



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

MEETING AGENDA

Thursday, January 16, 2025 – 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:

<https://us02web.zoom.us/j/81203958727?pwd=v39PsSEgPc651Kp5ggil3LDUHUX3K.1>

Meeting ID: 812 0395 8727 Passcode: 649280

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

	Elizabeth Becerra & Bob Harriman Victorville City Hall 14343 Civic Drive Conference Rm A Victorville, CA 92392	Gabriel Reyes & Daniel Ramos Adelanto City Hall 11600 Air Express Way Adelanto, CA 92301
Lauren Hughes-Leslie Lancaster City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534	Eric Ohlsen & Richard Loa Palmdale City Hall 38300 Sierra Hwy Suite 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, City of Victorville
Gabriel Reyes, Mayor, City of Adelanto
Lauren Hughes-Leslie, Council Member, City of Lancaster
Eric Ohlsen, Council Member, City of Palmdale
Ara Najarian, Director, Los Angeles County Metropolitan Transportation Authority

HDC JPA BOARD MEMBER ALTERNATES

Richard Loa, Mayor Pro Tem, City of Palmdale
Bob Harriman, Mayor Pro Tem, City of Victorville
Daniel Ramos, Mayor Pro Tem, 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 V. 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 V. Sohikian at sohikian@highdesertcorrrior.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 October 10, 2024, HDC JPA Board Meeting Minutes/Recap of Proceedings held via virtual zoom webinar format.

HDC JPA BOARD REGULAR CALENDAR

6. **BRIGHTLINE WEST HIGH-SPEED RAIL PROJECT UPDATE** — Ben Porritt, SVP Corporate Affairs, Brightline West
Recommended Action: *Receive and file report.*
7. **CA HIGH SPEED RAIL AUTHORITY PROJECT UPDATE** — LaDonna DiCamillo, Southern California Regional Director, CA High Speed Rail Authority
Recommended Action: *Receive and file report.*
8. **HDC JPA EXECUTIVE DIRECTOR REPORT** – Arthur Sohikian, Executive Director, HDC JPA
Recommended Action: *Receive and file report.*
9. **HDC JPA BOARD MEMBER FUTURE AGENDA ITEMS**
10. **ADJOURNMENT.** Next HDC JPA Board Meeting is April 17, 2025, 2 pm/virtual



AGENDA REPORT – BOARD ITEM 5

High Desert Corridor Joint Powers Agency

Date: January 16, 2025

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 October 10, 2024, HDC JPA Board Minutes/Recap of Proceedings held via virtual zoom format.

1. **October 10, 2024, HDC JPA CALL TO ORDER – Chair Barger calls virtual Board meeting to order at 2:02pm**
2. **ROLL CALL – Quorum Present, 5 voting members as follows:**

HDC JPA BOARD OF DIRECTORS MEMBERS – present/voting members

- Kathryn Barger, Supervisor, Los Angeles County
- Elizabeth Becerra, Mayor, City of Victorville
- Lauren Hughes-Leslie, Council Member, City of Lancaster
- Eric Ohlsen, City of Palmdale
- Ara Najarian, Director, Los Angeles County Metropolitan Transportation Authority

HDC JPA STAFF

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

3. **PLEDGE OF ALLEGIANCE by Director Ohlsen**
4. **PUBLIC COMMENTS – No Public Comment**
5. **HDC JPA BOARD MEETING MINUTES/RECAP OF PROCEEDINGS**

Recommended Action: *Approve July 11, 2024, HDC JPA Board Meeting Minutes/Recap of Proceedings held via virtual zoom format.*

Approved Item 5 by Motion by Director Najarian, second by Director Ohlsen

KB	EB	LHL	EO	AN	
Y	Y	Y	Y	Y	

HDC JPA BOARD REGULAR CALENDAR

6. Proposed 2025 HDC JPA Board of Directors Meeting Calendar

Recommended Action: *Approve Proposed 2025 HDC JPA Board of Directors*

Meeting Calendar

- A. January 9, 2025, 2pm/virtual
- B. April 17, 2025, 2pm/virtual
- C. July 10, 2025, 2pm/virtual
- D. October 9, 2025, 2pm/virtual

Approved Item 6 by Motion by Director Leslie, second by Director Ohlsen

KB	EB	LHL	EO	AN	
Y	Y	Y	Y	Y	

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

Recommended Action: *Receive and file report.*

8. HDC JPA BOARD MEMBER FUTURE AGENDA ITEMS: **No Items**

9. **ADJOURNMENT 2:21m. Next HDC JPA Board Meeting is January 9, 2025, 2 pm/virtual**

HDC JP A January 16, 2025 Board Report 6 – Brightline West Update Report

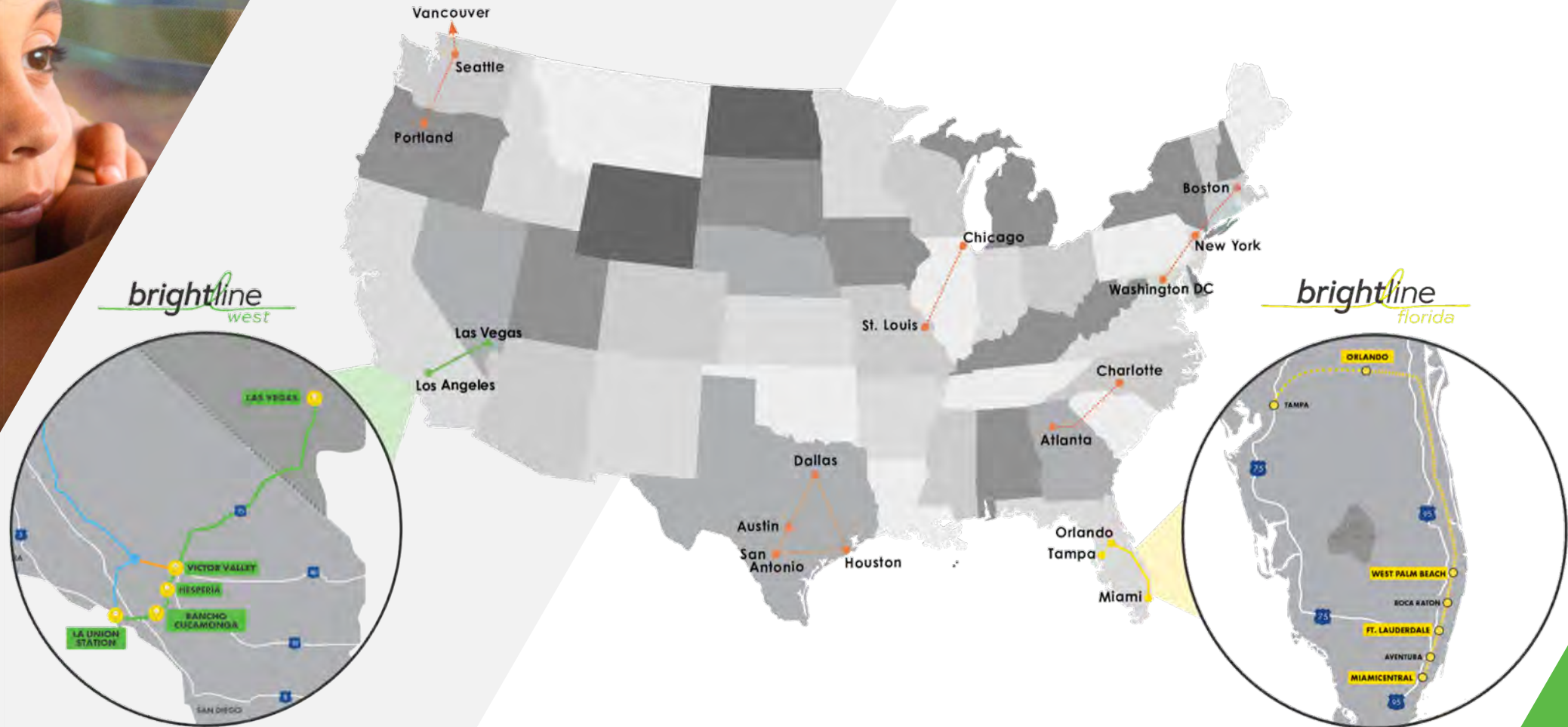


BRIGHTLINE WEST
UPDATE



COMPANY GOAL IS TO CONNECT CITY PAIRS THAT ARE

“TOO LONG TO DRIVE AND TOO SHORT TO FLY”

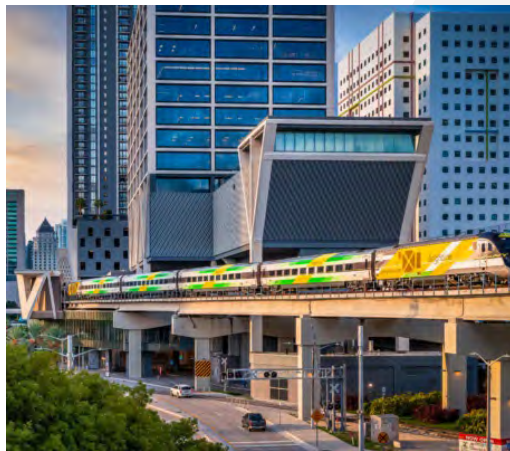


BRIGHTLINE FLORIDA

Our First Passenger System

- Brightline opened in 2018, with stations in Miami, Fort Lauderdale and West Palm Beach
- Infill stations were opened in Boca Raton and Aventura in 2022
- Expansion to a flagship station in Orlando was launched in 2023
- 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



ORLANDO

LEAD CUSTOMER SATISFACTION

	75
	75
	74
	68
	63
	62
	60
	43

An aerial photograph of a city skyline, likely Miami, featuring numerous high-rise buildings and a large body of water in the background. A large, semi-transparent green diagonal shape is overlaid on the image, extending from the top-left towards the bottom-right. The text "What We're Building Next" is centered within this green shape in a white, bold, sans-serif font.

**What We're
Building Next**

BRIGHTLINE WEST

Connecting Las Vegas and Southern California



All-electric trains
in a protected corridor with **zero**
at-grade crossings

218-mile trip
Las Vegas to Rancho Cucamonga

Up to 186 mph
true high-speed rail

+8.6 million
one-way passengers/year

MAP LEGEND

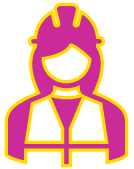
-  Station Marker
-  Brightline West
-  Metrolink
-  Regional Rail
-  Statelines



brightline
west

BRIGHTLINE WEST BENEFITS

Plants the Flag for True American High-Speed Rail



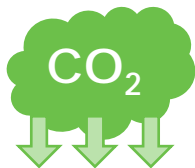
- There are many “too long to drive, too short to fly” city pairs in U.S.
- Start of high-speed train “industry” in America
- Blueprint spurring more systems to be built

Creating High-Quality, Good-Paying Jobs



- Project will generate \$10B+ in economic impact
- 10K+ field jobs during construction
- 1,000 permanent operations & maintenance jobs

Green & Safe



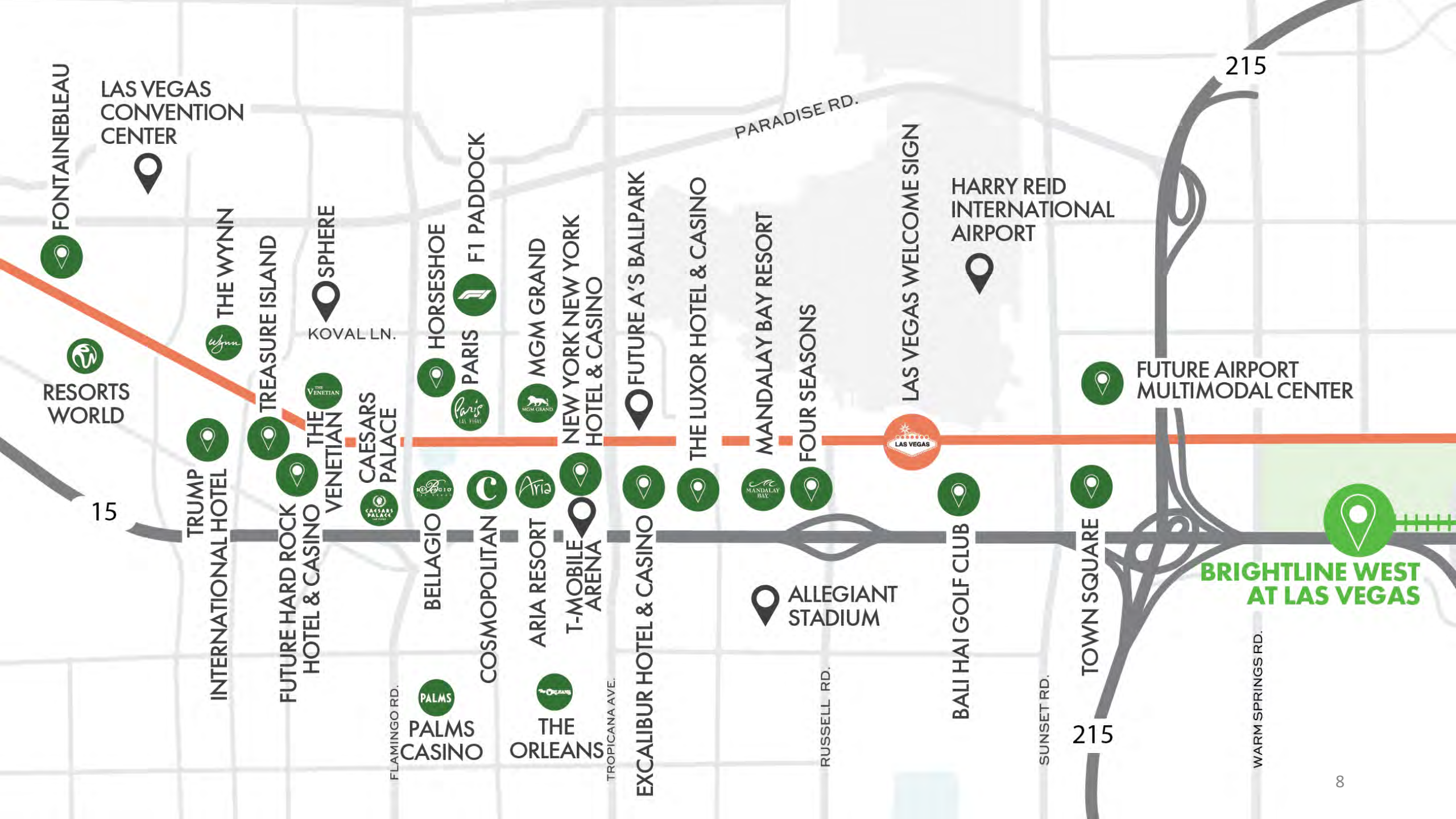
- Emission-free trains & power result in 325K ton annual CO2 decrease
- Equal to 2.2M cars off the road + 14K short-haul flights not flown
- Also results in large reduction in highway-related deaths & injuries





LAS VEGAS STATION

- **Brightline Trains owns 110 acres** on Las Vegas Blvd.
- **Proximate to major Las Vegas hotels, casinos, sports stadiums, and convention center**
- **Adjacent to I-15 & I-215 / One mile from major international airport**
- **Centrally located in Las Vegas' most actively developed region**



FONTAINEBLEAU

LAS VEGAS CONVENTION CENTER

RESORTS WORLD

15

TRUMP INTERNATIONAL HOTEL

THE WYNN

TREASURE ISLAND

FUTURE HARD ROCK HOTEL & CASINO

THE VENETIAN

CAESARS PALACE

SPHERE

KOVAL LN.

PALMS CASINO

BELLAGIO

COSMOPOLITAN

THE ORLEANS

ARIA RESORT

T-MOBILE ARENA

PARIS F1 PADDOCK

MGM GRAND

NEW YORK NEW YORK HOTEL & CASINO

EXCALIBUR HOTEL & CASINO

FUTURE A'S BALLPARK

THE LUXOR HOTEL & CASINO

ALLEGiant STADIUM

MANDALAY BAY

MANDALAY BAY RESORT

FOUR SEASONS

RUSSELL RD.

BALI HAI GOLF CLUB

LAS VEGAS WELCOME SIGN

HARRY REID INTERNATIONAL AIRPORT

SUNSET RD.

TOWN SQUARE

215

BRIGHTLINE WEST AT LAS VEGAS

WARM SPRINGS RD.

215

FUTURE AIRPORT MULTIMODAL CENTER

CALIFORNIA STATIONS

METROLINK

COORDINATION WITH METROLINK

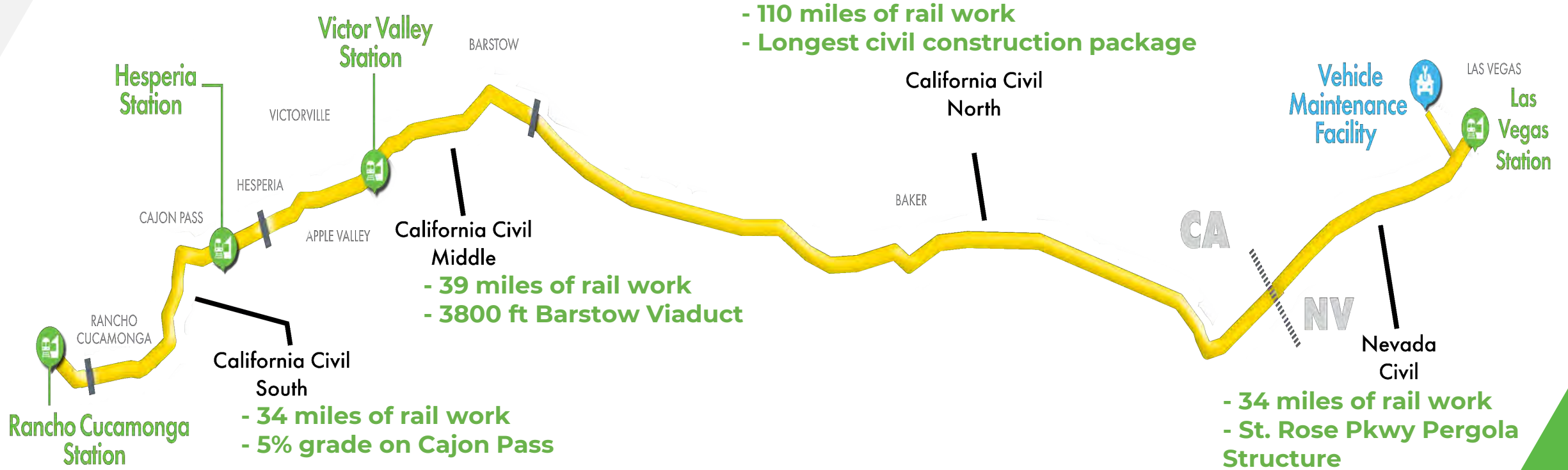
- TIMETABLE SCHEDULING
- SEAMLESS TRANSFERS
- TICKETING
- BRANDING



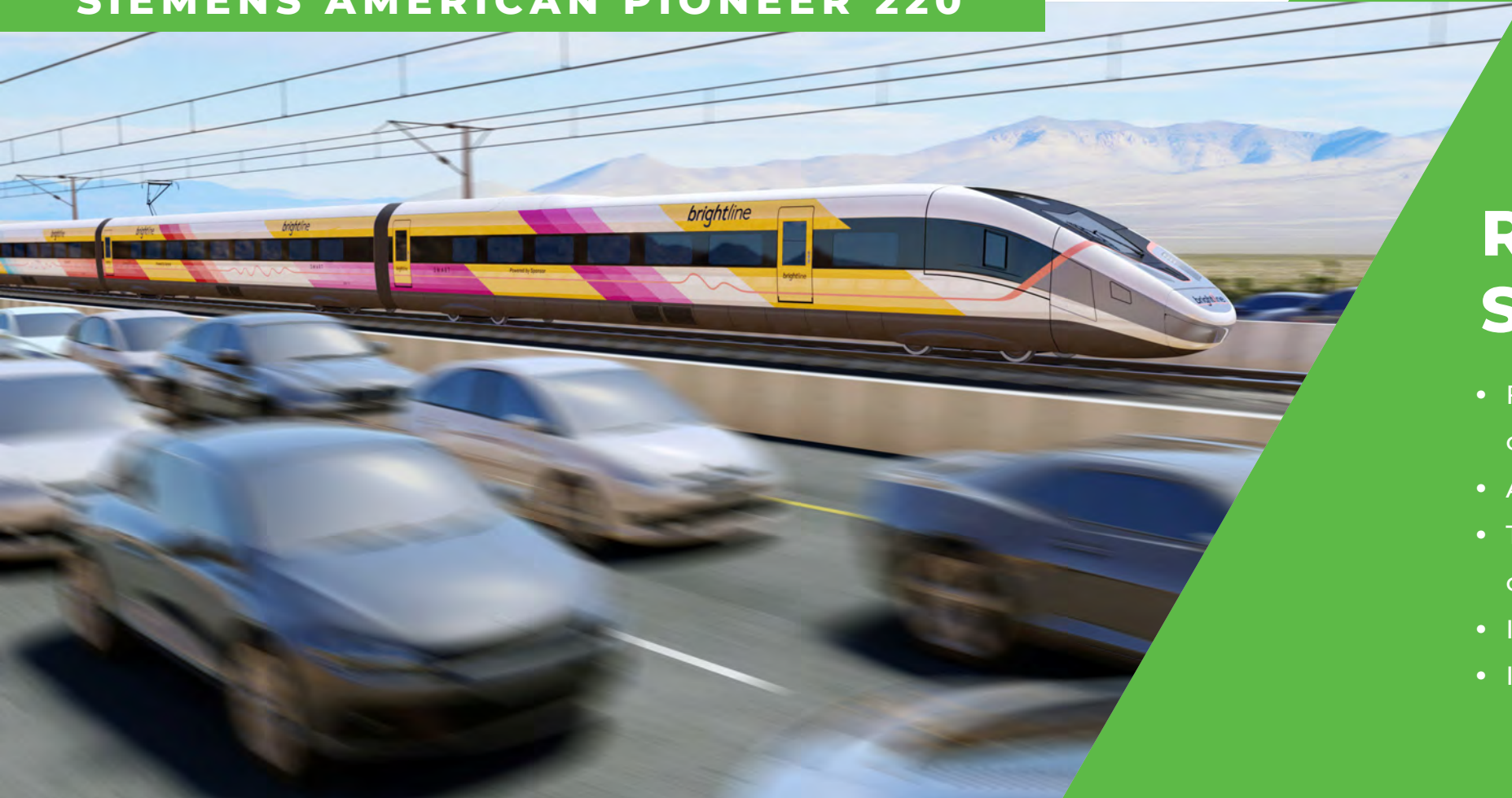
RANCHO CUCAMONGA STATION

VICTOR VALLEY (similar Hesperia)
IN-LINE STATION

CIVIL WORK ZONES



SIEMENS AMERICAN PIONEER 220



ROLLING STOCK

- Fully electric-powered trains capable of 200+ mph
- Approx. 450 passengers per train
- Trains can be coupled to double capacity
- Initial order of 10 trainsets
- Interoperable with CAHSR

Latest MILESTONES

April 22, 2024: **Brightline West Groundbreaking**

May 2024: **Siemens Selected as Rolling Stock Manufacturer**

Sept 2024: **Siemens Announces New York Facility**

Sept 2024: **\$3B FSP Grant Agreement Signed**

Field Investigation Work: **95% complete in Nevada**

Field Investigation Work: **88% complete in California**



CONTACT US

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ajones@brightlinewest.com

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Brightline West

THANK YOU!





CALIFORNIA High-Speed Rail Authority

HDC JPA January 16, 2025 Board Report 7 – CA High Speed Rail Authority Update Report

Statewide and Southern California Overview 2025

LaDonna DiCamillo, Southern California Regional Director

Ian Choudri Selected as New CEO

- On August 8, 2024, the Board of Directors appointed **Ian Choudri** as the new Chief Executive Officer (CEO) for the program.
- Prior to his appointment, Ian served as the Senior Vice President for HNTB.
- Choudri has an extensive 30+ year record in the transportation sector.
- Previous work includes high-speed rail projects in France and Spain.



“Ian’s deep experience and get-it-done attitude are impressive, and he’s taking control at an important moment for this project...[he] is the perfect steward for the next phase of high-speed rail.”

– Governor Gavin Newsom

Connecting California

Program Highlights

- **Phase 1**
 - 494 miles
 - San Francisco to Los Angeles/Anaheim
 - Trip time: less than 3 hours
- **Phase 2**
 - After Phase 1 – Extends 300 miles
 - Connections to Sacramento and San Deigo
 - Initiate high-speed rail service in California as soon as possible
- **Features**
 - Speeds up to 220 MPH
 - Zero Emissions
 - Electrified Service
 - Up to 24 stations



Where We Are Today

- Under construction along 119 Miles extending to 171 by advancing design on 52 miles north into Merced and south into Bakersfield
- Environmentally Clearing Full 494 Miles Between San Francisco and Los Angeles Basin
 - 463 Miles Environmentally Cleared To-Date
 - Anticipating 494 Miles Environmentally Cleared in 2026
- Station Design for four Central Valley Stations
 - Merced, Fresno, Kings/Tulare and Bakersfield
- Advancing statewide Bookend Projects



Railhead Project

Construction of the railhead is a major step in the track and systems process and signifies the next phase of the high-speed rail program bringing us closer to operations.

- A freight yard in Kern County and point of termination to receive materials and stage upcoming corridor work.
- Track will feed into a 150-acre site, to store materials for future track and systems work
- Initial track work is estimated to begin by Spring 2025



Governor Newsom, CEO Ian Choudri, partners, and community leaders speak at the opening of the Railhead Project.



Highlights

- **14,651 Construction Jobs Created Since Construction Began**
 - In 2024, Record Number of Workers Dispatched Daily
 - Active Construction in the Central Valley
 - Average 70% Workers from Disadvantaged Communities
- **881 Small Businesses Employed**
 - 305 are Disadvantaged Business Enterprises
 - 110 Disabled Veteran Business Enterprises
 - Jobs Creation for Residents of Disadvantaged Communities
- **Leading In Sustainability**
 - Currently Using Tier IV Equipment on Construction
 - Will Run on 100% Renewable Energy
 - Recognized as a Platinum Sustainable Infrastructure Project

(as of November 30, 2024)



California High-Speed Rail Funding Sources

State Funding = \$21.9 Billion

**2008
PROP 1A**

\$9.95 billion
Bond Measure

**2014 – 2030
CAP & TRADE**

\$750 million to \$1.25 billion
Average Annual Proceeds

Federal Funding = \$6.8 Billion

**2009
ARRA**

\$2.5 billion
Federal Grant

**2010
FY10**

\$929 million
Federal Funding

**2021-2022
RAISE**

\$49 million
Federal Grants

**2023
IIJA**

\$3.3 billion
Federal Grants



2023/24 Federal-State Partnership for Intercity Passenger Rail

**\$3.1 billion granted in 2023
for Central Valley**



Procure six electric trainsets



Construct the second track on the 119-mile high-speed rail from Madera to Poplar Avenue



Construct the Fresno Station



Final design and early works (including ROW acquisition and utility design/coordination) on the Merced and Bakersfield extensions

**\$536 million requested in 2024
for tunneling design**



Configuration level design for:

- » Bakersfield to Palmdale
- » Gilroy to Central Valley Wye



Begin crucial geotechnical studies in the Tehachapi Mountains



Commence time-consuming and complex tunneling design work reaching 30% design, including:

- » Civil design
- » Preliminary geotechnical studies
- » Right-of-way design identification
- » Utility design

Bay Area Valley to Valley Segment 159 Miles

- Status
 - » 100% environmentally cleared
 - » Eligible to begin advanced design
 - » Caltrain electrification bookend project completed
 - » Segment construction unfunded
- Goals
 - » Advance design work in 2025
 - » Continue to engage with partners on “shared corridor” early capital investments
 - » Develop segment funding plan options



Central Valley

Early Operating Segment

171 Miles

- Status
 - » 100% environmentally cleared
 - » 119 miles under construction, 30+ active construction sites
 - » 52 miles of advanced design (pre-construction work) underway in extensions
 - » 30% station design for Merced, Fresno, Kings/Tulare and Bakersfield
- Goals
 - » Initial operations by 2030-2033
 - » Track and Systems contract in 2025
 - » Train procurement contract in 2025



Major Scope Elements – 119 Miles Under Construction



100+ Structures



1,800+ Utility Relocations



200+ Wildlife Crossings / Culvert Boxes



2 ½ Miles of Freeway Realignment

Major Scope Elements – 119 Miles Under Construction



Over 7 miles of railroad realignment



24 Million CY of Earthwork (Guideway)



35 miles of Intrusion Protection Barrier



2,289 Right of Way Parcels

Station Planning

Central Valley Stations

- City of Merced
- City of Fresno
- Kings/Tulare Regional
- City of Bakersfield

Status:

- Schematic Designs (30%) for stations complete (November 2024)
- Early Site Activation Design Initial Construction Documents Complete (December 2024)
- Meeting with Local Agencies and community-based organizations to gather feedback on their respective station – Q1 2025
- Final Designs – Q1 2025
- 100% design complete – Mid 2026
- **Begin Construction – 2027**



Chinatown/Fresno



Bakersfield

Southern California

Complete Phase 1

165 Miles

- Status
 - » Continuing Environmental Clearance of final Phase 1 project section
 - » Eligible to begin advanced design where environmentally cleared
 - » Bookend projects advancing
 - Rosecrans/Marquardt Grade Separation (Bridge completed 2024/Full completion in 2025)
 - LinkUS Project coordination with LA Metro, DEIR released June-August 2024
- Goals
 - » Complete environmental review by 2026
 - » Identify “shared corridor” early capital investments
 - » Develop segment funding plan options
 - » Establish connection point with emerging Brightline service



Key 2024 Accomplishments Southern CA

- **Bakersfield to Palmdale**
 - » Active station planning workshops with City of Palmdale and High Desert Corridor
 - » Seeking Fed State Partnership Grant
 - » Supporting a complementary grant application for the High Desert Corridor for integration planning of Palmdale Station
- **Palmdale to Burbank**
 - » Board approved Final EIR on June 27, 2024
- **Los Angeles to Anaheim**
 - » Board approved Preferred Alternative on May 2024: Shared Passenger Track Alternative A to be studied in the environmental document along with one additional build alternative
 - » Released Preliminary Design
 - » Draft EIR expected Q2 2025
- **Bookend Projects:**
 - » LinkUS Draft EIR/S available for public review and comment June 21, 2024, through August 9, 2024. Advancing FEIR/S.
 - » Rosecrans/Marquardt grade separation bridge opened 2024, final completion 2025.



A Look Ahead at 2025

Next phase for the California High-Speed Rail project, the first steps in preparing for track and systems construction.

- Started work on railhead to accommodate future track and systems work, which will lay down the first tracks of our alignment
- Completing civil construction on the 119 miles under construction in the Central Valley
- Extending civil construction work to Merced and Bakersfield for a total of 171 miles
- Award contract for Track and Overhead Contact System (OCS) construction, anticipated fall of 2025
- Completing station designs and begin construction in Central Valley
- Advancing geotechnical and design work where environmental work is completed
- Furthering collaboration with Brightline West and High Desert Corridor on protocols and standards for interoperability between systems



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Visit the California High Speed Rail Authority website at [hsr.ca.gov](https://www.hsr.ca.gov)
and Build HSR California at [BuildHSR.com](https://www.BuildHSR.com)



AGENDA REPORT – BOARD ITEM 8

High Desert Corridor Joint Powers Agency

Date: January 16, 2025

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

From: Arthur V. Sohikian, Executive Director

Subject: HDC JPA Executive Director Report

Recommended Action: Receive and File Report

1. HDC JPA FY25 Work Program Implementation

On May 23, 2024, the Metro Board of Directors unanimously approved the HDC JPA FY25 Budget Work Program of \$6,174,000 from Measure M funds. The FY25 Work Plan activities include the creation of a financial plan for the Intercity High Speed Rail Project (HDC HSR) with a financial dashboard, continue to work on the Federal Railroad Administration Corridor Identification and Development Program (FRA CID) Service Development and Funding Plan with Metro, release of the Engineering, Design and Related Services procurement, evaluate organizational structures for the Agency and be prepared to continue work on the HDC HSR environmental approvals.

The Financial & Business Advisory Support Team is currently working with HDC JPA Executive Management on numerous tasks including the HDC JPA Financial Dashboard. Their Update is included as part of Attachment A.

2. HDC JPA Submits Federal State Partnership Grant Request for Southwest Region High Speed Rail Integration Project

The HDC JPA Submits Federal State Partnership (FSP) grant request for **\$42 million** for Southwest Region High Speed Rail Integration Project (Integration Project), an 80/20 federal/local share grant opportunity with roughly \$1.1 billion available nationwide.

The Integration Project has been developed and will be implemented in collaboration with Brightline West and the California High-Speed Rail Authority, reflecting the importance of the High Desert Corridor as the high-speed rail connector between those two systems.

The goals of this project are to ensure seamless connectivity among three key components of the Southwest Region High-Speed Rail network to help optimize the almost \$10 billion federal investment to date in the network. The urgency of this high-speed rail integration work is driven by the progress of the Brightline West project, aided by the award of FSP funds last year. With that support, **Brightline West is advancing toward construction in 2025**, making the timely integration of station and service planning in Victor Valley critical.

This Integration Project has strong support across a broad spectrum of stakeholders. The HDC JPA application **exceeds the required non-federal match** through a combination of funding from the State of California and the County of Los Angeles, whose residents overwhelmingly approved a 2016 ballot measure including funding for the High Desert Corridor. HDC JPA Grant Support letters were received from the following:

Elected Officials

U.S. Senator Alex Padilla
Scott Wilk, State Senator, 21st District
Juan Carrillo, State Assemblymember, 39th District
Eric Ohlsen, Councilmember, City of Palmdale

Brightline West

Transportation Agencies and Coalitions

Antelope Valley Economic Development & Growth Enterprise (AV EDGE)
Antelope Valley Transportation Authority
California High Speed Rail Association
Los Angeles County Metropolitan Transportation Authority (Metro)
Metrolink
North Los Angeles County Transportation Coalition Joint Powers Authority (NCTC)
US High Speed Rail Association

Cities

City of Adelanto, City of Lancaster, City of Palmdale, City of Victorville

Labor

Brotherhood of Maintenance of Way Employees Division, International Brotherhood of Teamsters
State Building and Construction Trades Council of California
Los Angeles and Orange Counties Building Trades Council
Riverside and San Bernardino Counties Building Trades Council
Transportation Trades Department, AFL-CIO

3. HDC JPA Submits Service Development Plan (SDP) Stage 2 Grant Information to FRA

In December 2024, the HDC JPA submitted a revised FRA Corridor ID Stage 2 grant Scope, Budget and Timeline information for roughly \$2.1 million budget paving the way for completion of the SDP.

August 2020, the Metro Board of Directors approves the funding and creation of the HDC Intercity Rail Service Development Plan & Funding Plan (SDP) to be submitted to Federal Railroad Administration. To date, the HDC SDP has been funded with:

- \$6.0 million of HDC Measure M funds (Local funds). Allocated \$4.0 million in August 2020 and additional \$2 million for SDP Gap Analysis in May 2024.

- \$1.375 million in CalSTA 2018 Transit Intercity Rail Capital Plan State grant funds under the Network Integration category (CA State funds), and
- \$625,000 from Brightline West (\$250,000 in cash and \$375,000 of in-kind contributions) (private funds).
- \$500,000 awarded in Federal Railroad Administration Corridor ID Program Grant – obligated \$100,000 in August 2024

4. CA Governor Newsom announces Southwest Region High Speed Rail Network collaboration between CA High Speed Rail Authority, Brightline West and High Desert Corridor JPA

CA Governor Gavin Newsom officially kicked off the CHSRA Railhead Project in Kern County commemorating the first steps in the track and systems construction process. As part of the press event, the HDC JPA was invited to the event. On behalf of the Board of Directors, the Executive Director spoke on the collaboration effort between the three high speed rail projects.

In addition, HDC JPA highlighted the High Desert Corridor High-Speed Rail Project as the strategic 54-mile link, connecting California’s 500+ mile High-Speed Rail network to the 200+ mile Brightline West project to Las Vegas. This is not just about one project—it is about being part of a larger, interconnected Southwest Region High-Speed Rail Network. To deliver the high-speed rail network, the CHSRA, Brightline West and HDC JPA have been working closely, ensuring coordination of technical and operational items.



5. Palmdale awarded FY24 Reconnecting Communities Pilot (RCP) Program grant for the East Avenue Q Crossings and Complete Street Study

The City of Palmdale was awarded a federal US DOT Reconnecting Communities Pilot (RCP) Program grant for \$1,000,000 with \$250,027 in-kind staff match in collaboration with project partners High Desert Corridor Joint Powers Agency (HDC JPA), and the California High-Speed Rail Authority (CHSRA).

The East Avenue Q Crossings and Complete Street Study will focus on enhancing multimodal access and safety for disadvantaged communities between Division Street and Sierra Highway. The project will explore redesigning East Avenue Q into a Complete Street, study the construction of a road underpass to eliminate the barrier created by the Union Pacific and Metrolink rail lines and assess a pedestrian overcrossing to connect the future Palmdale High-Speed Rail Station with surrounding neighborhoods.

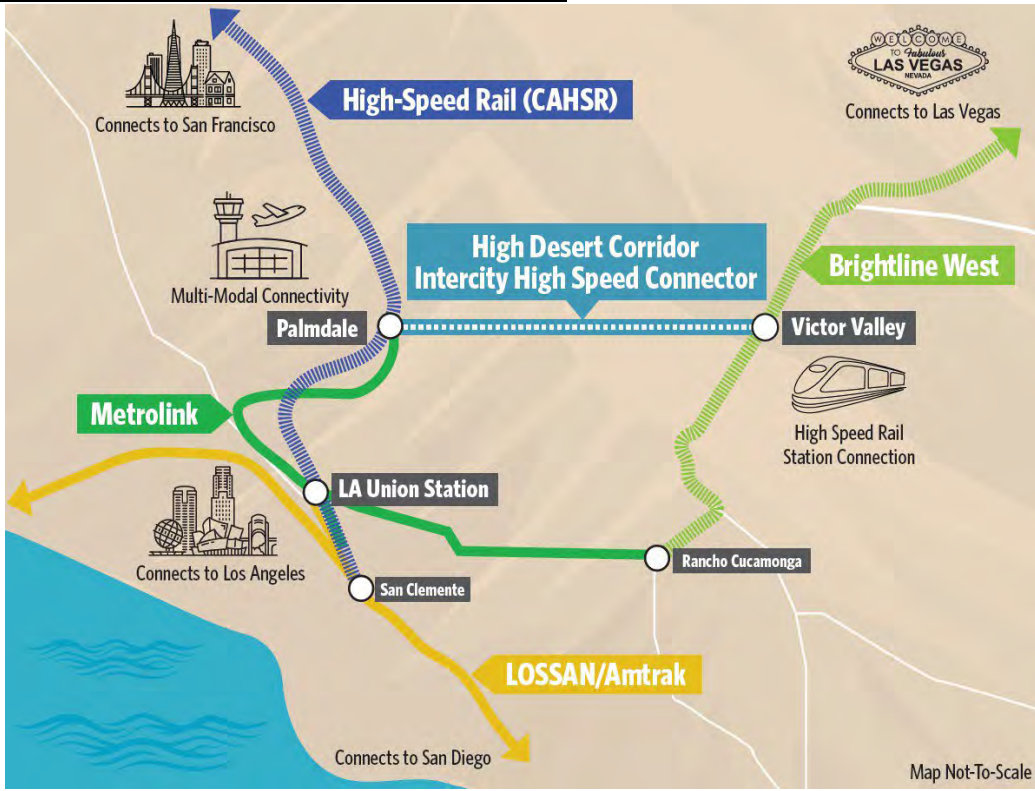
The City of Palmdale, as the lead applicant, will contribute \$125,032.63 in in-kind staff services, while project partners HDC JPA will provide \$49,995.00, and the CHSRA will contribute \$75,000.00 in staff services.

6. High Desert Intercity High Speed Rail Project Benefits, Maps, Highlights

Project Benefits

- The High Desert Intercity High Speed Rail Project proposes a 54-mile corridor (Palmdale to Victor Valley) that can be traveled in under 30-minutes providing future connection to the California High Speed Rail Project and the Brightline West Project.
- One HSR station in Palmdale and one HSR station in Victor Valley: Proposed integration with California High Speed Rail Palmdale Station and Brightline West Victor Valley Station.
- Equitable transportation mobility options. The HDC HSR represents a significant investment in historically underserved and underinvested communities in the high desert communities of Los Angeles and San Bernardino Counties.
- The HDC JPA HSR Project is consistent with the CA State Rail Plan's objectives to improve connectivity of the California statewide rail network
- The HDC HSR Project will improve travel safety and reliability from rural communities to major urban centers in Las Vegas, Los Angeles, and San Bernardino Counties.
- The HDC HSR Project, a zero-emission high speed rail technology, will reduce vehicle miles traveled, contributing to improved air quality and reduction of greenhouse gas emissions.
- The HDC HSR Project is estimated to generate more than \$12 billion in economic activity during development and construction.
- New business development will help create jobs closer to and within the growing communities in Southern California. Access to affordable housing options.

HDC Project Map and Connection to State Network



HDC JPA is seeking NEPA environmental approvals for the Intercity High Speed Rail Project with a federal Record of Decision (ROD) and Notice of Determination (NOD). More than \$2 billion of Los Angeles County Measure M funds are dedicated to the project.

Project Milestones

- December 2024: HDC JPA submits Federal State Partnership Grant request for the Southwest Region Integration Project
- December 2024: HDC JPA submits FRA Corridor ID Stage 2 Scope, Budget, Timeline paving the way to complete the High Speed Rail Service Development Plan.
- August 2024: HDC HSR Project signs two Labor Agreements with the CA Trades Councils for construction and US Rail Labor Coalition for Operation and Maintenance.
- May 2024: HDC JPA Board approves, with Metro Board concurrence, the FY2024-25 budget allocating \$6,174,000 to proceed with HDC JPA HSR Project development activities including seeking NEPA environmental approvals.
- December 2023: \$8 million in CA Grant Funds allocated. Master Agreement completed, July 2024.
- December 2023: HDC HSR Project accepted into Federal Railroad Administration (FRA) Corridor Identification and Development Program (CID) Stage 1, with a \$500,000 grant award. Grant obligated, August 2024.
- 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).
- 2020: Caltrans declares No Build for the highway portion.
- 2018: High Desert Corridor Joint Powers Authority (HDC JPA) supports study of an alternative to the HDC.
- 2016: High Desert Corridor Multi-purpose corridor receives California CEQA clearance which included a highway and high-speed rail line in the Locally Approved Alternative (LPA). EIR/EIS completed in 2016 after an 8-year Public Process.

HDC High Speed Rail project variations from 2016 CEQA Locally Preferred Alternative



- Removal of Freeway Component, Caltrans “No-Build” Alternative, Dec 2020.
- Rail alignment between Palmdale and Victorville is located within the footprint studied by Caltrans EIR/EIS except:
 - **Palmdale Station Connection** – Revised to connect to current California HSR Palmdale Station design – realigned approximately 1.5 miles of track.
 - **Victor Valley Station Connection** – Revised to connect to Brightline West I-15 median in-line station at Dale Evans Pkwy in Victor Valley – realigned approximately 4 miles of track.
 - **Southern alignment near Mojave River to avoid Ecological Sensitive Area (ESA) and a historical San Manuel Band of Mission Indians Serrano Tribal Village.**



HDC JPA January 16, 2025 Board Report 8 – EXECUTIVE DIRECTOR REPORT ATTACHMENT A
Financial and Business Advisory Support Update
for the period of October to December 2024

- Consultant team under contract as of June 2024
- Important part of building HDC JPA organizational capacity
- Team led by InfraStrategies, includes 9% DBE participation
- Broad range of activities, including:
 - **Facilitation Support/Administration** – coordination with HDC JPA leadership, within team, with other consultant teams; record-keeping
 - **Financial Plan Development** – identification and tracking of current and potential funding/financing sources and uses of funds
 - **Grants Management** – identifying and pursuing grant opportunities, tracking and ensuring compliance with grant and other funding requirements
 - **Organizational Management/Governance Structure Development** – assist HDC JPA in assessing organizational needs, developing strategy to ensure ability to implement program and meet requirements and meet evolving needs
 - **Project Development Support** – ongoing engagement with key stakeholders, identification of issues and strategies relating to advancement of project
 - **Procurement Support** – assist HDC JPA in developing, advancing the retention necessary support services
 - **DBE Monitoring and Compliance** – establish process and reporting mechanisms for ensuring DBE goal compliance

Major activities/accomplishments for the quarter

- Developed HDC JPA application for funding under the Federal State Partnership (FSP) for Intercity Rail program, submitted on December 12, 2024.





Key activities included:

- Coordination with HDC JPA leadership on direction, strategy
 - Development of scope of work and budget, statement of work and narrative
 - Compliance assurance to meet all application requirements
 - Coordination with Brightline West and California High-Speed Rail Authority
 - Development of qualitative benefit-cost analysis (BCA)
 - Identification and refinement of graphics
-
- Developed Financial and Budget Model and Sources and Uses Dashboard Tool (see following materials)
 - Provides HDC JPA with state-of-the-art means to track and manage funding, inform budget
 - Provides transparency
 - Supported HDC JPA and LA County Procurement in Engineering, Design and Related Services (EDS), including November 18 pre-proposal conference
 - Proposals received December 17
 - Target Board action April 2025
 - Identified potential future funding/financing sources, based on project needs, eligibilities
 - Developed preliminary federal and state grant strategy
 - Developed initial strategy for advancing HDC JPA organizational capacity and structure based on peer agencies and other resources
 - Supported HDC JPA leadership in prioritizing ROW activities, with a focus on identifying potentially sensitive acquisitions
 - Participated in regular meetings with California High-Speed Rail Authority staff regarding Palmdale Station integration.
 - Supported HDC JPA leadership in planning for and engaging with Federal Railroad Administration.
 - Supported HDC JPA in coordination with LA Metro and LA County Public Works
 - Developed materials for reporting DBE participation for invoices and to be available upon request

Key upcoming activities:

- Continued activities in above-mentioned areas
- Potential preparation of grant application(s) for new federal funding
- Identification of policies for Board consideration
- Support of HDC JPA in advancing through federal Corridor Identification and Development Program
- Support of HDC JPA in updating the draft Service Development Plan



**HIGH DESERT
CORRIDOR**
JOINT POWERS AGENCY

HDC JPA January 16, 2025 Board Report 8 – EXECUTIVE DIRECTOR REPORT ATTACHMENT A

Financial/Budget Model – Tool & Dashboard

January 16, 2025

HDC JPA identified a need for a financial model that would support strategic project planning and build out organizational capacity

HDC JPA sought a tool that would do the following:

- **Track color of money:** As HDC JPA leverages federal, state, and local funds from partners, each with varying requirements, it must be able to track and monitor the “color of money” across funding sources
- **Support transparent stewardship of funds:** Tracking actual budget expenditures against projected costs will provide transparent oversight in real time
- **Help secure additional project funds:** Inform grant pursuit strategies, grant applications, and financing opportunities
- **Prepare for the future:** Meet changing needs as the project becomes larger and more complex
- **Developing a robust, enterprise-wide financial model now enhances transparency and stewardship of funds by HDC now and into the future**



HDC JPA has Developed a Robust Sources and Uses Financial Model & Budget Dashboard

- **Facilitates financial comparison of operating scenarios:** The financial model provides a global view of HDC sources and uses by project phase and evaluates the project's financial viability across the three potential operating scenarios
- **Features dynamic output dashboards:** The model features comprehensive output dashboards designed to provide key scenario-specific insights that will inform the project's development
- **Built with flexibility:** The model has been developed with the flexibility to account for varying operational inputs and potential future funds such as private partner contributions, federal grant funds, project financing, etc.
- **Informs Project Planning:** Developing the financial model at this early project stage allows HDC JPA to leverage industry-leading practices to maximize state and federal funding opportunities and make informed planning decisions based on project economics



Dashboard Provides Meaningful Insights into Program Forecast, Costs, Spend, Budget, Escalation, Funding, Financing, etc.

Key Model Components

- 1. Case Selector:** Enables users to toggle between operating scenarios altering model outputs based on the selected case
- 2. Capital Cost and Operational Inputs:** Incorporates capital cost and operational inputs aligned to the draft SDP and calculates projected annual capital expenditure
- 3. Funding Inputs:** Incorporates real HDC funding amounts and facilitates the tracking and projecting of fund source balances over time
- 4. Dynamic Budgeting Tool:** Allows HDC to add annual budget figures to the model that update calculations in real-time and reflect in model outputs
- 5. Output Dashboards:** Visualizes key project metrics calculated by the model and compares the financial implications of each operating scenario

Illustrative Model Snapshots

3 VARIABLE INPUTS

Period Start	01-Jul-22	01-Jul-23	01-Jul-24	01-Jul-25	01-Jul-26
Period End	30-Jun-23	30-Jun-24	30-Jun-25	30-Jun-26	30-Jun-27
Year	2023	2024	2025	2026	2027
Counter	3	4	5	6	7
Days in Period	365	366	365	365	365
	Pre Dev	Pre Dev	Pre Dev	Pre Dev	Development

Units	Row Total				
Corridor ID (CID) Stage 1	\$ AM (FOC)	0.5			
TIRCP	\$ AM (FOC)	8.0			
Measure M	\$ AM (FOC)	747.0		\$ 8.0	
FSP	\$ AM (FOC)	-	\$ 170.0		\$ 577.0
Federal Funding	\$ AM (FOC)	-			
State Funding	\$ AM (FOC)	-			
Local Agency Contributions	\$ AM (FOC)	-			

4 HDC S&U Budgeting Tool (in YOY dollars)

	Yes	Yes	Yes
	2023	2024	2025
	01-Jul-22	01-Jul-23	01-Jul-24
	30-Jun-23	30-Jun-24	30-Jun-25
	1,236,500	1,947,500	6,174,000

Contract Name / Work Description	FY 22-23	FY 23-24	FY 24-25
Financial Advisory Services	\$ -	\$ 135,000	\$ 1,165,000
HDC JPA Management	\$ 182,970	\$ 430,000	\$ 1,188,800
Re-evaluate NEPA EIS & ROD	\$ 720,000	\$ 710,000	\$ 977,350
Program Management Support and Construction Management	\$ -	\$ 240,000	\$ 1,035,000
Service Development Plan (SDP) Update	\$ -	\$ -	\$ 500,000
LA Metro Regional Rail Program Management Staff Support	\$ -	\$ -	\$ 350,000
County of Los Angeles Staff Support Services: Public Works Pro	\$ 39,000	\$ 175,000	\$ 665,000
Stakeholder and Public Engagement and Planning Assistance	\$ 145,000	\$ 165,000	\$ 185,000
Audit Services: County of Los Angeles Audit Services	\$ 14,030	\$ 20,000	\$ 30,000
LA Metro Funding Agreement Audit Services	\$ -	\$ 20,000	\$ 25,350
Multi-Media Promotion, Materials & Advertising	\$ 12,000	\$ 30,000	\$ 30,000
IT Support, GIS, Software and Website Mgmt	\$ 18,500	\$ 22,500	\$ 22,500
Planning & Administration Staff Support	\$ 105,000	\$ -	\$ -



Case Selector and Capital Cost/Operational Inputs Provide Flexibility Across the Three Program Scenarios

- The financial model allows the user to input operating scenario-specific capital cost and operational inputs
- Using the case selector, the user can select which scenario's inputs run through the calculations within the model
- Operating scenarios currently integrated within the model include:
 - Base Case: 1-seat ride Palmdale – Las Vegas
 - Scenario 1: 1-seat ride LAUS – Las Vegas
 - Scenario 2: 2-seat ride Palmdale – Las Vegas
- The model includes the flexibility to add additional operating scenarios as needed

CONSTANT INPUTS			
1-seat ride Palmdale-Las Vegas <i>(in 2021 Million dollars)</i>			
	1	2	3
	BASE CASE	SCENARIO 1	SCENARIO 2
	1-seat ride Palmdale-Las Vegas	1-seat ride LAUS-Las Vegas	2-seat ride Palmdale-Las Vegas
1 Capital Cost Inputs			
1.1 Direct Construction Costs			
Guideway & Track (SCC 10)			
Palmdale HDC Station (SCC 20)			
Support Facilities (SCC 30)			
Sitework and Special Conditions (SCC 40)			
Transit Systems (SCC 50)			
1.2 Rolling Stock			
SCC Cost Curve Applied			
Rolling Stock			
1.3 Indirect Construction Costs			
1.3.1 Contractor Indirect Costs			
Contractor Indirect Cost			
Contractor Profit			
1.3.2 Professional Service/Other Costs (SCC 80)			
Preliminary Engineering (SCC 80.01)			
Program Management (SCC 80.03)			
Final Design (SCC 80.02)			
Env Mitigation (SCC 80.03)			
CMGC Pre-Construction (SCC 80.03)			
Construction Management (SCC 80.04)			
Startup & Testing (SCC 80.08)			
Legal & Permits (SCC 80.06)			
Third Party Administration (SCC 80.06)			
Other Agency Costs (SCC 80.07)			
2 Operations Inputs			
2.1 Ridership			
2.2 Revenue			
2.3 Operating Costs			
2.4 Financing			

Funding Inputs and Budgeting Tool Accounts for Various Sources and Monitors Actual Spend vs. Budget

Funding Inputs

- The model lets the user input funding source values. The fund sources are then prioritized and applied to future project expenses based on fund usage restrictions, allowing HDC to monitor and plan for future funding needs
- The model is built with flexibility to incorporate future funding sources as they are secured by HDC

Budgeting Tool

- The budget tool lets the user update the model with actual budget figures each fiscal year. These figures flow through the model and update projected costs in real time
- This feature allows HDC to monitor actual spend vs. budget, and mitigate potential cost overruns

VARIABLE INPUTS			Period Start	01-Jul-22	01-Jul-23	01-Jul-24	01-Jul-25	01-Jul-26
			Period End	30-Jun-23	30-Jun-24	30-Jun-25	30-Jun-26	30-Jun-27
			Year	2023	2024	2025	2026	2027
			Counter	3	4	5	6	7
			Days in Period	365	366	365	365	365
			Units	Pre Dev	Pre Dev	Pre Dev	Pre Dev	Development
			Row Total					
1 Funding Inputs								
1.1 Funding Additions								
Corridor ID (CID) Stage 1	\$ Mil / YOE	0.5		\$ 0.5				
TIRCP	\$ Mil / YOE	8.0			\$ 8.0			
Measure M	\$ Mil / YOE	747.0	\$ 170.0				\$ 577.0	
FSP	\$ Mil / YOE	-						
Federal Funding	\$ Mil / YOE	-						
State Funding	\$ Mil / YOE	-						
Local Agency Contributions	\$ Mil / YOE	-						

HDC S&U Budgeting Tool		Switch to implement the budgeting numbers in the model			
(in YOY dollars)		Year	Yes	Yes	Yes
		2023	2024	2025	
	Start Date	01-Jul-22	01-Jul-23	01-Jul-24	
	End Date	30-Jun-23	30-Jun-24	30-Jun-25	
	Totals	1,236,500	1,947,500	6,174,000	
Contract Name / Work Description	S&U Cost Category - SCC Minor	FY 22-23	FY 23-24	FY 24-25	
Financial Advisory Services	Program Management (SCC 80.03)	\$ -	\$ 135,000	\$ 1,165,000	
HDC JPA Management	Program Management (SCC 80.03)	\$ 182,970	\$ 430,000	\$ 1,188,800	
Re-evaluate NEPA EIS & ROD	Env Mitigation (SCC 80.03)	\$ 720,000	\$ 710,000	\$ 977,350	
Engineering and Design Services	Preliminary Engineering (SCC 80.01)	\$ -	\$ 240,000	\$ 1,035,000	
Service Development Plan (SDP) Update	Program Management (SCC 80.03)	\$ -	\$ -	\$ 500,000	
LA Metro Regional Rail Program Management Staff Support	Program Management (SCC 80.03)	\$ -	\$ -	\$ 350,000	
County of Los Angeles Staff Support Services: Public Works Pro	Program Management (SCC 80.03)	\$ 39,000	\$ 175,000	\$ 665,000	
Stakeholder and Public Engagement and Planning Assistance	Program Management (SCC 80.03)	\$ 145,000	\$ 165,000	\$ 185,000	
Audit Services: County of Los Angeles Audit Services	Other Agency Costs (SCC 80.07)	\$ 14,030	\$ 20,000	\$ 30,000	
LA Metro Funding Agreement Audit Services	Other Agency Costs (SCC 80.07)	\$ -	\$ 20,000	\$ 25,350	
Multi-Media Promotion, Materials & Advertising	Other Agency Costs (SCC 80.07)	\$ 12,000	\$ 30,000	\$ 30,000	
IT Support, GIS, Software and Website Mgmt	Other Agency Costs (SCC 80.07)	\$ 18,500	\$ 22,500	\$ 22,500	
Planning & Administration Staff Support	Program Management (SCC 80.03)	\$ 105,000	\$ -	\$ -	

Output Dashboards Graphically Summarize Actuals and Financial Plan for Program Now and into Future

The model contains output dashboards that summarize key project metrics:

1. Sources and Uses Table

- The sources and uses table depicts total annual expenditure and fund usage by fiscal year
- This output sheet allows HDC to manage funding source inflows and outflows and plan for future expenditures

2. Financial Dashboard

- The financial dashboard visualizes financial metrics such as cumulative sources and uses, total uses by cost category, revenue vs. costs, net cash flow, etc.

3. Scenario Analysis Dashboard

- The Scenario Analysis dashboard allows the user to quickly compare model outputs across the three operating scenarios to determine benefits and drawbacks of each scenario

USES - CAPITAL OUTLAY																			
PREDEVELOPMENT																			
Total Pre Development Capital Outlay	\$/M	166.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DEVELOPMENT																			
Total Development Capital Outlay	\$/M	1,756.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Uses	\$/M	1,922.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

SOURCES - CAPITAL OUTLAY																			
PREDEVELOPMENT																			
Total Pre Development Capital Outlay	\$/M	166.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DEVELOPMENT																			
Total Development Capital Outlay	\$/M	1,756.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources	\$/M	1,922.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

