

High Desert Corridor
Joint Powers Authority

April 9, 2015

Meeting Materials

Item 6

Correspondence



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

November 12, 2014

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Szabo,

On behalf of the High Desert Corridor Joint Powers Authority (HDCJPA), please accept our strong support for additional regional rail planning in the California-Arizona-Nevada region through the advancement of recommendations proposed in the Southwest Multi-State Rail Planning Study (Southwest Rail Study).

The HDCJPA, which comprises the Counties of Los Angeles and San Bernardino and their respective High Desert cities, has long supported the concept of an integrated, multi-state, high-speed rail network throughout the Southwest United States. With the parallel development of both the California High-Speed Rail system through the HDC's western terminus in the City of Palmdale and the XpressWest High-Speed Rail system between Las Vegas and Victorville—the HDC's eastern region—the JPA Board understood early on that the inclusion of a high-speed rail component within our multi-modal corridor connecting these two cities would provide the missing link between these two systems serving over 40 million residents in California and Southern Nevada.

With the recent release of the Draft Environmental Impact Report/Environmental Impact Study for the High Desert Corridor project, inclusive of a high-speed rail component between Palmdale and Victorville, the potential for a High-Speed Rail connection linking the California and XpressWest High-Speed Rail systems is now on the path to reality.

In light of this development, the HDCJPA urges the Federal Railroad Administration (FRA) to invest in the planning efforts of the various components of the Southwest Rail Study so that the development of these separate systems can be integrated into a cohesive, sustainable, connected system that allows for maximum ridership, economic growth, and transportation benefit for the residents of California and Nevada.

BOARD OF DIRECTORS

Robert A. Lovingood
Supervisor, San Bernardino County First District (Chairman)

Ronald D. Smith
Council Member, City of Lancaster

James C. Ledford
Mayor, City of Palmdale

Norm L. Hickling
Los Angeles County

Michael D. Antonovich
Supervisor, Los Angeles County Fifth District (Vice-Chairman)

Scott Nassif
Council Member, Town of Apple Valley

Cari Thomas
Mayor, City of Adelanto

Ryan McEachron
Mayor Pro Tem, City of Victorville





High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

The HDCJPA remains committed to working with the FRA in full support of and participation in the study of this vital Southwest rail network.

Thank you for your consideration of this request, and we look forward to continuing our strong working relationship with you and your staff on advancing regional rail planning in Southern California and the Southwest United States.

Sincerely,

ROBERT A. LOVINGOOD
Chairman

MICHAEL D. ANTONOVICH
Vice Chairman

BOARD OF DIRECTORS

Robert A. Lovingood
Supervisor, San Bernardino County First District (Chairman)

Ronald D. Smith
Council Member, City of Lancaster

James C. Ledford
Mayor, City of Palmdale

Norm L. Hickling
Los Angeles County

Michael D. Antonovich
Supervisor, Los Angeles County Fifth District (Vice-Chairman)

Scott Nassif
Council Member, Town of Apple Valley

Cari Thomas
Mayor, City of Adelanto

Ryan McEachron
Mayor Pro Tem, City of Victorville



November 12, 2014

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo:

The Arizona Department of Transportation (ADOT) supports the California State Transportation Agency's (CalSTA) Statement of Qualifications and Interest to the Federal Railroad Administration (FRA) for Federally-Led Regional Rail Planning.

The FRA Southwest Study showed that the California-Nevada-Arizona region has the population, density, land use and projected growth to create a strong market for high-performance passenger rail. ADOT understands that the economies of Arizona, Nevada, and Southern California are linked together, the need for efficient and reliable transportation links are key to the economic vitality of the region.

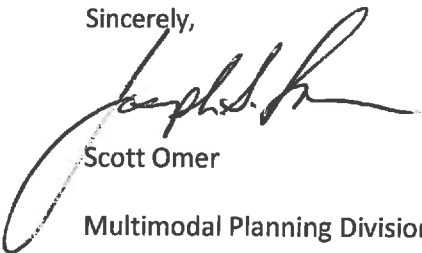
The Southwest Multi-State Rail Planning Study considerably advanced the understanding of the potential demand for passenger rail service in the California-Nevada-Arizona region. A continued regional focus is essential to identifying synergies and opportunities to advance rail across the Southwest.

ADOT is currently studying the potential for a passenger rail connection between Phoenix and Tucson, which could become one element of a much larger system across the Southwest, therefore; collaboration and continued planning will ensure any related environmental and quality of life improvements will be sufficiently coordinated to develop a highly efficient passenger rail system that will benefit the entire region.

Federally-led regional rail planning will continue momentum built by the Southwest Study at this critical time in the development of the Southwest rail network. ADOT is committed to meaningful participation in this effort through staff time as well as sharing of information and experience of our current rail planning efforts.

Thank you for your thoughtful consideration of this expression of interest.

Sincerely,



Scott Omer

Multimodal Planning Division; Director



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

In Reply Refer to:

November 12, 2014

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Szabo:

The Nevada Department of Transportation (NDOT) enthusiastically supports the California State Transportation Agency's (CalSTA) Statement of Qualifications and Interest to the Federal Railroad Administration (FRA) for Federally-Led Regional Rail Planning.

The economy of Nevada is highly dependent on an efficient and robust transportation system; one that connects our economic engines such as tourism and mining to our neighboring states and the rest of the country. NDOT's mission to provide a better transportation system for Nevada through our unified and dedicated efforts includes ensuring safe and efficient transportation in and out of our state as well as through.

The Southwest Multi-State Rail Planning Study considerably advanced the understanding of the magnitude and significance of the demand for rail service in the California-Nevada-Arizona region. Across these states, public agencies and private companies are pursuing the planning and implementation of rail. A continued regional focus is essential to identifying synergies and opportunities to advance rail across the Southwest. Federally-led planning brings a perspective beyond any project or jurisdiction.

The Southwest Study showed that the California-Nevada-Arizona region has the population, density, land use and projected growth to create a strong market for high-performance rail. Connections across these regions are essential to continued economic growth. Collaboration and continued coordination and planning will bring modern, efficient passenger rail service to this currently under served region and related environmental and quality of life improvements to one of largest mega regions in the country. The future of the Nevada's economy and quality of life depends on maintaining efficient connections to Southern California and Arizona without adding to the crippling congestion or impacting safety on our critical freight corridors.

Federally-led regional rail planning will continue momentum built by the Southwest Study at this critical time in the development of the Southwest rail network. NDOT is committed to meaningful participation in this effort through staff time as well as sharing information and experience on our previous multistate efforts.

Thank you for your thoughtful consideration of this expression of interest. We look forward to a bright future for rail across Southern California, Nevada and Arizona.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rudy Malfabon".

Rudy Malfabon, P.E., Director



November 10, 2014

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

SUBJECT: SUPPORT FOR FEDERALLY-LED REGIONAL RAIL PLANNING IN THE SOUTHWEST

The Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC), and San Diego Association of Governments (SANDAG), working cooperatively as the Southern California High-Speed Rail Inland Corridor Group (SOCAL ICG) enthusiastically supports the California State Transportation Agency's (CalSTA) Statement of Qualifications and Interest to the Federal Railroad Administration (FRA) for Federally-Led Regional Rail Planning.

The SOCAL ICG was created to support planning efforts for the California High-Speed Rail (HSR) Phase II route between Los Angeles and San Diego through the Inland Empire. The group collectively provides support and local and regional perspectives on the development of this new corridor.

The Southwest Multi-State Rail Planning Study considerably advanced the understanding of the magnitude and significance of the demand for rail service in the California-Nevada-Arizona region. In light of the opportunity, many rail planning efforts are underway. In addition to the Los Angeles-San Diego HSR Phase II corridor, SOCAL ICG member agencies are collaboratively advancing study of the High Desert Corridor and Coachella Valley Rail Service. The SOCAL ICG has been a successful regional forum for coordination across the many planning agencies in the corridor. A continued, even broader, regional focus is important to identifying synergies and opportunities to advance rail across the Southwest. Federally-led planning brings brand-neutral data and analysis.

The Southwest Study showed that the California-Nevada-Arizona region has the population, density, land use and projected growth to create a strong market for high-performance rail. The SOCAL ICG has a focus of connecting the Greater Southern California with rail. By including the large markets of Las Vegas and Phoenix in the network, the Phase II Los Angeles to San Diego corridor is uniquely positioned to connect these major destinations.

Federally-led regional rail planning will continue momentum built by the Southwest Study at this critical time in the development of the Southwest rail network. The SOCAL ICG will support federally-led

regional rail planning through the participation of staff and the incorporation of the Southwest Study findings into existing and ongoing transportation planning efforts.

Thank you for your thoughtful consideration of this expression of interest. The synergy between the Phase II HSR System, High Desert Corridor, XpressWest, Coachella Valley Rail Service, and continued federally-led planning will bring modern efficient passenger rail service to this currently under served region and related environmental and quality of life improvements to one of the largest mega regions in the country. We look forward to a bright future for rail across Southern California, Nevada and Arizona.

Sincerely,



HASAN IKHRATA
Executive Director
SCAG



RAYMOND WOLFE
Executive Director
SANBAG



ANNE MAYER
Executive Director
RCTC



GARY L. GALLEGOS
Executive Director
SANDAG

Cc: Corridor Delegation



6720 VIA AUSTIN PKWY, STE. 200
LAS VEGAS, NEVADA 89119

TELE: 702.739.2020
FAX: 702.739.2005

November 10, 2014

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

**SUBJECT: SUPPORT FOR THE CALIFORNIA STATE TRANSPORTATION AGENCY'S
(CALSTA) STATEMENT OF QUALIFICATIONS AND INTEREST TO THE
FEDERAL RAILROAD ADMINISTRATION (FRA) FOR THE FEDERALLY-LED
REGIONAL RAIL PLANNING STUDY IN THE SOUTHWEST.**

XpressWest respectfully submits this letter to express support for CalSTA's Statement of Qualifications and Interest to the FRA for the Federally-Led Regional Rail Planning study in the Southwest.

With Records of Decision on the Federal Environmental Impact Statement from the lead and cooperating agencies (including FRA, Bureau of Land Management, California Federal Highway Administration, and Nevada Federal Highway Administration) together with the decision from the Surface Transportation Board granting authority to construct and operate the railroad between Victorville, CA and Las Vegas, NV, XpressWest will contribute to a much needed and improved Southwest rail network.

In addition to the readiness of XpressWest, a public policy framework has been established at the federal, state and local level that supports an interconnected high speed rail system throughout the California, Nevada, and Arizona region. At the Federal level, FRA's Southwest Multi-State Rail Planning Study focused attention on the scope and scale of the need for improved rail service in the Southwest. Consistent with the findings of FRA's Planning Study, the Southern California Association of Governments, in its adopted 2035 Regional Transportation Plan, identified XpressWest from Palmdale through Victorville to Las Vegas as a Major Strategic Plan Project and component of the ultimate Vision for a High-Speed Rail System connecting San Diego, Anaheim, Los Angeles, and Las Vegas.



6720 VIA AUSTI PKWY., STE. 200
LAS VEGAS, NEVADA 89119

TELE: 702.739.2020
FAX: 702.739.2005

To further the need for improved rail service, in October, 2014, the High Desert Corridor Joint Powers Authority and its project partners and members (Caltrans, the Los Angeles County Metropolitan Transportation Authority, San Bernardino Association of Governments, the Southern California Association of Governments, Los Angeles County, San Bernardino County, and the corridor cities of Palmdale, Lancaster, Victorville, Adelanto and Apple Valley) released the Draft Environmental Impact Statement / Report for the High Desert Corridor. This multipurpose transportation corridor includes a high speed rail connection between the existing Transportation Center in Palmdale, CA and the XpressWest station in Victorville, CA.

The High Desert Corridor rail link, together with advancement of the Palmdale to Burbank segment of the California High Speed Rail Authority project, will deliver a modern and efficient rail system serving Southern California and Southern Nevada. Continued examination of the entire Southwest region by FRA will maintain focus on this critical region and advance connectivity between California, Nevada and Arizona.

Thank you for your consideration of this letter of support for CalSTA's Statement of Qualifications and Interest. XpressWest stands ready and willing to assist to the maximum extent possible in the continued federal and local planning efforts to realize improved rail service in the Southwest Region.

Sincerely,

A handwritten signature in blue ink that reads "Anthony Marnell II".

Anthony Marnell II
Chairman
XpressWest