

High Desert Corridor
Joint Powers Authority

April 10, 2013

Meeting Materials

Item 9

Presentation on Progress of the High Desert
Corridor EIS/R and information about EIS/R
Community Outreach in June, Green
Technology Event in Fall 2013



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

MAR - 7 2013

Mr. Ronald Kosinski *rk*
Deputy District Director
Division of Environmental Planning
(HDC Project)
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Re: Invitation to become a Cooperating Agency on the High Desert Corridor Project

Dear Mr. Kosinski:

This letter is a response to your request for the Federal Railroad Administration (FRA) to become a Cooperating Agency pursuant to the Council on Environmental Quality (CEQ) regulations 40 CFR Parts 1501.6 in the development of the Environmental Impact Statement (EIS) for the proposed High Desert Corridor project in Los Angeles and San Bernardino Counties, California.

FRA understands that the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327.

FRA agrees to accept Caltrans' offer to serve as a Cooperating Agency for preparation of the EIS for this proposed project. We understand that Caltrans will seek FRA input in the development of the EIS related to those areas under our jurisdiction or expertise. For your reference, the following is a link to FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]): <http://www.fra.dot.gov/eLib/details/L02561>.

Staff resource constraints will limit FRA participation in this project. When possible, FRA will participate in project coordination meetings primarily by teleconference, and when the meeting topic involves/requires FRA jurisdiction or expertise. We anticipate that we will be able to provide meaningful input on the development of alternatives and review of methodologies and pertinent sections of the draft environmental documents, as the currently identified range of alternatives considers a high-speed rail feeder facility. We will coordinate with Caltrans on technical studies required for the project that are specific to our area of expertise or jurisdiction.

We appreciate Caltrans' efforts as the lead agency for this project and we look forward to future coordination with your team. If you have questions about FRA's role in this process or require additional information, please feel free to contact Stephanie Perez of my staff at (202) 493-0388 (stephanie.perez@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein
Chief, Environment & Systems Planning Division



January 15, 2013

Mr. Michael Miles, PE, District Director
Caltrans, District 7
100 South Main Street
Los Angeles, CA 90012

Reference: **High Desert Corridor alignment north of Industrial Lead Track**

Dear Mr. Miles:

On November 6, 2012, I sent a letter stating that the City strongly opposes a High Desert Corridor (HDC) alignment on the south side of the Industrial Lead Track (ILT) in Victorville. On January 9, 2013, Caltrans District 7 sent a layout of an HDC alignment on the north side of the ILT, which is close to the alignment that Victorville had developed years ago. On January 14, 2013, Caltrans District 7 and 8 staff met with me and John McGlade, Director of Public Works, to review the alignment on the north side of the ILT. We appreciate the diligent efforts of your staff in developing this alignment to avoid conflict with the ILT and the City's future development plans. We recognize that this is a challenging area with environmental constraints and cultural resources. The HDC alignment presented on the north side of the ILT is Victorville's preferred alignment.

Listed below are comments intended to assist in the development of the alignment on the north side of the ILT.

1. As stated before, this is close to the original alignment that Victorville had identified years ago and is also shown on the City's General Plan (GP) Circulation Map. It is the City's preferred alignment.
2. The City did not originally plan an Interchange at National Trails Highway.
3. Turner Road will need to be re-aligned to avoid conflict with the National Trails Highway interchange.
4. Turner Road is classified as a collector in the City's GP, with a RW width of 64 ft. and a curb to curb width of 44 ft.
5. Seals Road is not a planned road in the City's GP.
6. National Trails Highway is classified as an arterial in the City's GP, with a RW width of 84 ft. and a curb to curb width of 64 ft.
7. Air Expressway is classified as a major arterial in the City's GP, with a RW width of 100 ft. and a curb to curb width of 84 ft.

8. In the GP, Air Expressway will remain as a major arterial between Phantom East and National Trails Highway.
9. Access to the prison could be provided from the portion of Air Expressway that will remain in service with a realignment to avoid conflict with the HDC.
10. The City will provide additional plans that show the ILT extending west and north through the HDC alignment and right of way. A triple rail line is planned on the ILT rail bed.
11. The profile of the HDC mainline, ramps and structures need to provide a minimum vertical clearance of 23.33 ft. (required by BNSF) from top of rail to bottom of soffit for the ILT.
12. Bridge, columns, foundations, structures, drainage structures, channels and improvements etc. need to be located to avoid conflict with the ILT and provide horizontal clearance to meet BNSF standards.
13. The access roads to the ILT rail bed need to continue to be unobstructed by the HDC and National Trails Highway interchange.

Please contact me at 760-955-5156 if you need more information or need to discuss this matter.

Sincerely,



Brian Gengler, PE
City Engineer

BG:sg

cc: John A. McGlade, Director of Public Works
Osama Megalla, Project Manager
Laurie Hunter, HDC JPA