	EO	DD	GB	
Y	Y	Y	Y	Y	

11. HDC JPA BOARD MEMBER FUTURE AGENDA ITEMS

12. ADJOURNMENT. At 2:37pm. Next HDC JPA Board Meeting is July 13, 2023, 2pm.



CALIFORNIA
High-Speed Rail Authority

High Desert Corridor JPA Board Meeting California High-Speed Rail Update

July 13, 2023



CALIFORNIA
High-Speed Rail Authority

Southern California Board Update
LaDonna DiCamillo

June 2023

Summary: High-Speed Rail in Southern California



164 Miles





Southern California Connectivity

- High-Speed Rail Station
- High-Speed Rail
- Planned High-Speed Rail Brightline West
- Intercity Bus Service
- Coaster Oceanside to San Diego
- Amtrak Pacific Surfliner
- MetroLink Lines
- Metro Rail/Metro Bus

*CEQA litigation stayed to allow focus on settlement discussions.

Bakersfield to Palmdale

- **Federal – State Partnership for Intercity Passenger Rail**
Application 2: Phase 1 Corridor Configuration Design
 - \$194 million request
 - Configuration level design for: San Jose to Merced and Bakersfield to Palmdale
 - Begins crucial geotechnical studies Tehachapi Mountains
 - Letters of support include City of Palmdale, Mayor of Los Angeles Karen Bass, Los Angeles County Supervisor Kathryn Barger, Glendale Councilmember Ara Najarian and MoveLA

To Fresno and San Francisco

To Santa Barbara

To Las Vegas

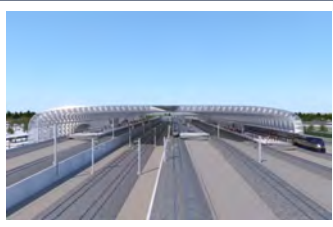
Bakersfield

Palmdale Station
Planning Underway
Metrolink and potential
Brightline Connections

To Las Vegas, Nevada

Palmdale

Victor Valley



Ventura

Port HSR

BUR

Los Angeles Union Station

Rancho Cucamonga

San Bernardino

Norwalk/Santa Fe Springs

Riverside

Fullerton

Anaheim ARTIC

LGB

ORANGE COUNTY

SNA

Perris

SAN DIEGO COUNTY

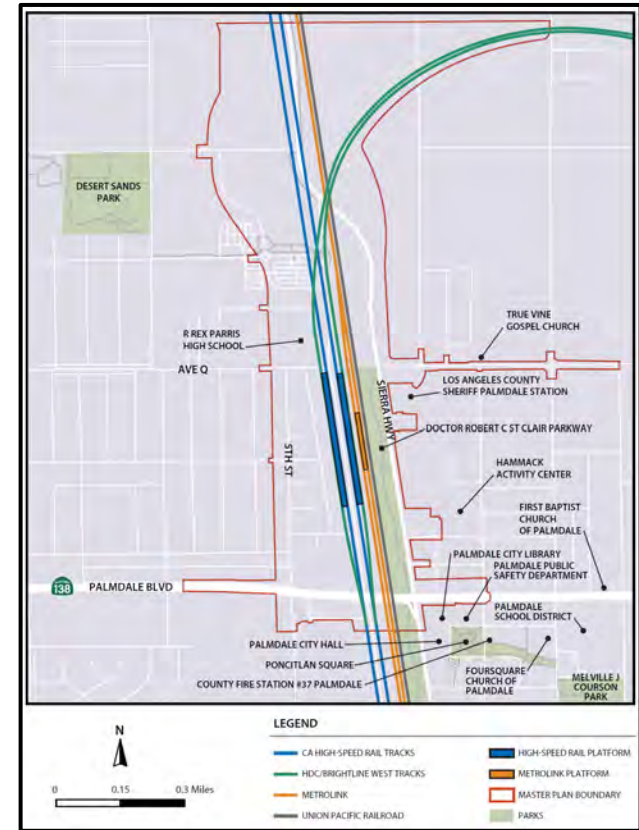
Southern California Connectivity

- High-Speed Rail Station
- High-Speed Rail
- Planned High-Speed Rail Brightline West
- Intercity Bus Service
- Coaster Oceanside to San Diego
- Amtrak Pacific Surfliner
- Metrolink Lines
- Metro Rail/Metro Bus



Palmdale Integrated Station Master Planning

- Station environmentally cleared in 2021 (ROD/NOD for B-P)
- Goal: Work with the city to create an implementation strategy for an integrated station master plan
 - » Build off City of Palmdale station area planning
 - » Advance and refine approved station footprint to be an integrated station
- Develop a common vision, lasting partnerships, and an effective station area governance structure
- Create a successful Master Plan and facilitate its implementation
- Lay the groundwork for to leverage grant funding (state and federal)
- Next Steps
 - » Palmdale Station Planning Workshop #5 – June 2023
 - » Establish topics for additional workshops
 - » Explore options for governance agreement
 - » Seek funding for Palmdale Station Master Plan
 - » Publish Palmdale to Burbank Final EIR/EIS – End of 2023



Palmdale Station Master Plan Area

To Fresno and San Francisco

To Santa Barbara

To Las Vegas

KERN COUNTY

Bakersfield

Palmdale

To Las Vegas, Nevada

LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

To San Luis Obispo

Burbank Airport HSR

Ventura

BUR

Los Angeles Union Station

Rancho Cucamonga

San Bernardino

ONT

Norwalk/Santa Fe Springs

Riverside

Fullerton

Anaheim ARTIC

ORANGE COUNTY

SNA

Perris

RIVERSIDE COUNTY

SAN DIEGO COUNTY

Southern California Connectivity

- High-Speed Rail Station
- High-Speed Rail
- Planned High-Speed Rail Brightline West
- Intercity Bus Service
- Coaster Oceanside to San Diego
- Amtrak Pacific Surfliner
- Metroink Lines
- Metro Rail/Metro Bus

Palmdale to Burbank

- DEIR/S released Sept 2, 2022
- Comment deadline Dec 1, 2022
- Preferred alternative SR14A (28 miles of tunneling)
- FEIR/S expected by end of 2023



PALMDALE TO BURBANK - FALL 2022 OUTREACH MEETINGS

Draft EIR/EIS Outreach Meetings	Additional Briefings/Events
Virtual Elected/City Staff Briefing: September 7, 2022	In-Person Acton Town Council/Agua Dulce Town Council Small Group Meeting: September 27, 2022
Virtual Stakeholder Working Group – Northern Section: September 13, 2022	In-Person Information Session – Northern Section: October 8, 2022
Virtual Stakeholder Working Group – Southern Section: September 20, 2022	In-Person Information Session – Southern Section (Spanish interpretation): October 12, 2022
Virtual Open House Meeting (English and Spanish): October 6, 2022	In-Person Turn on the Sun/Prende El Sol Event-Pacoima: October 15, 2022
Virtual Public Hearing (Spanish interpretation): October 18, 2022	Virtual Pacoima Neighborhood Council Meeting: November 16, 2022 Virtual Pacoima Beautiful – Community Inspectors Meeting (Spanish): November 18, 2022

PALMDALE TO BURBANK - FALL 2022 OUTREACH MEETINGS

Requested Briefings- Agencies/Stakeholders

City of Santa Clarita: September 26, 2022

Union Pacific Railroad: October 10, 2022

Antelope Valley-East Kern Water Agency (AVEK): October 12, 2022

California Department of Water Resources: November 1, 2022

Antelope Valley-East Kern Water Agency (AVEK): November 3, 2022

North County Cities: November 4, 2022

The Nature Conservancy: November 3, 2022

Antelope Valley-East Kern Water Agency (AVEK) & Los Angeles County Public Works (LACPW):
November 8, 2022

U.S Environmental Protection Agency (EPA) & U.S. Forest Service: November 8, 2022

Sylmar Mountain Glen II Homeowners Association: November 18, 2022

Los Angeles City Council District 7 – Councilmember Monica Rodriguez & Staff: November 28, 2022

Palmdale to Burbank DEIR/DEIS Issues - 481 Submissions

Purpose & Need



Southern California Connectivity

	High-Speed Rail Station		Coaster Oceanside to San Diego
	High-Speed Rail		Amtrak Pacific Surfliner
	Planned High-Speed Rail Brightline West		Metrolink Lines
	Intercity Bus Service		Metro Rail/Metro Bus

*CEQA litigation stayed to allow focus on settlement discussions.

Burbank to Los Angeles

Taylor Yard Crossing

- Worked with the 100-Acre Partnership at Taylor Yard (Partnership) to develop three concepts for a potential crossing over the HSR corridor
- Evaluated each concept based on their ability to meet established goals and objectives and recommended Concept 2 for further evaluation
- Sent Draft Report to the Partnership for review and comments by June 23rd





Southern California Connectivity

	High-Speed Rail Station		Coaster Oceanside to San Diego
	High-Speed Rail		Amtrak Pacific Surfliner
	Planned High-Speed Rail Brightline West		Metrolink Lines
	Intercity Bus Service		Metro Rail/Metro Bus

Metro/Link US improvements
\$441 M partnership

MAP NOT TO SCALE



Southern California Connectivity

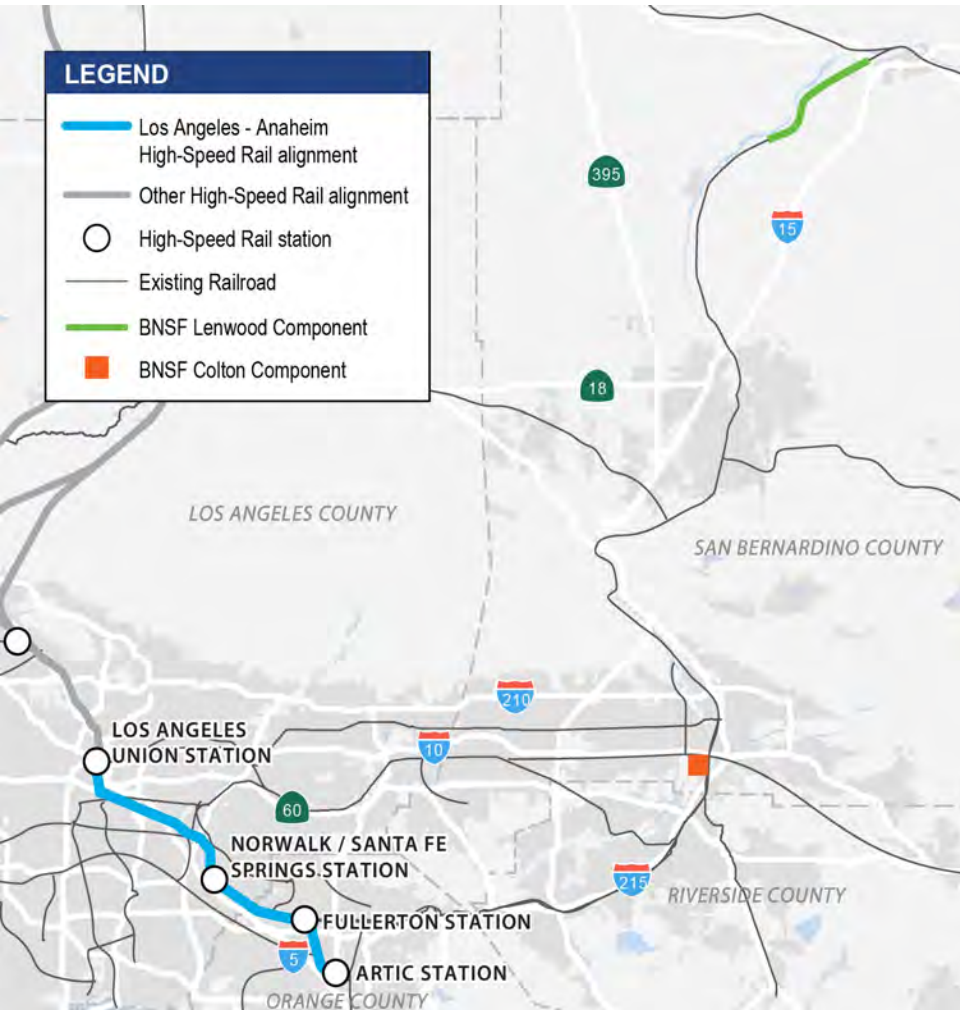
	High-Speed Rail Station		Coaster Oceanside to San Diego
	High-Speed Rail		Amtrak Pacific Surfliner
	Planned High-Speed Rail Brightline West		Metrolink Lines
	Intercity Bus Service		Metro Rail/Metro Bus

Los Angeles to Anaheim



MAP NOT TO SCALE

LA-A: 2018 Preferred Alternative - Background



- Currently there are 3 mainline tracks in BNSF-owned right-of-way between Redondo Junction and Fullerton Junction:
 - These tracks are used by both passenger (Metrolink & Amtrak) and freight (BNSF) rail services, subject to 1992 Shared Use Agreement signed by BNSF and RCTC/OCTA
 - The agreement caps passenger train volumes at 84 trains/day. Passenger train volumes prior to pandemic were ~54 trains/day
- The HSR Alternative (informally, 2+2 Alternative) would add one mainline track to the corridor. Two tracks would be used by BNSF; two tracks would be shared by passenger rail services (HSR, Metrolink, Amtrak)
- The BNSF Colton Intermodal Facility would accommodate future freight train volumes (an average of 10 freight trains per day) that could not be accommodated in the LOSSAN corridor
- The BNSF Lenwood Staging Tracks will be used for staging freight trains during and after HSR construction

Colton Intermodal Project Components

- Colton Intermodal Facility: Rail yard, railroad lead tracks, and roadway modifications for future freight train volumes that cannot be accommodated in LA-A corridor after HSR operations begin
- Lenwood Staging Tracks: Staging tracks adjacent to the BNSF existing mainline in Lenwood provide for necessary staging of trains prior to entering the Los Angeles to Anaheim HSR passenger rail corridor limits

Colton Intermodal Facility



Lenwood Staging Tracks



Challenges with Project Delivery – *Stakeholder Feedback (1 of 5)*

The inclusion of the BNSF facilities has resulted in significant stakeholder and community opposition.

- CHSRA held a 30-day scoping comment period from Aug 25-Sep 24, 2020 to obtain comments on the revised scope of the LA-A project, which included Colton and Lenwood facilities as project components
- CHSRA received 131 scoping comment submissions with 401 individual comments. Comments were focused on Colton and covered a wide range of concerns, including:
 - Truck traffic: SBCTA, RCTC, County of San Bernardino
 - Air quality: EPA, CARB, SCAQMD, EarthJustice, NRDC, Sierra Club
 - Environmental justice: City of Colton, Center for Community Action and Environmental Justice (CCA EJ), USC School of Medicine and East Yard Communities for Environmental Justice

Challenges with Project Delivery – *Stakeholder Feedback (2 of 5)*

San Bernardino County Transportation Authority (SBCTA):

- The CHSRA's approach, while it may be traditional, is not in the spirit of the draft Transportation Action Plan Strategies recently prepared by the California State Transportation Agency (CalSTA) pursuant to Governor Newsom's Executive Order N-19-19.
- The EO requires "that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy." Both the existing San Bernardino facility and the proposed Colton facility are surrounded by communities that are heavily disadvantaged already, relative to the rest of the State.

Letter dated September 24, 2020

Challenges with Project Delivery – *Stakeholder Feedback (3 of 5)*

Southern California Air Quality Management District (SCAQMD):

- CHSRA and BNSF must be proactive when siting the proposed BNSF Colton Intermodal Railyard as this is new freight railyard, within an existing environmental justice community already burdened with significant existing air quality impacts.
- It must be designed to minimize or eliminate diesel fuel and must use the lowest emitting locomotives (Tier 4 or better), zero-emission or near-zero emission on-road trucks, and electric yard equipment in addition to the zero-emission cargo handling equipment . It must also be designed to create space for zero-emission charging and fueling infrastructure.
- The Proposed Project should include an enforceable mechanism to ensure that the activity at the proposed BNSF Colton Intermodal Railyard does not exceed what is analyzed in the EIR/EIS, and that activity does not increase at the BNSF Hobart railyard.

Letter dated September 24, 2020

Challenges with Project Delivery – *Stakeholder Feedback (4 of 5)*

City of Colton:

- Colton [is] a disadvantaged community that may be disproportionately impacted by this project. Colton is most burdened by multiple sources of pollution and is vulnerable to the effects of 20 indicators of environmental quality and socioeconomic and public health conditions. The city is also designated as a “Community of Concern” in Southern California Association of Governments (SCG) planning documents.
- The addition of 10 freight trains per day and the associated increases in truck trips may offset any positive benefits of the HSR project. Mitigation would have to be extensive to assist in lowering any additional emissions when Colton is already at its highest score for environmental burdens.

Letter dated September 24, 2020

Challenges with Project Delivery – *Stakeholder Feedback (5 of 5)*

Southern California Regional Rail Authority (SCRRA/MetroLink):

- The record needs to be set straight that these facilities are not contemplated or needed but for the anticipated arrival of high-speed rail service into this corridor. Any statement that commuter or MetroLink service is part of the basis of the need, must be stricken from the high-speed rail documentation from this point forward.
- [The Project] proposes to shift freight rail traffic along the BNSF San Bernardino subdivision, thereby creating additional freight congestion that will inhibit the provision of MetroLink commuter rail service but also undermines the shared-use agreement between BNSF and SERA, which limits to the amount of freight traffic which can be added to the subdivision without additional rail track infrastructure and related projects being built to accommodate that traffic.

Oral Comment during 9/9/2020 Scoping Meeting

Challenges with Project Delivery – *HSR Response*

- The Authority has listened to community and stakeholder input and is proposing to modify the project to meet local concerns.
- The Authority evaluated alternative sites to the Colton location
 - *Locating an intermodal facility in a heavily urbanized region proved challenging. Ultimately, the Authority was unable to identify an alternative site to the proposed Colton BNSF Intermodal Maintenance Facility that met the HSR LA-A project purpose and need.*
- The Authority's Program Delivery Committee (PDC) supports Staff conclusion that the Colton IMF is unreasonable at this time.
- The Authority is exploring additional alternatives for the project section that eliminate the need for the Colton Intermodal Facility.
- And preparing a Supplemental Alternatives Analysis (SAA) to document and evaluate potential alternatives to advance for study in the Draft EIR/EIS.

LA-A Next Steps

- Finalize Supplemental Alternatives Analysis (SAA), inclusive of input from Program Delivery Committee and Authority Legal staff
- Introduce new Build Alternative(s) Summer 2023
- Review Preferred Alternative at upcoming Board meeting



So Cal Outreach Update

Since September 2022, the Southern California team has participated in the following events:

- 14 high school presentations
- 6 conferences and expos including outreach booths
- 9 presentations to various audiences including colleges, transportation seminars and business organizations
- 4 outreach booths at career, community and resource fairs



WTS International Employer of the Year

“I commend the California High-Speed Rail Authority for promoting the advancement of women in the transportation industry, which sets a standard for all infrastructure projects across the nation.”

- Governor Gavin Newsom



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Visit the California High Speed Rail Authority website at hsr.ca.gov
and Build HSR California at BuildHSR.com



AGENDA REPORT – BOARD ITEM 7

High Desert Corridor Joint Powers Agency

Date: July 13, 2023

To: Board of Director Members of the High Desert Corridor Joint Powers Agency (HDC)

From: Arthur V. Sohikian, Executive Director

Subject: HDC HIGH SPEED RAIL PROJECT ENVIRONMENTAL CLEARANCE PROCESS UPDATE

Recommended Action: Receive and File Report

Fiscal Impact: Items mentioned in this report may have a future fiscal impact.

The HDC JPA Environmental Clearance Consulting Team was asked by the Executive Director to provide an Environmental Clearance Update to the Agency Board of Directors. The HDC High Speed Rail Project Environmental Clearance Update is contained as Attachment A.

The HDC JPA looks forward to the continued working partnership with the Federal Railroad Administration on the NEPA Re-Evaluation Environmental Clearance process and to working with all interested stakeholders to achieve the best high speed rail project for the high-desert communities in San Bernardino and Los Angeles County.



HIGH DESERT CORRIDOR

JOINT POWERS AGENCY

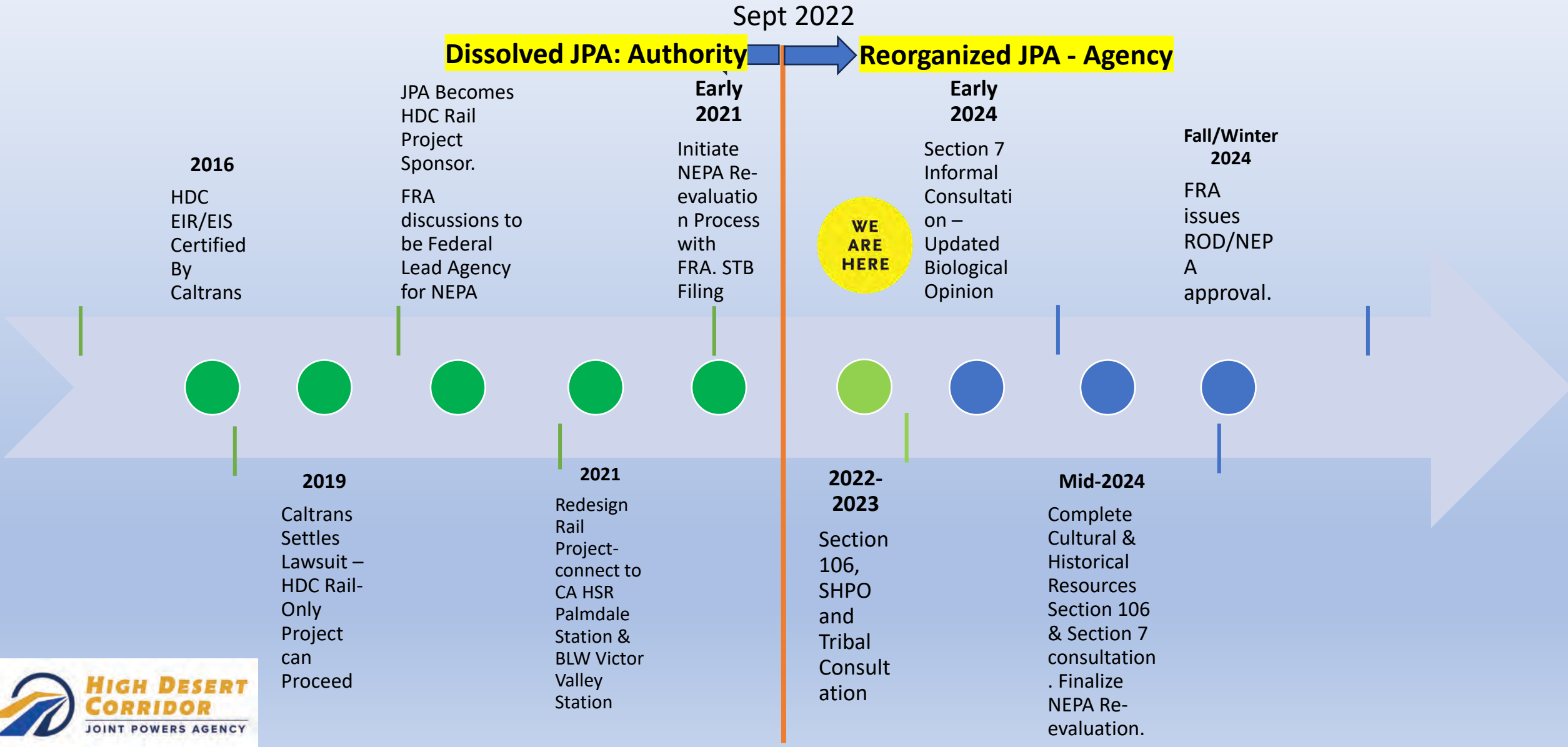
July 13, 2023

High Desert Corridor Joint Powers Agency

Board of Directors Meeting Agenda Report # 7. Attachment A

HIGH SPEED RAIL PROJECT ENVIRONMENTAL CLEARANCE UPDATE

Environmental Clearance Progress: Major Milestones

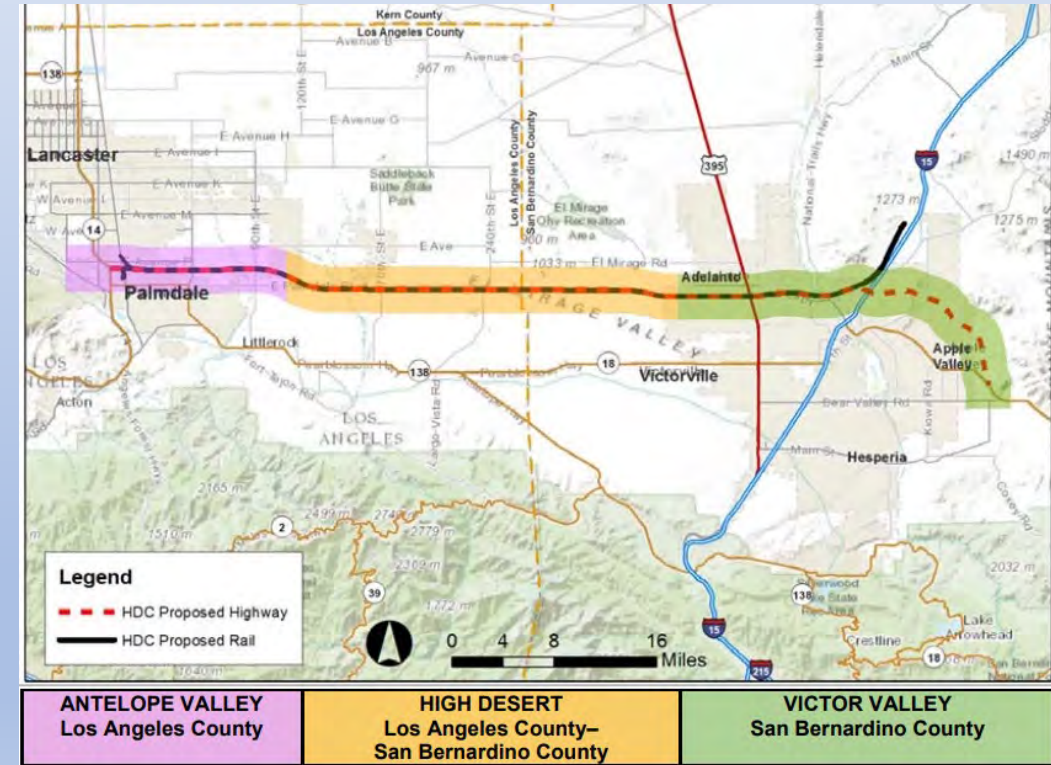


Environmental Clearance Progress: Background

- Caltrans prepared EIR/EIS – Certified 2016
 - Included high-speed rail connection between Palmdale and Victorville. Stations Not Included
 - Extensive public involvement and review (6-year process)
 - Multiple Alternatives and alignments studied
 - Section 7 Biological Opinion issued
 - Section 106 Cultural & Historical Programmatic Agreement
 - CEQA* Certified and Notice of Determination (NOD) Filed
 - NEPA* Record of Decision (ROD) never completed

*CEQA = California Environmental Quality Act

*NEPA = National Environmental Policy Act



Environmental Clearance Progress-Background

- 2019 - Lawsuit over freeway element – Growth Inducement
- Settlement notes that Rail Element can proceed
- Caltrans issues No-Build as Preferred Alternative for Highway – Dec 2021
- Triggered need for Federal lead agency to complete NEPA for High Speed Rail-Only project
- FRA becomes lead agency for NEPA completion, project redefined as High Speed Rail-Only

Electronically Received 09/12/2019 02:08 PM

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10 Attorneys for Petitioners,
 CLIMATE RESOLVE, ENDANGERED HABITATS LEAGE,
 11 BRYAN BAKER, and CLYDE THOMAS WILLIAMS

12 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**
FOR THE COUNTY OF LOS ANGELES

13

14

15 CLIMATE RESOLVE, a California Nonprofit) CASE NO.: BS166680
 Corporation, BRYAN BAKER, an individual; and)
 16 CLYDE THOMAS WILLIAMS, an individual;) **STIPULATION RE SETTLEMENT AND**
) **REQUEST FOR CONTINUING**
 17 Plaintiffs and Petitioners.) **JURISDICTION PURSUANT TO CCP §**
 18 v.) **664.6; [PROPOSED] ORDER**
)

19 CALIFORNIA DEPARTMENT OF) California Environmental Quality Act
 20 TRANSPORTATION, a Public Agency; and) (Cal. Pub Res. Code § 21000 *et seq.*)
 DOES 1-100.)
 21)
 22 Defendants, Respondents and Real)
 Parties In Interest.)
 23)
 24)
 25)
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 27)
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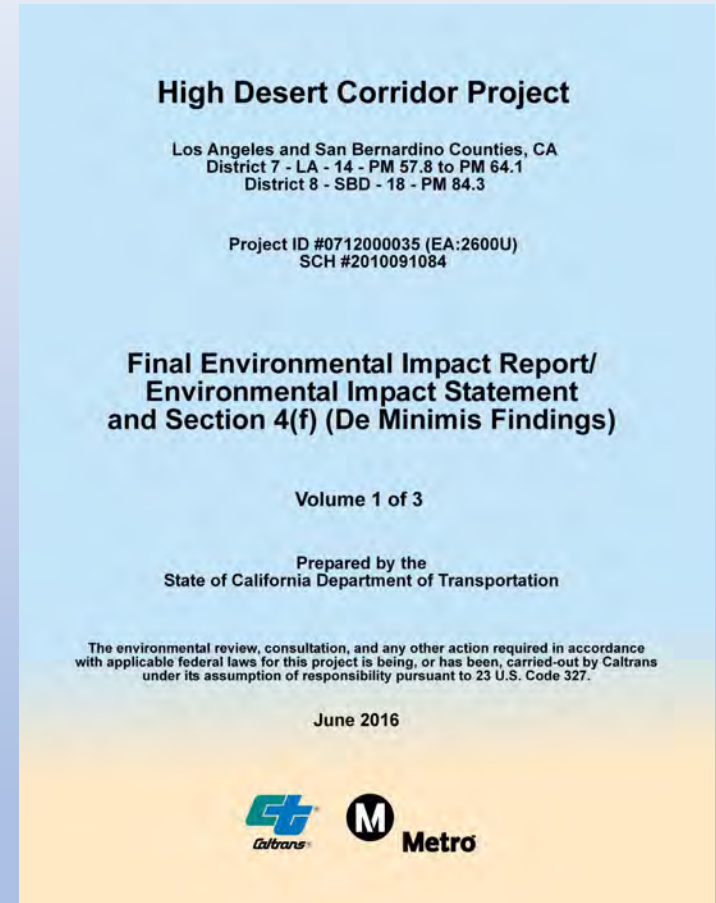


Environmental Clearance: Reevaluation NEPA Process

FRA must determine whether approved 2016 Final EIR “remains valid” prior to issuing a Record of Decision (ROD) or whether supplemental NEPA review would be required.

Agency considers several factors:

- Have applicable laws or regulations changed that would substantially alter the FEIS conclusions?
- Have significant changes in the environmental setting occurred?
- Has the project changed since publication of the FEIS?
- If so, do project changes result in new or more severe environmental consequences?
- Should additional mitigation measures be considered?



Project Changes since Caltrans EIR/EIS 2016

- **Removal of Freeway Component.** Caltrans studying widening SR18/SR138 as continuous 4-lane facility.
- **Palmdale Station Connection** – Revised to connect to current California HSR Palmdale Station design – affects ~1.5miles of track alignment
- **Victor Valley Station Connection** – Revised to connect to Brightline West In-line station at Dale Evans Parkway in Apple Valley – affect ~ 4 miles of track alignment
- Track alignment between Palmdale and Victorville – within footprint studied in Caltrans EIR/EIS



NEPA Re-evaluation – Key Issues/Challenges

- Section 106/Cultural Resources

- Programmatic Agreement executed by Caltrans/SHPO for Highway Component
- New High Speed Rail Section 106 consultation process must be conducted to complete NEPA
- Tribal consultation policy on cultural resource evaluations has evolved substantially since 2016
- Expected completion of Brightline West Section 106 process provides a good precedent and pathway for HDC project

- Section 7/USFWS/Endangered species

- Biological Opinion issued
- Species of concern – Desert Tortoise
- Reduced impacts with Rail-Only project
- Likely need to update conservation measures and Tortoise translocation plans
- Expect Informal consultation required



NEPA Re-Evaluation Results

- Eliminating highway element from 2016 FEIS analysis substantially reduces impacts
- High Speed Rail-only project consistent with current Federal Administration and California climate and equity priorities
- Amendments to project are generally within existing right-of-way and are not proximate to sensitive resources

NEPA Re-Evaluation – Current Status/Next Steps

Current Status

- Initial Re-evaluation document prepared and submitted to FRA – ongoing discussions to demonstrate why no supplemental NEPA documentation should be required
- Initiating Section 106 process – Preparing Area of Potential Effect (APE) mapping
- Preparing Visual Simulations – Indirect Effects Analysis

Next Steps

- **Summer/Fall 2023** – Consulting with tribes, State Office of Historic Preservation (SHPO) and others on the APE, cultural resource surveys and investigations
- **Winter/Spring 2024** – Evaluating effects on cultural resources, including indirect effects; and informal consultation with USFWS regarding Desert Tortoise impact reduction
- **Spring/Summer 2024** – Complete Section 106 process, Section 7 consultation and finalize NEPA Re-evaluation
- **Fall/Winter 2024** – FRA issues Record of Decision (ROD) – NEPA complete



AGENDA REPORT – BOARD ITEM 8

High Desert Corridor Joint Powers Agency

Date: July 13, 2023

To: Board of Director Members of the High Desert Corridor Joint Powers Agency (HDC)

From: Arthur V. Sohikian, Executive Director

Subject: HDC JPA Executive Director Report

Recommended Action: Receive and File Report

Fiscal Impact: Items mentioned in this report may have a future fiscal impact.

1. High Desert Intercity High Speed Rail Project in Federal NEPA Environmental Process

The HDC JPA submitted the High Desert Intercity High Speed Rail Project petition for Reevaluation to the Federal Railroad Administration (FRA) and Surface Transportation Board (STB) in April 2021. The FRA is the Lead Agency for the National Environmental Policy Act (NEPA) environmental clearance process which they launched in February 2023.

The High Desert Intercity High Speed Rail Project objective is to progress with the FRA NEPA process to receive the Record of Decision (ROD) and Notice of Determination (NOD) approval in 2024. With California Environmental Quality Act (CEQA) concurrence, this will complete environmental clearance for the high-speed rail project to advance to the next phase of Project Development, which is to conduct 30% level of design engineering.

The NEPA Consultant Team prepared a power point presentation updating the HDC High Speed Rail Project environmental clearance process contained in Agenda Report 7, July 13, 2023.

2. Federal and State Grant Opportunities Update

On January 26, 2023, The Metro Board of Directors approved \$8.5 million in Measure M HDC funds to use as a local match to the state and federal grant submittals.

On April 24, 2023, CalSTA announced the award of \$8 million in Cycle 6 SB1 2022 Transit and Intercity Rail Capital Program (TIRCP) grant funds to the HDC JPA High Speed Rail Project. TIRCP Info can be found at <https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>.

On March 27, 2023, the Antelope Valley Transit Authority (AVTA), on behalf of the HDC JPA, submitted the HDC JPA Federal Railroad Administration Corridor Identification and Development Program grant application seeking \$500,000 and entrance into the Program. The HDC JPA acknowledges the AVTA and is very appreciative for their assistance in submitting the grant application on behalf of the HDC JPA. The Corridor ID Program Information can be found

at <https://www.federalregister.gov/documents/2022/12/20/2022-27559/notice-of-solicitation-of-corridor-proposals-and-funding-opportunity-for-the-corridor-identification>

The FRA Corridor ID Program grant award announcements are likely in August/September 2023.

On June 28, 2023, the US Department of Transportation announced that the San Bernardino County Transportation Authority (SBCTA) received a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award. According to the RAISE Fact Sheet and Brightline West Press Release (Attachment A), grant funds will be spent on final design and construction of two BLW rail stations in Hesperia and Apple Valley, CA.

3. HDC Executive Director Presents at Two International Conferences

On May 2, 2023, the HDC Executive Director presented at the VerdeXchange Conference in Downtown LA <https://www.verdexchange.org/> and on May 16, 2023, HDC presented at the US High Speed Rail Association Conference in Washington, DC. <https://www.ushsr.com/conferenceagenda/>.

The US High Speed Rail Association Conference afforded the Agency an excellent opportunity to educate and advocate the HDC High Speed Rail Project to a national audience of public and private sector leaders including White House Infrastructure Czar Mr. Landrieu, Former DOT Secretary Mr. LaHood, FRA Administrator Mr. Bose, CalSTA Secretary Mr. Omishakin, California High Speed Rail Authority (CAHSR) CEO Mr. Kelly and Brightline (BLW) CEO Mr. Reininger.

In June 2023, the HDC JPA became a member of the US High Speed Rail Association to be knowledgeable of national High Speed Rail policy and funding programs while providing information on the HDC High Speed Rail Project to a national audience of decision makers. USHSR Association information can be found at <https://www.ushsr.com/>

Attachment A includes the HDC JPA High Speed Rail Project presentation along with the CAHSR and BLW presentations. Both CAHSR and BLW mentioned the HDC High Speed Rail Project connection, and the BLW presentation illustrated the Victor Valley Station.

4. Metro Board Approves HDC JPA FY24 Work Program

On May 25, 2023, the Metro Board of Directors unanimously approved the HDC JPA FY24 Budget Work Program of \$1,947,500 from Measure M funds. The May 2023 Metro Board Report is included in Attachment A.

5. High Desert Intercity High Speed Rail Project Map & Project Highlights



2016: High Desert Corridor Multi-purpose corridor receives California CEQA clearance which included a highway and high-speed rail line.

2018: High Desert Corridor Joint Powers Authority (HDC) supports study of an alternative to the HDC 2016 Locally Preferred Alternative (LPA), Highway Component and decides to focus on first phase as the High Desert Intercity High Speed Rail Project of the LPA.

2020: Caltrans declares No Build for the highway portion.

April 2021: HDC JPA submits Reevaluation petition to Federal Railroad Administration (FRA) and Surface Transportation Board (STB) to receive NEPA clearance and receive the Rail Project Record of Decision (ROD/NOD).

The High Desert Intercity High Speed Rail Project proposes a 54-mile corridor (Palmdale to Victor Valley) that can be traveled in roughly 30-minutes with two-stations.

One Station in Palmdale and One Station in Victor Valley: Proposed integration with Palmdale California High Speed Rail Station and Brightline West Desert Xpress Victor Valley Station.

The estimated cost of the HDC Rail Project is \$5.54B in year of expenditure dollars, calculated based on the assumed service operations in 2031 and an escalation rate at 3% per year. Final Design and Construction is estimated at \$3.6B of the \$5.54B Project estimate. Environmental clearance could accommodate doubled track. Future design and cost considerations will determine.

Nearly all the 54-mile route of the HDC high-speed rail project is within Equity Communities in the high desert communities of Los Angeles and San Bernardino Counties.

The HDC Rail Project is consistent with the CA State Rail Plan's objectives to improve connectivity of California's statewide rail network. The HDC Rail Project supports the state's greenhouse gas reduction efforts and provides economic development and equity benefits for a region with many historically underserved, low-income, and disadvantaged communities.



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BRIGHTLINE WEST HIGH-SPEED INTERCITY PASSENGER RAIL SYSTEM - HIGH DESERT STATIONS PROJECT

SAN BERNADINO COUNTY TRANSPORTATION AUTHORITY

SAN BERNARDINO COUNTY, CA: CALIFORNIA

CAPITAL

RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the final design and construction of two intercity passenger rail stations and associated facilities in Hesperia and Victor Valley on the Brightline West high-speed rail corridor.

Project Benefits: The project is strong in mobility and community connectivity. It will improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand. Each of the stations will be designed and built as a multimodal hub allowing travelers to transfer to other non-rail modes of transportation easily. The stations will be fully accessible, ADA compliant, and include surface parking lots, bus pick-up/drop-off areas, and kiss and ride areas. The stations are also key parts of local mobility plans which were derived from community input.



[Press Release](#) > **SBCTA AWARDED \$25 MILLION ...**

SBCTA AWARDED \$25 MILLION RAISE GRANT

Jun 28, 2023

Funds to be Used for Brightline West Stations in Hesperia and Apple Valley, California

LAS VEGAS (June 28, 2023) – Today, the U.S. Department of Transportation announced that the San Bernardino County Transportation Authority (SBCTA) received a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award. The award will fund the final design and construction of two Brightline West intercity passenger rail stations and associated facilities in Hesperia and Apple Valley, Calif.

The RAISE program funds surface transportation projects that have a significant local and regional impact and address racial equity and barriers to opportunity. Brightline West's two High Desert stations in Apple Valley and Hesperia will provide high-speed rail service to downtown Los Angeles through a connection with Metrolink's San Bernardino Commuter Rail service, creating a much-needed transportation alternative for people living in the High Desert.

Brightline West's \$12 billion high-speed rail system will be the first high-speed rail system in America, bringing widespread benefits to Las Vegas and Southern California. The fully electric, emission-free system will be one of the greenest forms of transportation in the U.S., removing over three million cars annually and more than 400,000 tons of CO2 each year.

Economic studies show that Brightline West will create more than 35,000 jobs including 10,000 union construction jobs and nearly 1,000 permanent jobs for operations and maintenance. The project is expected to generate more than \$10 billion in economic impact to California and Nevada. Brightline's investment also includes more than \$800 million in roadway improvements to the I-15 corridor.

Dr. Raymond Wolfe, executive director of the SBCTA, said the funding award for the Apple Valley and Hesperia stations paves the way for a larger grant sought by Brightline West for the Las Vegas to Rancho Cucamonga system, which will improve access and connectivity across Southern California. "This will provide a direct link between the High Desert, Rancho Cucamonga, downtown Los Angeles and our own East Valley, reducing the

need to rely on personal vehicles for daily commutes, improving air quality and closing the live-work gap for millions of people. Along with other commuter projects either under way or under development, including the Arrow Line and the West Valley Connector bus rapid-transit system, Brightline West represents a cost-effective, 21st century solution to our region's transportation challenges," Wolfe said.

"The High Desert stations are an integral component to our 218-mile system and will connect millions of residents with America's first true high-speed rail system," said Sarah Watterson, president of Brightline West. "We're moving towards a groundbreaking later this year, kickstarting one of the largest job creators in the country and setting the stage for a new era in transportation. We are appreciative of our federal partners, the SBCTA and all those who support our system."

In April, the Nevada Department of Transportation in coordination with Brightline West applied for \$3.75 billion from the Federal-State Partnership for Intercity Passenger Rail Grant Program. The program, authorized by the Infrastructure Investment and Jobs Act, makes funding available for projects that expand or establish new intercity passenger rail service.

QUOTES FROM SBCTA RELEASE

Sen. Alex Padilla

"This federal funding through the historic Bipartisan Infrastructure Law is a major step in expanding rail through the High Desert. Connecting the future Brightline West corridor with Metrolink will help take cars off the road—reducing traffic congestion and emissions to create healthier air for communities throughout the region."

Rep. Pete Aguilar

"Investing in our infrastructure not only creates good-paying jobs, it keeps our communities connected and spurs economic growth. That's why I'm proud to have helped secure over \$117 million for Inland Empire transportation projects last year. I will continue working hand-in-glove with our local community partners to secure federal resources that improve the Inland Empire economy and raise the quality of life for our residents."

Rep. Jay Obernolte

"I'm proud to have worked alongside our San Bernardino County Transportation Authority to secure funding through the Department of Transportation to support the final design and construction of Brightline rail stations in Hesperia and Victor Valley. This high-speed rail project will bring significant new economic activity into our community, boost local job availability, and help to alleviate traffic by linking the High Desert to Los Angeles and Las Vegas. I look forward to continuing to advocate for the completion of this project."

Art Bishop, President of SBCTA and Apple Valley Town Council

"We are thrilled to receive \$25 million in RAISE grants for the Victor Valley and Hesperia stations and are grateful for the overwhelming support of Sen. Alex Padilla and our local Congressional delegation – Jay Obernolte and Pete Aguilar– in securing this critical funding. When complete, the Brightline West project will be a game changer for our region, reducing commute times, increasing job opportunities and improving the quality of life for residents."

--END--

ABOUT BRIGHTLINE

Brightline is the only private provider of modern, eco-friendly, intercity passenger rail service in America. The company currently serves Miami, Aventura, Fort Lauderdale, Boca Raton, and West Palm Beach in South Florida, with service to Orlando launching this summer. Recognized by Fast Company as one of the Most Innovative Companies in travel, Brightline offers a guest-first experience designed to reinvent train travel and take cars off the road by connecting city pairs and congested corridors that are too short to fly and too long to drive. Brightline West will build on this award-winning service by connecting Las Vegas and Southern California, with stations in Las Vegas, Apple Valley, Hesperia, and Rancho Cucamonga, and connectivity to Metrolink's regional rail network.

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[Next](#) >

Hear what's new with Brightline.

SIGN UP

By signing up for emails, you agree to our [Privacy Policy](#)

About

[Our Impact](#)

[People & Culture](#)



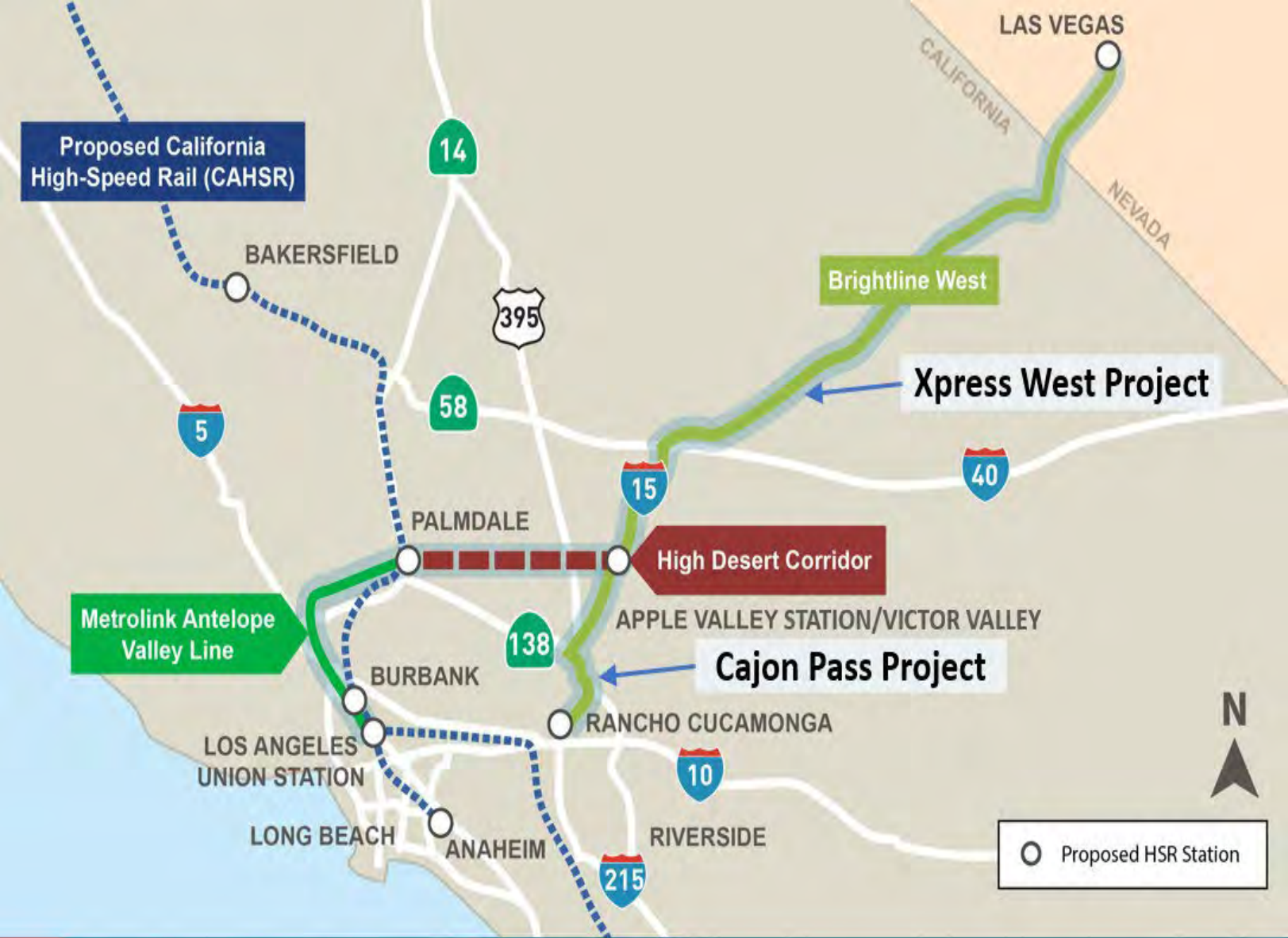
**HIGH DESERT
CORRIDOR**
JOINT POWERS AGENCY



US High Speed Rail Association High Speed Rail 2023 Conference

**Presentation by
Arthur V. Sohikian
Executive Director
High Desert Corridor Joint Powers Agency
May 17, 2023**

HDC CONNECTS CA HIGH SPEED RAIL & BRIGHTLINE WEST



54-mile High Speed Rail project

Connects future CA HSR & Brightline West

Stations at Palmdale/LA County & Victor Valley/San Bernardino County

Public-Private Partnership prospects

Measure M Expenditure Plan includes \$170M in FY2019-21 for project development activities & \$1.845B for construction in 2063-67

Entire route within Equity Focused Communities

HDC JPA BACKGROUND

- 2008 Measure R includes EIR funding and San Bernardino receives federal funds for their share.
- June 2016, Multipurpose Corridor CEQA approved LPA contains Highway with High Speed Rail Line in median.
- November 2016, Measure M Expenditure Plan includes \$170M in FY2019-2021 for ROW, project development activities & \$1.845B for construction in 2063-2067.
- August 2018, HDC JPA Board decides to focus on high-speed rail as the first component of the LPA.
- Dec 2020, Caltrans declares Highway “No-Build” and FWHA hands the project to the Federal Railroad Administration for the high speed rail component.
- Feb 2022, FRA becomes NEPA Lead agency w/7 interested parties including tribal nations.
- September 2022, High Desert Corridor Joint Powers Agency reconfigures member jurisdictions to include 6 members; Los Angeles County, Los Angeles County Metropolitan Transportation Authority (LA Metro), Cities of Lancaster & Palmdale in LA County and Adelanto & Victorville in San Bernardino County.

HDC JPA MILESTONES

- January 2023: Metro Board approves \$8.5M in Measure M local match for federal & state grant opportunities for the HDC High Speed Rail Project.
- February 2023. FRA NEPA Kick-off mtg. NEPA completion with ROD estimated by end of FY24 (June 2024).
- March 2023: HDC JPA applies for entrance into the FRA Corridor Identification & Development Program seeking \$500,000 in grant funds leveraging Measure M and CA TIRCP funds. Grant awards likely in Fall 2023.
- April 2023: HDC JPA approves FY24 Budget and request LA Metro Board approve in May 2023. FY24 Budget highlights: continued NEPA/ROD work with FRA, procure Program Management Support Services & Financial Advisory Services to conduct 30% Preliminary Engineering/Design. PE 30% Design contract award expected in FY25 budget.
- April 2023: HDC JPA receives \$8M CalSTA Transit & Intercity Rail Capital Program grant for 30% PE Design



HIGH DESERT CORRIDOR

JOINT POWERS AGENCY





RESTAURANT

OFFICE

TO TRAINS

HDC

HDC

PALMDALE



SCHEDULES

meet me in the GAP

HDC





STATION

RET

HDC



HIGH DESERT CORRIDOR

JOINT POWERS AGENCY



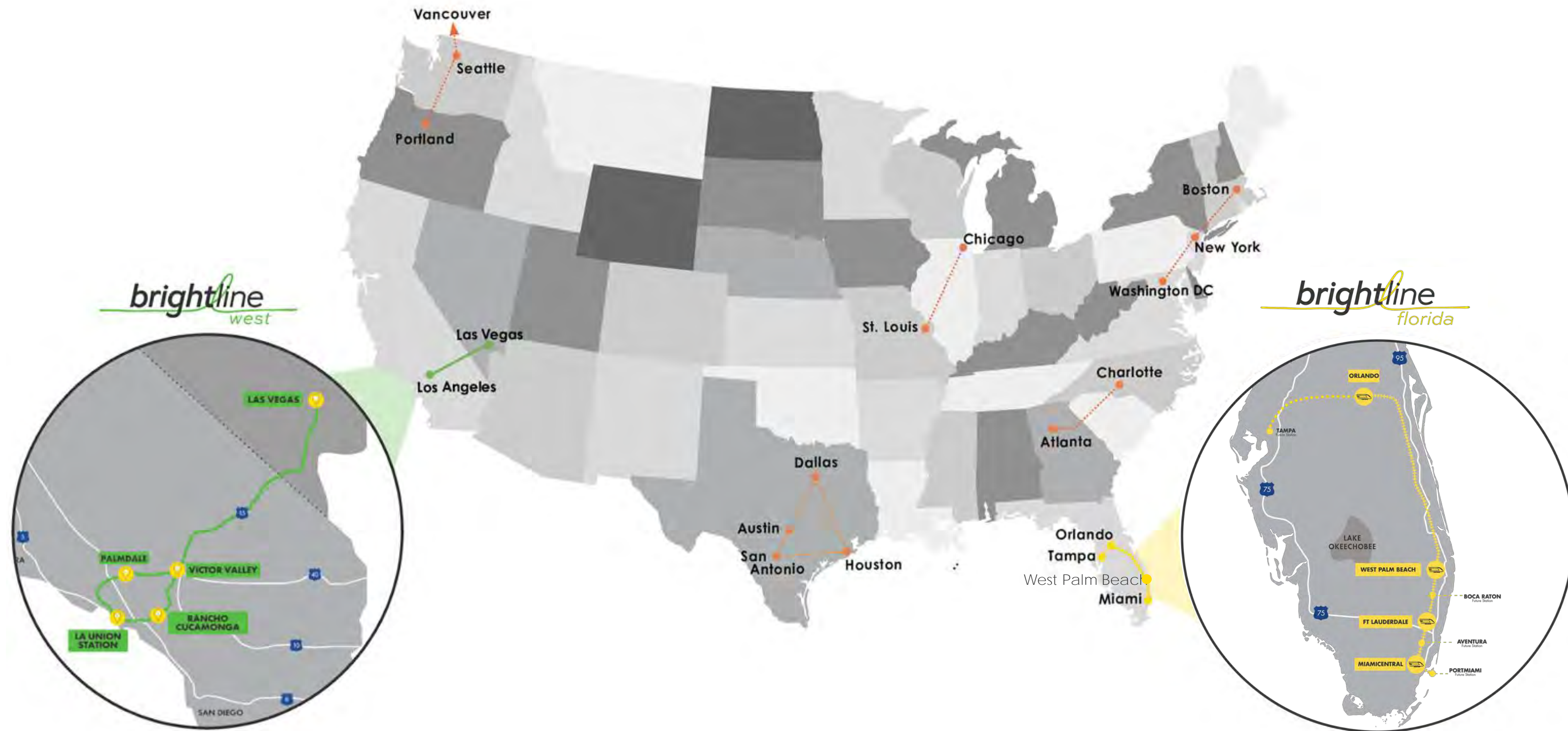
COMPANY PRESENTATION

Mike Reiningger
May 2023



Our Company

The only major privately held express passenger rail business in the U.S.



COMPANY GOAL IS TO CONNECT CITY PAIRS THAT ARE
"TOO LONG TO DRIVE AND TOO SHORT TO FLY"

Brightline Florida: Our First Passenger System

- Brightline opened in 2018, with stations in Miami, Fort Lauderdale and West Palm Beach
- Expansion to a flagship station in Orlando, as well as several in-line stations, is underway
- Reimagined train travel to be more hospitality focused, driving wide customer satisfaction
- Our presence has re-energized neighborhoods, through transit oriented-development









KEY DOWNTOWN LOCATIONS











Miami Central features office, residential and retail

CURRENT STATIONS

-  MIAMICENTRAL
-  AVENTURA
-  FORT LAUDERDALE
-  BOCA RATON
-  WEST PALM BEACH
-  ORLANDO (2023)

LEAD CUSTOMER SATISFACTION

	75
	75
	74
	68
	63
	62
	60
	43



Creating Economic Benefits To The Nation's 3rd Largest State

\$6.4
Billion

Direct impact to Florida's economy over 8-year construction & implementation

\$3.5
Billion

Added to Florida's GDP through 2021

\$2.4
Billion

In labor income

\$653
Million

In federal, state, and local government tax revenue

10,000
+

Jobs created per year through rail-line construction

2,000
+

Jobs created post rail-line construction

3
Million

Cars removed from roadways annually

160,000
Metric Tons

Of CO₂ removed annually

SOURCE: The Washington Economics Group was retained to provide a comprehensive, economic impact analysis study, utilizing widely accepted methodologies and specific and accurate input of data, which encompasses the construction of the rail infrastructure and Transit-Oriented Development.

Brightline makes history as fastest train in US outside of Northeast

- 35-mile fenced corridor (no grade crossings)
- Travel from Orlando International Airport to Brevard County at 2 miles / minute
- Broke own previous record of 110mph set in the fall of 2022 -- corridor between Cocoa and West Palm Beach

Brightline reaches new levels with top speed



A Brightline test train approaches Dallas Boulevard along the company's tracks just south of the Beachline Expressway. Brightline officials say their trains are now the fastest in the Southeast. PROVIDED BY BRIGHTLINE

Train zooms up to 130 mph between Orlando and Cocoa

Rick Neale

Florida Today | USA TODAY NETWORK - FLORIDA

Brightline officials say their trains are the fastest in the Southeast after a test run accelerated up to 130 mph along the private company's rural 35-mile rail corridor between Cocoa and Orlando International Airport.

And within a couple weeks, Brightline trains may start Brevard County test runs reaching speeds of 130 mph between Post Road in Melbourne and the cement plant north of Gas Hipp Boulevard in Rockledge, said Katie Mitzner, company spokesperson.

"Last fall, we began testing at 110 in Martin and St. Lucie counties. We are

currently testing at 110 down in northern Palm Beach County. Our plan is to begin testing at maximum speeds of 110 through (central) Brevard County in mid- to late March," Mitzner said.

High-speed train-test runs debuted last week along Brightline's tracks par-

See BRIGHTLINE, Page 5A

brightline



Introducing

brightline
west

What is Brightline West?

Only true U.S. high-speed rail project that can be operating in 2028

Building 218-mile system within I-15 median:

- All-electric system linking Southern CA and Las Vegas
- 50M one-way trips occur annually by car/air within region
- Trains capable of 186 mph or higher speeds

Invested \$600M privately to date to secure:

- ✓ All critical station land and alignment right-of-way
- ✓ Permits and environmental approvals
- ✓ Engineering & pre-construction planning

\$12B U.S. high-speed “demonstration project”:

- Applied for \$3.75 billion Fed-State Partnership grant
- Remaining ~70% of funds will be privately funded
- Break ground in Q4'23 and open before LA 28 Olympics



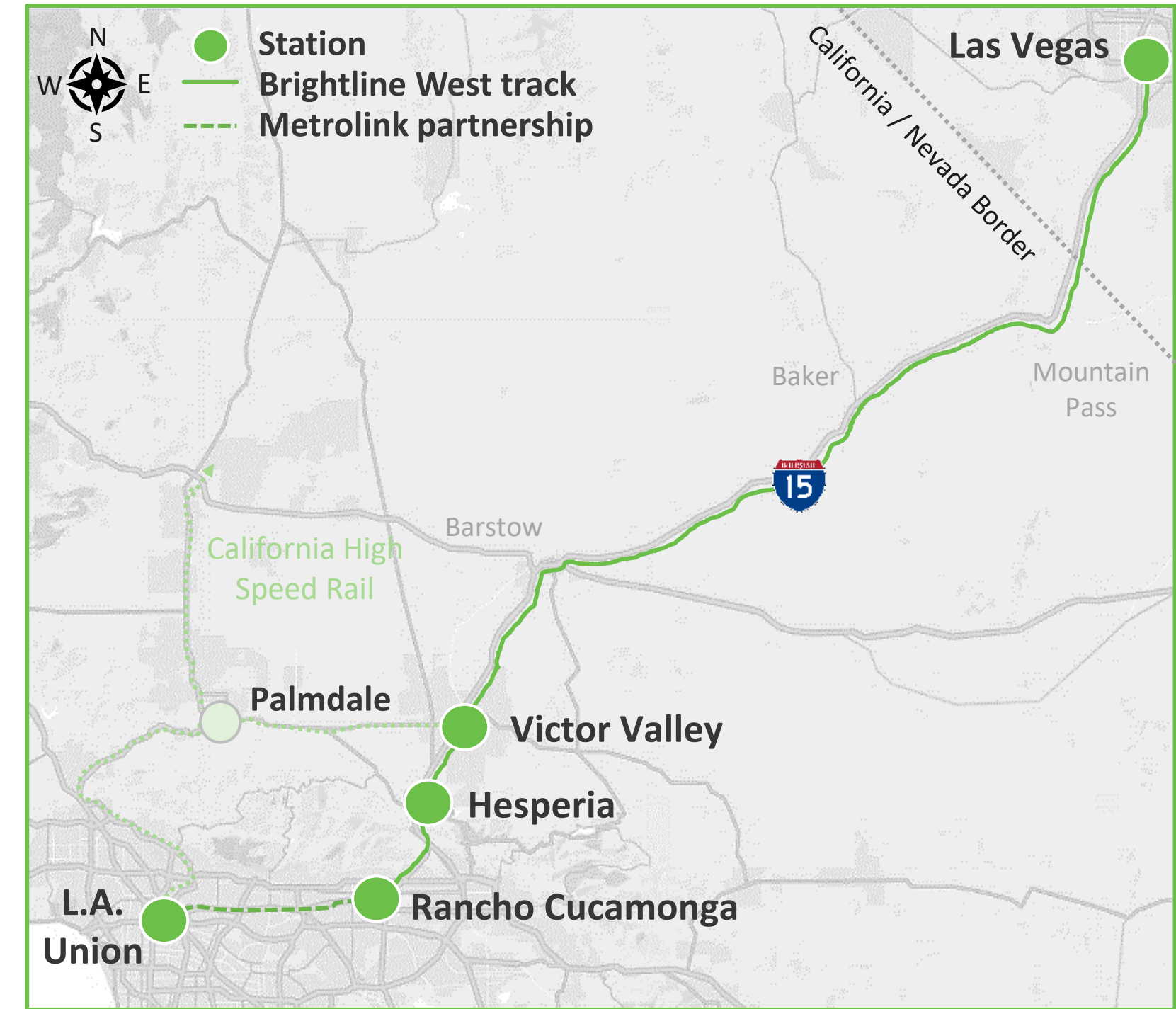
Connecting Iconic Destinations

Brightline stations in Las Vegas, Apple Valley, and Rancho Cucamonga

- Connecting to LA via direct Metrolink connection
- “Local service” being planned for Hesperia

Brightline track will run within the I-15

- Building in the I-15 median and existing transportation corridors
- Leverage existing and proven high-speed rail technology
- Capable of making trip between Rancho and Vegas in ~2 hours



<p>218-mile trip Las Vegas to Rancho Cucamonga</p>	<p>186 MPH top speed</p>	<p>+11 million one-way passengers/year</p>
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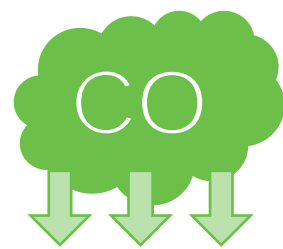
Brightline West Project Benefits

Project perfectly positioned to advance ALL Biden Administration & USDOT priorities



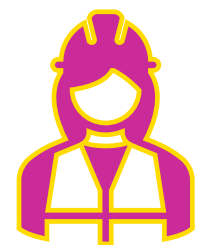
American Made By Union Labor

- Start of high-speed train “industry” in America
- \$12B project will be +95% sourced & bought from U.S.
- Union pacts in place to support +10K field jobs & +900 operations jobs



Green & Safe

- Emission-free trains & power result in 400K ton annual CO₂ decrease
- Equal to 3M cars off road + 16K short-haul flights not flown
- Also results in large reduction in highway-related deaths & injuries



Plants the Flag for True American High-Speed Rail

- There are many “too long to drive, too short to fly” city pairs in U.S.
- America deserves to set the global standard for high-speed rail
- BLW will be demonstration project spurring more systems to be built



Las Vegas Station Aerial



Rancho Cucamonga Station Exterior



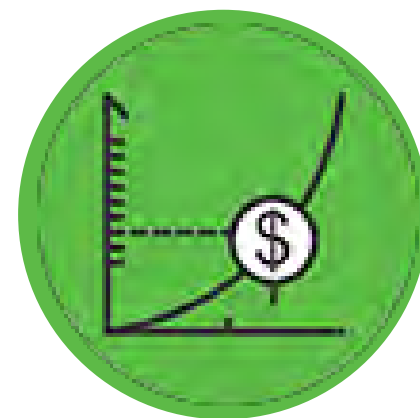
Las Vegas Station Interior

Only Shovel-Ready Project to Deliver High-Speed Rail to America



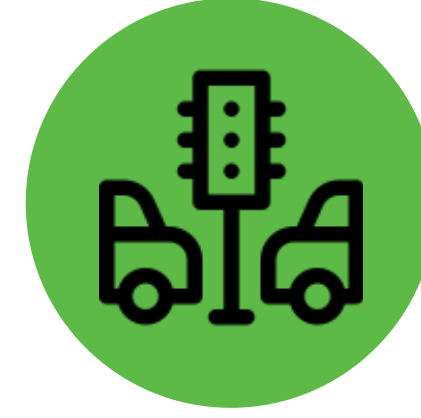
Boost of private capital towards infrastructure development

\$10 billion project with direct impact on communities



Significant economic impact and job creation

*35,000 construction jobs
~1,000 permanent jobs
\$10 billion in economic impact*



Less traffic on local roadways

Removes 3+ million cars from the road annually



Greater connectivity to car-free transit options

Seamless connections to rail, bus, and other transit



Committed to building and operating trades

Workforce diversity, training and career opportunities



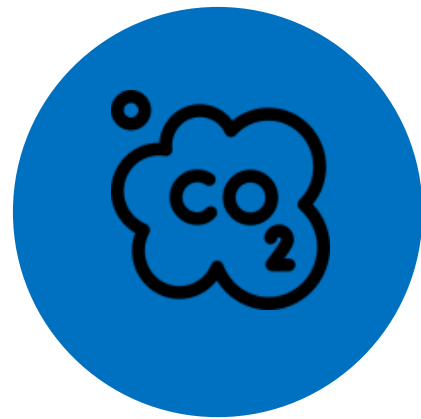
More access to economic centers & new and expanded job markets

Greater regional connectivity spurs economic opportunity



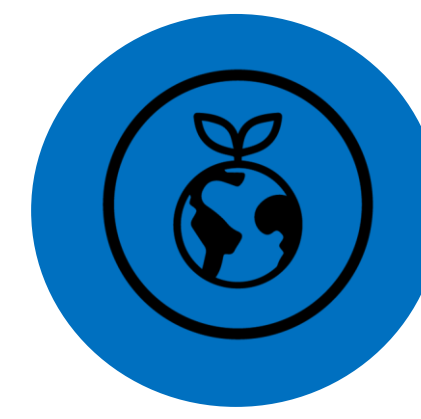
Increased real estate value and affordable development opportunities

Significant potential development around station sites



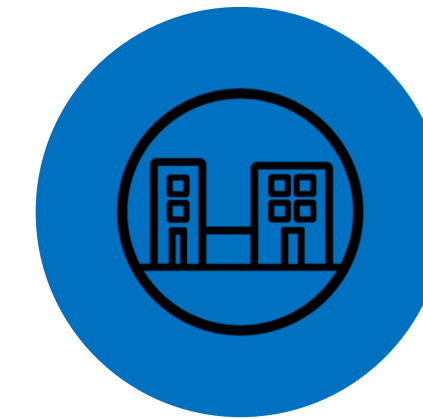
Reduced carbon emissions and vehicle miles traveled

400K tons of CO2 removed, 700+ million VMTs less per year



Maintain or improve existing wildlife crossings

*Applies to 700+ existing crossings
3 wildlife overcrossings*



Engagement with local education communities

Transportation education services, internships, and scholarships

Las Vegas Station

Located near the iconic Las Vegas Strip, on 110 acres north of Blue Diamond Rd between I-15 and Las Vegas Blvd; plans to work with Las Vegas resorts to accommodate guests the minute they arrive at the station

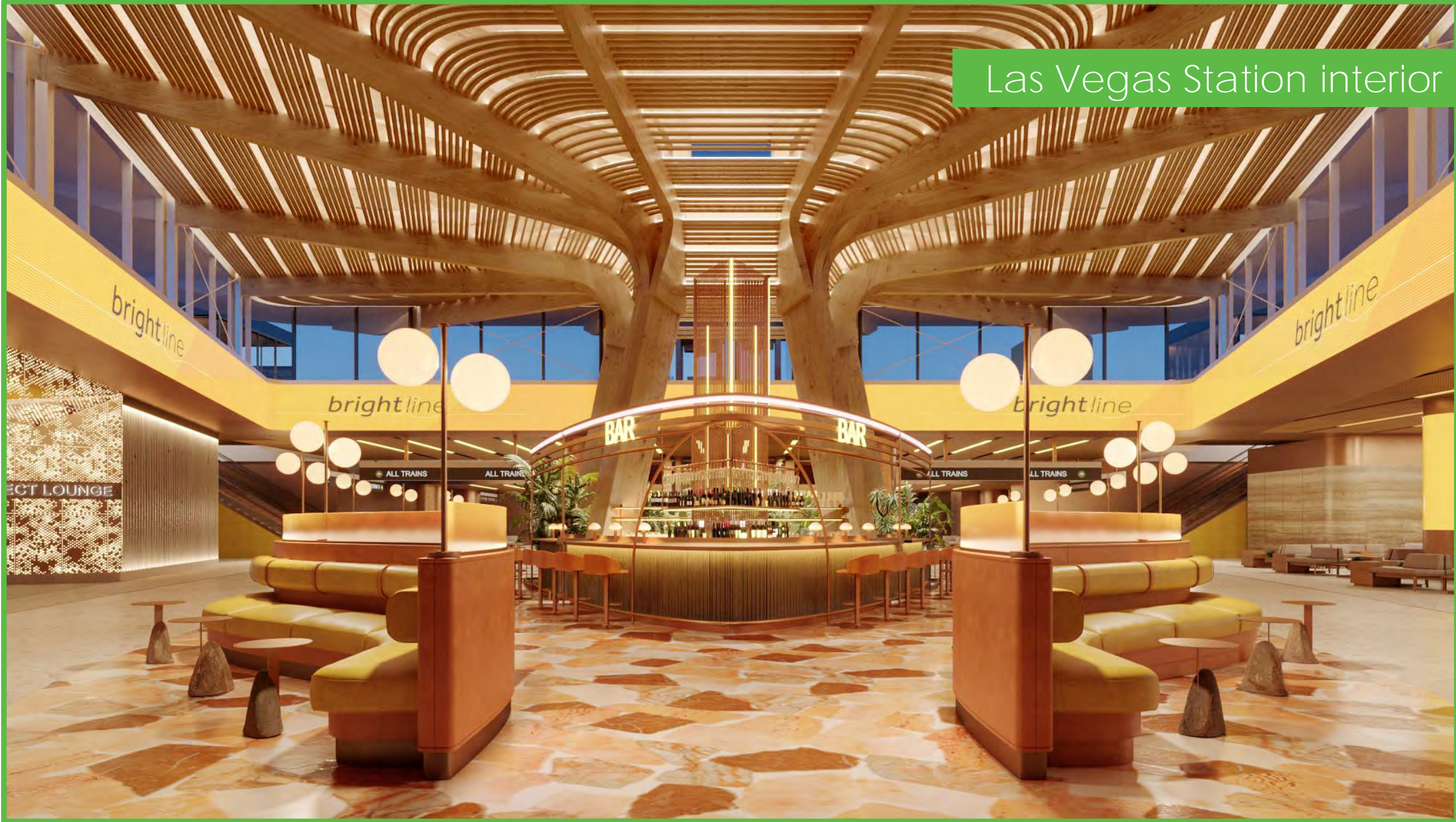


Las Vegas Station aerial view

Las Vegas Station



Las Vegas Station exterior



Las Vegas Station interior

Victor Valley in-line Station

Located on 300 acres SE of Dale Evans Pkwy and I-15 in Apple Valley; potential future connection to CA High Speed Rail via High Desert Corridor



Victor Valley in-line station
design

Victor Valley in-line Station



Victor Valley Station exterior
(platform)



Victor Valley Station exterior
(entrance)



Victor Valley Station interior

Rancho Cucamonga Station

Located on 5 acres at the NW corner of Milliken Ave and Azusa Ct near Ontario Airport and co-located with existing multi-modal transportation options, including Metrolink



Rancho Cucamonga Station exterior

Rancho Cucamonga Station



Rancho Cucamonga Station

Interior

Conceptual Rolling Stock Renderings



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Brightline Trains



brightline





CALIFORNIA
High-Speed Rail Authority

**California High-Speed Rail:
America's Game-Changing Megaproject**

May 16, 2023

Central Valley Construction





Central Valley Initial Operating Segment

- 171 Miles
- 100% environmentally cleared
- 119 miles under construction
- 52 miles starting advanced design (pre-construction work)
- Design for Central Valley Stations
- Track and Systems contract in 2023
- Train procurement in 2024

Goal: Initial operations between 2030 to 2033

Creating Jobs

- **10,000+ Construction Jobs Created**
 - » 1,000+ construction workers dispatched to sites daily
 - » 70% of workers from disadvantaged communities
 - » 30+ active construction sites
- **Pre-Apprenticeship Training Center**
 - » 12-week program targeting veterans, at-risk young adults, minority and low-income Central Valley residents
 - » 10 trades taught to each cohort
- **763 Small Businesses Employed**
 - » 237 are Disadvantaged Business Enterprises
 - » 90 Disabled Veteran Business Enterprises



Bay Area

Valley to Valley Segment

- 159 Miles
- 100% environmentally cleared
- Eligible to begin advanced design in 2022/2023
- Corridor electrification underway on 51 miles through Caltrain Electrification Project
- DTX station coordination
- Corridor grade separation coordination
- Segment construction is unfunded

Goal: Advance design work in 2023, identify “shared corridor” early capital investments, develop funding plan options

Southern California Completion of Phase 1

- 164 Miles
- 92 miles (56%) environmentally cleared in 2022 (remainder in 2023/24)
- Some advanced design could begin in 2023
- LA Union Station Phase A progressing
- Segment construction is unfunded

Goal: Complete all environmental; begin advanced design in 2023; identify “shared corridor” early capital investments; develop segment funding plan options

Upcoming Milestones

- 2023
 - » CP 4 construction completion
 - » Track and Systems Procurement
- 2024
 - » Trainset procurement
- 2026
 - » CP 1 and CP 2/3 construction completion
- 2028
 - » Track and Systems completion for 119-mile test track
- 2029/2030
 - » Testing on 119-mile test track
 - » Completion of extensions into Merced and Bakersfield
- 2030/2033
 - » Passenger service begins



Federal Grant Funding Opportunities

Grant Program	Date	Amount	Scope
AWARDED			
RAISE	Date Awarded December 2021	\$24M (Grant Awarded) \$76M (Total Project Cost)	<u>Wasco</u> <ul style="list-style-type: none"> Wasco SR 46 Improvement Project
RAISE	Date Awarded August 2022	\$25M (Grant Awarded) \$41M (Total Project Cost)	<u>Merced Extension Design</u> <ul style="list-style-type: none"> Advance Design for the Merced Extension
APPLICATIONS SUBMITTED/PENDING AWARD NOTIFICATION			
Railroad Crossing Elimination	Application Submitted October 11, 2022	\$67M (Grant Request) \$84M (Total Project Cost)	<u>Six Grade Separations</u> <ul style="list-style-type: none"> Construct 2 grade separations Complete design and ROW for 4 grade separations Continue “Central Valley Training Center” funding
CRISI	Applications (2) Submitted December 1, 2022	\$233M (Grant Request) \$292M (Total Project Cost) \$2M (Grant Request) \$3M (Total Project Cost)	<u>Six Grade Separations</u> <ul style="list-style-type: none"> Construct 6 grade separations <u>Central Valley Training Center</u> <ul style="list-style-type: none"> Continue “Central Valley Training Center” funding
RAISE	Application Submitted February 27, 2023	\$25M (Grant Request) \$33.2M (Total Project Cost)	<u>Fresno Station Historic Depot</u> <ul style="list-style-type: none"> Enhance future Fresno HSR Station
Federal/State Partnership	Applications (2) Submitted April 20, 2023	\$2.83B (Grant Request) \$3.53B (Total Project Cost) Also requested a multi-year Phased Funding Agreement	<u>Inaugural High-Speed Service</u> <ul style="list-style-type: none"> Procure 6 Trainsets Construct 2nd Track Construct Fresno Station Complete Final Design, ROW, and Utility Relocation on M&B Extensions
		\$194M (Grant Request) \$242M (Total Project Cost)	<u>Advance Design/Geotech Studies</u> <ul style="list-style-type: none"> San Jose to Merced Bakersfield to Palmdale

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Board Report

File #: 2023-0099, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE MAY 17, 2023

SUBJECT: HIGH DESERT CORRIDOR FY24 WORK PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$1,947,500 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the FY 24 work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

ISSUE

The HDC JPA has requested that Metro provide funding for the FY 24 HDC work program, which includes mobilization costs leading toward 30% design of the HDC (See Attachment A).

BACKGROUND

The HDMC project, a Measure M Expenditure Plan project, comprises a High Speed Rail (HSR) component project, which will implement a new 54-mile east-west rail alignment between the future Palmdale Multimodal HSR Station and the Brightline West Station in Victor Valley. The HDMC HSR Project (Project) will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines-California HSR and Brightline West. At Palmdale, Project riders will be able to transfer to AVL for connections south to Los Angeles and to the north with the planned California HSR service to the Bay Area (see Attachment B). Brightline West is a new privately funded HSR service that will connect Las Vegas with Victor Valley and, ultimately, Rancho Cucamonga, where riders can connect to the Metrolink San Bernardino Line for connections to Los Angeles.

The Project is consistent with the State Rail Plan's overall objective to improve the connectivity of California's planned rail network. The Project also supports the State's ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities.

In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. The Locally Preferred Alternative (LPA) included the construction of a four-lane freeway and HSR service between Palmdale and Victorville. In December 2020, Caltrans informed FHWA that the “no build” option was selected for the Freeway/Tollway element of the HDMC. In April 2021, the HDC JPA requested that the HSR Project move forward with the Federal Railroad Administration (FRA) as the lead agency for National Environmental Protection Act (NEPA) review. In February 2023, the FRA launched the final review of the NEPA process.

Board Actions to Date

In August 2020, the Metro Board approved a Life-of-Project (LOP) budget of \$5 million to develop a High Desert Intercity Rail Corridor Service Development Plan (SDP). Metro, in partnership with the California State Transportation Agency (CalSTA) and Brightline West, developed the SDP in coordination with the HDC JPA and other stakeholders, including Los Angeles County Public Works Department, Palmdale, Lancaster, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, Victorville, Adelanto, Apple Valley, California HSR Authority, Southern California Regional Rail Authority (SCRRA), and others.

In April 2022, the Metro Board approved an increase of \$500,000 in the LOP budget to complete the HDC SDP to develop additional engineering analysis, rail operation analysis, operations and maintenance plans, and coordinate with stakeholders. In addition, the Metro Board approved \$1,236,500 for the FY 23 HDC JPA work program.

In August 2022, the Metro Board approved Metro’s participation in the new HDC JPA, replacing the previous HDC JPA after the decision from San Bernardino County to withdraw from the HDC JPA.

In January 2023, the Metro Board programmed \$8,500,000 to the HDC JPA as local match for a State Transit and Intercity Rail Capital Program (TIRCP) grant and for the FRA Corridor Identification and Development (ID) Program for project development and to advance the HDMC HSR Project towards 30% design.

Draft Service Development Plan (SDP)

The Draft SDP is a planning-level document that provides Metro and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of implementation, and the next steps to advance the Project. Three service scenarios were considered, including a “one-seat ride” scenario from Los Angeles Union Station (LAUS) to Las Vegas, with connectivity to the California HSR network in 2035. With the one-seat ride scenario, LAUS - Las Vegas, there is a 3-fold increase in ridership, and the net revenues can exceed the net operating costs. Some of the key highlights of the Draft SDP are as follows:

HIGH DESERT CORRIDOR DRAFT SERVICE DEVELOPMENT PLAN			
	One-Seat Ride Palmdale - Las Vegas	One-Seat Ride LAUS - Las Vegas	Two-Seat Ride Palmdale - Las Vegas
Los Angeles Union Station – Las Vegas Trip Time	4:32	2:54	4:32
Total Annual Ridership (2035)	2,485,000	9,206,000	2,374,000
CHSR assumed to be operational to LAUS?	No	Yes	No
Total Operating Costs (2035)	\$64M	\$159M	\$61M
Total Operating Revenues (2035)	\$34M	\$390M	\$14M
Projected Annual Net Revenue/(Subsidy) (2035)	(\$30M)	\$231M	(\$47)
Capital Costs (Year Of Expenditure \$\$\$)	\$5.8B	\$6.6B	\$5.5B
Annual Greenhouse Gas Reductions - Metric Tons (2035)	2,105	34,403	703

DISCUSSION

On April 20, 2023, the HDC JPA Board approved the proposed FY 24 budget and work program, subject to Metro Board approval. The FY 24 work program consists primarily of completing the NEPA process, managing the HDC JPA, and obtaining project management and financial advisory services as the HDC JPA mobilizes towards 30% design (see Attachment C).

30% Design and Grants Funding Strategy

With the completion of the NEPA process anticipated to occur in 2024, the next step for the HDC JPA is to advance the design of the HDMC HSR Project. The advance to 30% design for the 54-mile Project is estimated to cost \$70M. This estimate was identified in the Draft SDP and includes additional contingency and escalation costs. The \$70M cost estimate is consistent with Metro and rail industry standards.

In January 2023, the Metro Board programmed \$8,000,000 to the HDC JPA as a local match for a TIRCP grant request and \$500,000 as a match for an FRA Corridor ID Program grant request for HDMC HSR project development. In April 2023, CalSTA announced the award of \$8,000,000 to the HDC JPA for the Project. This brings the total amount of funding anticipated for the HSR Project to \$17,000,000 as summarized in Attachment D. The HDC JPA intends to leverage the \$17,000,000 so far to the Project as a match towards future grant requests, such as the Federal-State Partnership for Intercity Passenger Rail Grant Program, to provide additional funding to advance the Project to 30% design.

DETERMINATION OF SAFETY IMPACT

The advancement of the Project will be done in accordance with all applicable FRA, CPUC, CHSRA, Brightline and SCRRRA design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The Measure M Expenditure Plan includes \$170M for the Project for right-of-way (ROW) acquisition or other project uses. Recommendation A will program and repurpose the funds from ROW acquisition to 30% design. Currently, there is approximately \$153M available which could be used by the HDC JPA to fund the FY 24 work program and mobilize towards 30% design.

Measure M Funding Plan for HSR Project ROW Acquisition	\$ 170.0M
- Service Development Plan (Metro Board 8/2020)	(\$ 5.0M)
- HDC JPA FY 23 Work Program (Metro Board 4/2022)	(\$ 1.7M)
- Match to TIRCP/FRA Grant Requests (Metro Board 1/2023)	(\$ 8.5M)
Subtotal:	\$ 154.8M
- FY 24 Work Program Request (Metro Board 5/2023)	(\$ 1.9M)
Projected Measure M Balance for HDC	\$ 152.9M

Impact to Budget

\$2,000,000 has been included in the FY24 Proposed Metro Budget for the HDC JPA FY 24 work program under project number 475499. This is in addition to the \$8,500,000 approved by the Metro Board in January 2023 as a match for the TIRCP and FRA Corridor ID Program grant applications. It will be the responsibility of the Chief Planning Officer to program funds in future years for the HDC JPA for this multi-year program. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year for cash flow needs. These funds are not operating eligible funds.

EQUITY PLATFORM

Recommendation A will enable the Project environmental process to be finalized plus mobilize the HDC JPA towards 30% design, and eventual construction of the Project, subject to funding availability. The Project will improve mobility for residents in the North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to the communities to access jobs, health care, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas.

The entire Project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. The Project also traverses through Metro's Equity Focus Communities in the Antelope Valley. In addition, residents within the Project area are predominantly from minority

populations, between 61% and 77%, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency.

The cities of Adelanto and Victorville in San Bernardino County are designated as high poverty areas. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest ADA requirements along with commuter rail, bus transit, Access Services, rideshare, and active transportation needs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation A supports the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

An alternative is that the Board does not approve Recommendation A. This is not advised since Metro has completed the Draft SDP, which has identified strong environmental and ridership benefits for the HSR Project. The HDC JPA also recently received an \$8,000,000 State TIRCP grant plus \$500,000 anticipated from the FRA to advance the Project, indicating strong support from state and federal partners that this project has merit and provides value to the Southern California rail network.

NEXT STEPS

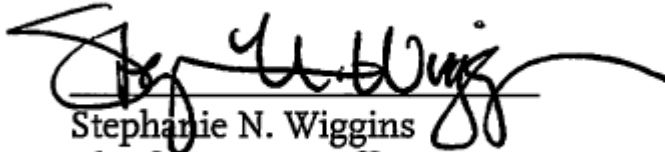
Subject to Board approval of the recommendations, Metro will execute a funding agreement with the HDC JPA to implement the FY 24 work program. The HDC JPA will continue efforts toward environmental clearance, with a Record of Decision (ROD) expected in Spring 2024. Concurrently, the HDC JPA will hire program management, financial advisory services, and additional contract staff in anticipation of the release of a Request for Proposals (RFP) for 30% design, expected to occur in FY 25. Staff will return to the Board with periodic updates as needed.

ATTACHMENTS

- Attachment A - HDC JPA Funding Request
- Attachment B - HDMC Corridor Map
- Attachment C - HDC JPA FY 24 Work Program
- Attachment D - HDC JPA Grants Funding Strategy

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 547-44381
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Ray Sosa, Deputy Chief Planning Officer (213) 547-4274

Reviewed by: James de la Loza, Chief Planning Officer (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer



February 26, 2023

Mr. Jim de la Loza
Chief Planning Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

RE: HDC JPA FY2023-24 Work Program for High Speed Rail Project

Dear Mr. de la Loza,

On behalf of the High Desert Corridor Joint Powers Agency (HDC JPA), we appreciate the partnership with Metro to advance the High-Speed Rail Project in the North LA County Subregion. As a result of this partnership, the project is moving forward with the active support and leadership of the Federal Railroad Administration staff. And as we approach the next fiscal year (FY24), it is critically important to provide Metro with a summary of the work program. To accomplish the work program together with Metro, the HDC JPA is requesting Metro Board consideration and approval of the HDC JPA Fiscal Year 2024 Work Program for the High Speed Rail Project at their regular Board meeting in May. The following paragraphs provide the work program summary for Fiscal Year 2024 (Attachment A FY23-24 Budget).

FY 2023 HDC Update

The HDC JPA has accomplished a number of major milestones highlighted below:

- High Speed Rail Project NEPA completion estimated 3rd Qtr FY24 target. ROD by 4th Qtr FY24.
- HDC JPA Federal and State Grant Strategy to seek funds to complete 30% Preliminary Engineering (Attachment B).
- Jan 2023, Metro Board allocates \$8.5M Measure M local match for federal and state grant requests.
- Feb 2023, HDC submits CA TIRCP \$8M request. CalSTA Grant Award announcements on April 24.
- March 24th, HDC will submit the FRA Corridor Identification Program grant request for \$500,000.
- HDC JPA will consider/approve FY2023-24 Budget/Work Program of \$1,947,500 at their April 20, 2023 Board meeting (Attachment A).

HDC JPA FY2023-2024 Work Program

The HDC JPA FY24 Work Program of \$1,947,500 seeks to work with the Federal Railroad Administration staff towards completing NEPA environmental clearance and to seek a Record of Decision. The FY24 Work Program includes the procurement process to onboard a Financial Advisory firm as well as a Program Management Support Services firm to provide the expertise to initiate the Preliminary Engineering phase to a 30% level of design. The Preliminary Engineering phase of the project would commence during FY25 after completing the NEPA environmental clearance and obtaining the Record of Decision.

HDC JPA Multi-Year Work Program to achieve 30% Design is estimated to cost \$69,780,000.

Preliminary Engineering (PE) is estimated to cost approximately \$56.62 million.

Conducting Preliminary Engineering design for the High-Speed Rail Project to 30% design is estimated to cost \$46.9 million (engineers estimate based on Final Draft January 2023 Metro SDP and rail industry standards). The Year-of Expenditure (YOE) period would be from 2024-2025 to 2027-2028, and with a 5% escalation it would add \$2.34 million, for a total of \$49.23 million for PE. Further, adding a 15% Contingency would add \$7.39M to the cost for an approximate total of \$56.62 million for a 30% level of design for PE.



Financial Advisory (FA) Services is estimated to cost approximately \$4.23 million.

Conducting ongoing financial planning, modeling, and analysis will be required to further develop and refine the funding plan, analyze options for local funding contributions toward the project, assess alternative delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, and support discussions with potential market participants. The FA contract is estimated to cost \$3.5 million (based on annualized cost of existing Metro HDC task order for FA services), the YOE would be from 2023 to 2026, adding a 5% escalation adds \$175,000, for a total of \$3.675 million. In addition, a 15% Contingency adds \$55,000 for a total FA contract of approximately \$4.23 million. It is estimated this firm could be onboarded by the 2nd/3rd Qtr. FY24.

Project Management Support Services (PMSS) is estimated to cost \$7.165 million.

HDC JPA shall procure the professional services of a program management support services (PMSS) firm to support HDC JPA with overseeing the work pertaining to Preliminary Engineering (PE). The PMSS scope of services would include developing a PE statement of work, contract development, contract administration support, federal and state grant agreement compliance, procurement support services, set and monitor program control and project scheduling control functions, cost estimating, configuration management, project management, and other related support services.

For FY24, the PMSS contractor shall perform work at a level of effort that will be commensurate with transitioning from the environmental phase into the PE phase of the project, which will consist of developing the Preliminary Engineering (PE) statement of work and contract development. The PMSS contract is estimated to cost \$6.23 million, the YOE would be from 2023 to 2026 (11% of PE contract of \$56.62 million), plus a 15% Contingency, adding \$934,500 for a total cost of approximately \$7.165 million. It is estimated this firm would be onboarded by the 3rd Qtr. FY24.

HDC Management Professional Services is estimated to cost \$1.765 million.

FY24 Budget of \$430,000 under consideration for three contract staff. For FY24, HDC management staff will need to be augmented to meet the increased project needs will require contracting the services of senior level project management/planning staff, and administrative support services. As the project progresses in subsequent years and approaches final design, the HDC JPA will require additional contract staffing. Subsequent years, for Year 2: \$585,000 for four contract staff; and for Year 3: \$750,000 for five contract staff.

We look forward to discussing the HDC JPA FY24 Work Program items in greater detail and would appreciate your and the Metro Board consideration and approval of the HDC JPA Fiscal Year 2024 Work Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Arthur V. Sohikian", is written over a light blue rectangular background.

Arthur V. Sohikian, Executive Director
High Desert Corridor Joint Powers Agency
www.highdesertcorridor.org

ATTACHMENT B



ATTACHMENT C

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2023-2024		
Task	Budget Description	Budget by Category
1	<p>1. Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD): Complete NEPA Re-evaluation/RE-validation and Record of Decision (ROD) with Final Review by Federal Railroad Administration (FRA). Due to Federal review of submittals this task is scheduled to be completed by FRA in in FY24. Tasks for FY24 include:</p> <p>-Addressing FRA comments, provide revised version for FRA final review, Prepare final version for NEPA Re-evaluation and prepare a ROD for FRA final approval.</p> <p>-Draft a Letter of Concurrence and re-initiate ROD Section 7 consult. Complete Section 106 process, Tribe Consultation. Prepare CEQA addendum for state funding. Conclude Surface Transportation Board (STB) Petition Approval process.</p> <p>2. Conclude Surface Transportation Board (STB) Petition Approval process.</p> <p>3. Update Service Development Plan</p>	\$ 710,000
2	<p>HDC JPA Management: Oversee agency management, technical analysis and grant applications, budgetary activities, equity focused planning, administration, stakeholder engagement and communications. For FY23-24, HDC management functions will need to be augmented to meet the increased project needs requiring the services of a senior level project management/planning and communications staff and an administrative support staff. As the project progresses beyond the environmental phase and it conducts preliminary engineering, as well as approach final design, each year the agency will require broader and more extensive staffing such as continued executive level project/engineering management, executive level planning, and executive level communications staff to support the increasing complexity, expertise, and greater level of effort this project will require to get to final design and eventual construction phases of this project. Three-year HDC Management is estimated to cost \$1,765,000. FY24/Year 1: Three Staff -\$430,000; Year 2: Four Staff - \$585,000; and Year 3: Five Staff - \$750,000.</p>	\$ 430,000
3	<p>Project Management Support Services (PMSS). Procure the professional services of a program management support services (PMSS) firm to support HDC JPA with overseeing the work related to Preliminary Engineering (PE) including statement of work, contract development, contract administration support, federal and state grant agreement compliance, procurement support services, set and monitor program control and project scheduling control functions, cost estimating, configuration management, project management, and other support services. For FY24, the PMSS contractor will be performing work at a level of effort that will be commensurate with transitioning from the environmental phase into the PE phase of the project which will consist of developing the Preliminary Engineering (PE) statement of work and contract development. PMSS contract is estimated to cost \$6.23 million, (11% of PE contract of \$56.62 million), plus a 15% Contingency, adding \$934,500 for a total estimated PMSS cost of approximately \$7.165M. Start 3rd Qtr FY24</p>	\$ 240,000
4	<p>Financial Advisory (FA) Services Ongoing financial planning, modeling, and analysis will be required to further develop and refine the funding plan, analyze options for local funding contributions toward the project, assess alternative delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, and support discussions with potential market participants. FA contract is estimated to cost \$3.5M (based on annualized cost of existing Metro HDC task order for FA services), YOY would be 2023 to 2026, so 5% escalation adds \$0.175M, for a total of \$3.675M. 15% Contingency adds \$0.55M for a total FA contract of \$4.23M. Start 2nd/3rd Qtr FY24.</p>	\$ 135,000
5	<p>Technical/Planning & Grant Funding Application Assistance: Provide technical/planning assistance to support the agency planning functions and provide grant application assistance for state and federal grant funding under the recent Biden Infrastructure Bill and other federal and state funding categories such as the Notifications of Funding Opportunity issued by FRA or USDOT.</p>	\$ 165,000
6	<p>Los Angeles County Treasury, Auditor-Controller, Legal Counsel, Public Works, LA Metro Reviews- Monthly Support for AP/AR functions, Budget Oversight, Board Meetings staffing, Agency Oversight & Compliance Items, Procurement Oversight/RFP process, and contract execution.</p>	\$ 175,000
7	<p>Audit Services: Los Angeles County Audit Services</p>	\$ 20,000
8	<p>LA Metro Funding Agreement Audit Services</p>	\$ 20,000
9	<p>Multi-Media Promotion, Materials & Advertising</p>	\$ 30,000
10	<p>IT Support, GIS, Software & Website Mgmt.</p>	\$ 22,500
Total Proposed FY24 Budget		\$ 1,947,500

ATTACHMENT D

HDC JPA Federal & State Grant Strategy	
Preliminary Engineering and Design Cost at 30% Level	\$ 69,780,000
Proposed Current Grant Funding:	
Metro Measure M Funds - Approved Jan. 26, 2023	\$ 8,500,000
CALSTA Transit and Intercity Rail Capital Program - Approved April 24, 2023	\$ 8,000,000
FRA Corridor ID Program - Grant awards announced Fall 2023	\$ 500,000
Subtotal - Proposed Current Grant Funding	\$ (17,000,000)
Funding Needed to Complete Preliminary Engineering	\$ 52,780,000



High Desert Corridor JPA FY 24 Work Program

Planning and Programming Committee

May 17, 2023

Legistar File 2023-0099

Recommendation

- APPROVE \$1,947,500 In Measure M High Desert Corridor MSP funds to the HDC JPA for the FY 24 work program



Metro

Background

- The High Desert Corridor is a 54 mile east/west corridor which will create a major transit hub and high-speed rail connectivity from Palmdale to:
 - Future Brightline West high speed rail service to Las Vegas and Rancho Cucamonga
 - Future CAHSRA high speed rail service to Los Angeles and northern California
 - Current Metrolink commuter rail Antelope Valley Line
- The mission of the HDC JPA is to:
 - Complete the Federal and State environmental review process
 - Pursue grant funding and facilitate the planning, design, construction, financing, operations and maintenance of the High Desert Corridor Rail Project
- Project benefits include:
 - Improved rail connectivity
 - Reduce greenhouse gas emissions
 - Equity benefits to underserved, low-income and disadvantaged communities
- Measures R provided \$33M to conduct environmental clearance.
- Measure M provided \$2.15B to further advance the High Desert Corridor.



Environmental Update and Previous Metro Board Actions

- In 2016 the High Desert Multi-Purpose Corridor (HDMC) received CEQA clearance for a corridor to include a freeway, rail, bicycle lanes, etc.
- In 2020 the freeway portion of the HDMC was eliminated.
- In 2021 the previous HDC Joint Powers Authority requested that the FRA act as the lead agency for NEPA compliance, issue a Record Of Decision (ROD), and revalidate the results of the previous 2016 CEQA approval.
- In 2022 the FRA agreed to become NEPA lead agency for HDC Rail Project.

- In August 2020 Metro programmed \$5,000,000 to develop a Service Development Plan for the HDC.
- In April 2021 Metro programmed \$1,236,500 to HDC JPA for additional NEPA work, changes to the rail alignment and the FY 23 work program.
- In August 2022 Metro joined the Board of the new reformed HDC JPA.
- In January 2023, Metro programmed \$8,500,000 as local match to the HDC JPA for two grants.

Service Development Plan

- Metro programmed \$5,000,000 for Metro to lead a Service Development Plan (SDP) effort.
- Metro has been working closely with key stakeholders and a consultant team to complete detailed ridership and revenue forecasting, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering and financial analysis for the High Desert Corridor.
- The SDP is nearing completion, with a draft report sent to the FRA in January 2023.

Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 24 work program
- High Speed Rail Project environmental clearance/ROD is expected from the FRA Summer 2024.
- The High Desert Corridor JPA will seek additional grant funding opportunities.
- As the Project advances, the HDC JPA will contract additional staff to prepare the 30% design documents.
- Staff will continue to brief the Board as the project advances.