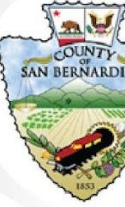




High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

Date: January 10, 2022

To: The High Desert Corridor Joint Powers Authority Board of Directors (HDC)

From: Chair, Honorable Kathryn Barger, Supervisor, 5th District, Los Angeles County

The High Desert Corridor Joint Powers Authority (HDC) has cancelled the January 13, 2022, Board of Directors meeting. In lieu of the meeting, I have included the Authority's Executive Director Update. The HDC Board will have its next meeting on April 14, 2022, at 2pm.

Please contact HDC Executive Director Arthur Sohikian for further information at (213) 379-1551 and/or arthur@avsconsultinginc.com.

Thank you



Honorable Kathryn Barger
Chair, High Desert Corridor Joint Powers Authority

BOARD OF DIRECTORS

Kathryn Barger

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Col. Paul Cook (Ret.)

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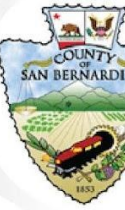
Mayor, City of Victorville

Gabriel Reyes

Mayor, City of Adelanto



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

Date: January 10, 2022

To: The High Desert Corridor Joint Powers Authority Board of Directors (HDC)

From: Arthur V. Sohikian, Executive Director

Subject: **HDC Executive Director Update Report**

The HDC should continue to educate and advocate for transportation infrastructure investments from all government and private sector sources to deliver critical mobility options to reverse the decades-long transportation equity gap created in the high desert communities of Los Angeles and San Bernardino Counties.

Toward that end, the Authority has taken major steps advancing the SR18/SR138 Highway Alternative and Rail Component projects.

HDC Highway Alternative (SR18/SR138) Update

High Desert Corridor



Original Project

- 63 miles - Highway, Expressway, Tollway, High Speed Rail, Bikeway, and energy production/transmission corridor concepts
- Connecting North Los Angeles County and San Bernardino County (Victorville)
- Transit connection between the CHSR and the XpressWest
- In Measure M for ROW and related services in 2019
- Final EIR/EIS completed in 2016
- No Funding

Alternatives being Considered

- Alternative highway alignment being studied on SR-138 and SR-18 to accommodate continuous 4 lane connection
- PSR started in 2021
- PSR completion Fall 2022



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Metro, SBCTA, Caltrans Districts 7/8 focused on widening SR18/SR138 as a continuous 4-lane highway between the Antelope and Victory Valleys (Victorville/Palmdale) connecting high desert communities in San Bernardino and Los Angeles Counties. SBCTA allocated Measure I funds and Metro allocated Measure M HDC funds for the focused PSR-PDS project development documents with Metro as the lead agency. Study started in June 2021 and is scheduled to conclude Fall 2022.

HDC Rail Component Status Update

April 2021, HDC submits the Reevaluation petition to the Federal Railroad Administration (FRA) and Surface Transportation Board (STB) with positive meetings. HDC' objective is to receive the Rail Project Record of Decision (ROD/NOD), Notice of Determination approval in 2022. This will complete clearance for the high-speed rail project component and put the HDC Rail Project in position to advance to the next phase, Preliminary Engineering.

The HDC Rail Project includes changes from the design evaluated in the HDC EIR/EIS document. These changes are necessary to connect to the currently planned California HSR station in the City of Palmdale and to the redesigned Brightline West station in the Town of Apple Valley. The April 2021 Reevaluation will be used by FRA to determine if the prior results set forth in the 2016 HDC EIR/EIS remain valid. HDC staff and consultant team met with FRA in June, August, and September and the HDC Consultant Team has had numerous meetings with the various FRA staff to discuss the Reevaluation.

September 2021, FRA verbally agrees to be Lead NEPA Agency beginning the process to send appropriate notification to agencies to continue the environmental review process. An initial meeting with FRA, the San Manuel Band of Mission Indians, and HDC Staff and Consultant Team occurred on October 12, 2021. We are awaiting the FRA to formally declare they will be NEPA Lead and to begin the formal consultation process.

September 2021, Metro pays the Surface Transportation Board HDC Petition fee to allow the JPA to formally submit the petition with Verified Statement submitted by Executive Director Arthur Sohikian.

December 9, 2021, STB issues an order instituting an exemption proceeding in response to the JPA's petition. STB accepted comments on the Petition for Exemption through January 10, 2022, and responses to those comments through February 8, 2022. The National Rail Passengers Association wrote a support letter for the exemption. The STB is statutorily required to issue a decision within 9 months of instituting a proceeding.

Metro Board HDC Intercity Rail Service Development Plan & Funding Plan including \$3 million of HDC Measure M funds, \$1.375 million in CalSTA 2018 Transit Intercity Rail Capital Plan State grant under the Network Integration category, and \$625K from Brightline West (\$250K in cash and \$375K of in-kind contributions) continues.

The 3rd Stakeholder Meeting occurred on December 14, 2021, with a turnout of over 70 participants from Los Angeles and San Bernardino Counties, Metro, SBCTA, Caltrans, CalSTA, Metrolink, CA High Speed Rail Authority, AVTA, CPUC, UPRR, Victorville Airport, Cities of Palmdale, Lancaster, Adelanto, Victorville, Town of Apple Valley and Brightline West.

The Final Draft of the Development and Funding Plans are scheduled for release in Spring 2022.

December 2021, HDC Participates in national Biden Infrastructure Plan: How We Build Back Better Panel. The Executive Director's presentation is attached.



High Desert Corridor Joint Powers Authority

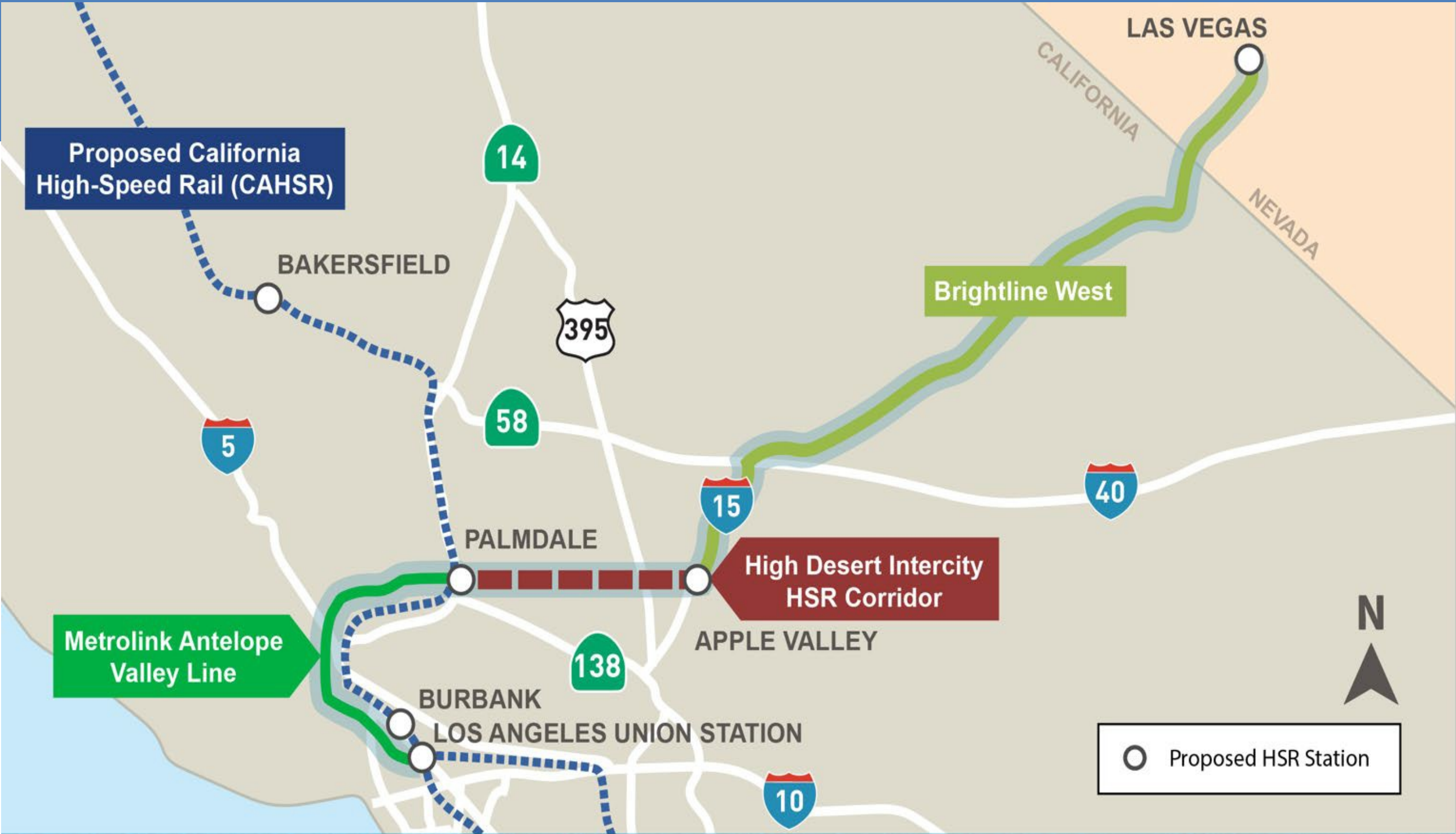


E-220 HIGH DESERT CORRIDOR

Implementing the Biden Infrastructure Plan:
How We Build Back Better

Arthur Sohikian
Executive Director
High Desert Corridor JPA

HIGH DESERT CORRIDOR HIGH SPEED RAIL PROJECT



High Desert Corridor High Speed Rail Project



Proposed 54-mile corridor (Palmdale to Apple Valley)

Two stations: Proposed Palmdale HSR Station and Brightline West's Apple Valley Station

Proposed maximum allowable speed of 220 mph where feasible, less than a 30-minute trip

36 miles of single-track (67%) and 18 miles of double-track (33%)

Track on embankment section on average 10 feet above existing grade to address drainage requirements for 90% of the corridor.

The estimated cost of the High Desert Intercity HSR Project is \$3.9B in year of expenditure dollars, calculated based on the assumed service operations in 2029 and an escalation rate at 3% per year.

Measure M Expenditure Plan

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

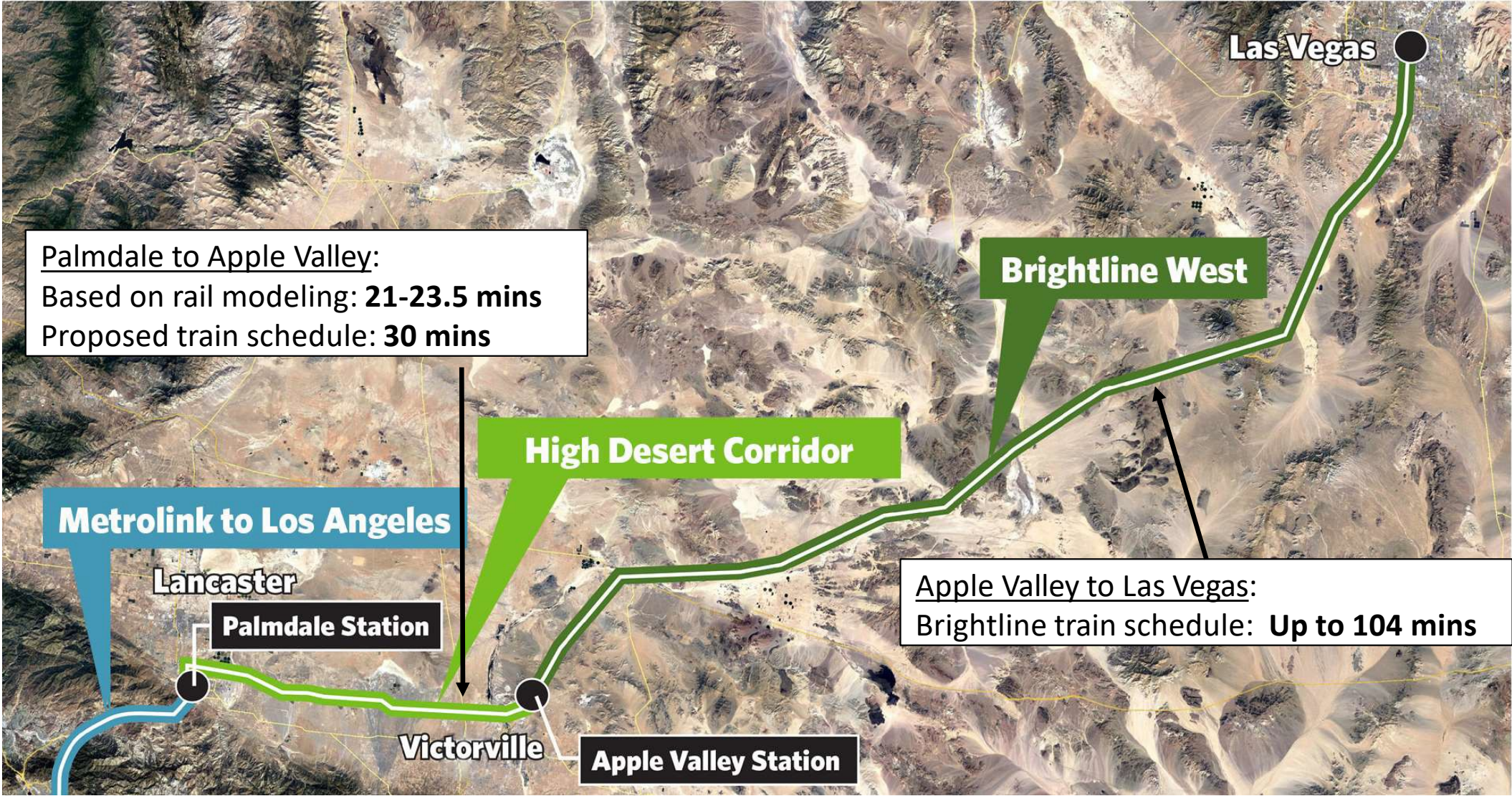
ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects		1 st yr of Range						
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sd	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

LA Metro's Measure M Expenditure Plan includes \$170 million in 2019 and \$1.846 billion in 2063 for High Desert Corridor.

High Speed Rail Operations Travel Time Modeling



HIGH DESERT CORRIDOR HIGH SPEED RAIL PROJECT

Ridership

There are approximately 56 million annual trips by air and auto that travel between Las Vegas and Southern California. The current demand for HSR travel between Southern California and Las Vegas is estimated at 27.5 million round trips, most of whom currently drive to/from Las Vegas along the I-15, I-10 and SR-138. This is composed of 22.6 million annual round trips by auto, 3.1 million annual round trips by air and 1.8 million annual round trips by bus.

The estimated ridership on the High Desert HSR Corridor with initial service is estimated to start at **3.1 million riders per year**, growing to **14 million riders per year** by 2050 with the full service.

Based on the estimated trips captured by HSR service, the reduction in VMT is estimated to start at **371 million vehicles miles per year** and grow to over **1.4 billion vehicle miles per year** from California and Nevada freeways and highways in the region by 2050.

HIGH DESERT CORRIDOR HIGH SPEED RAIL PROJECT

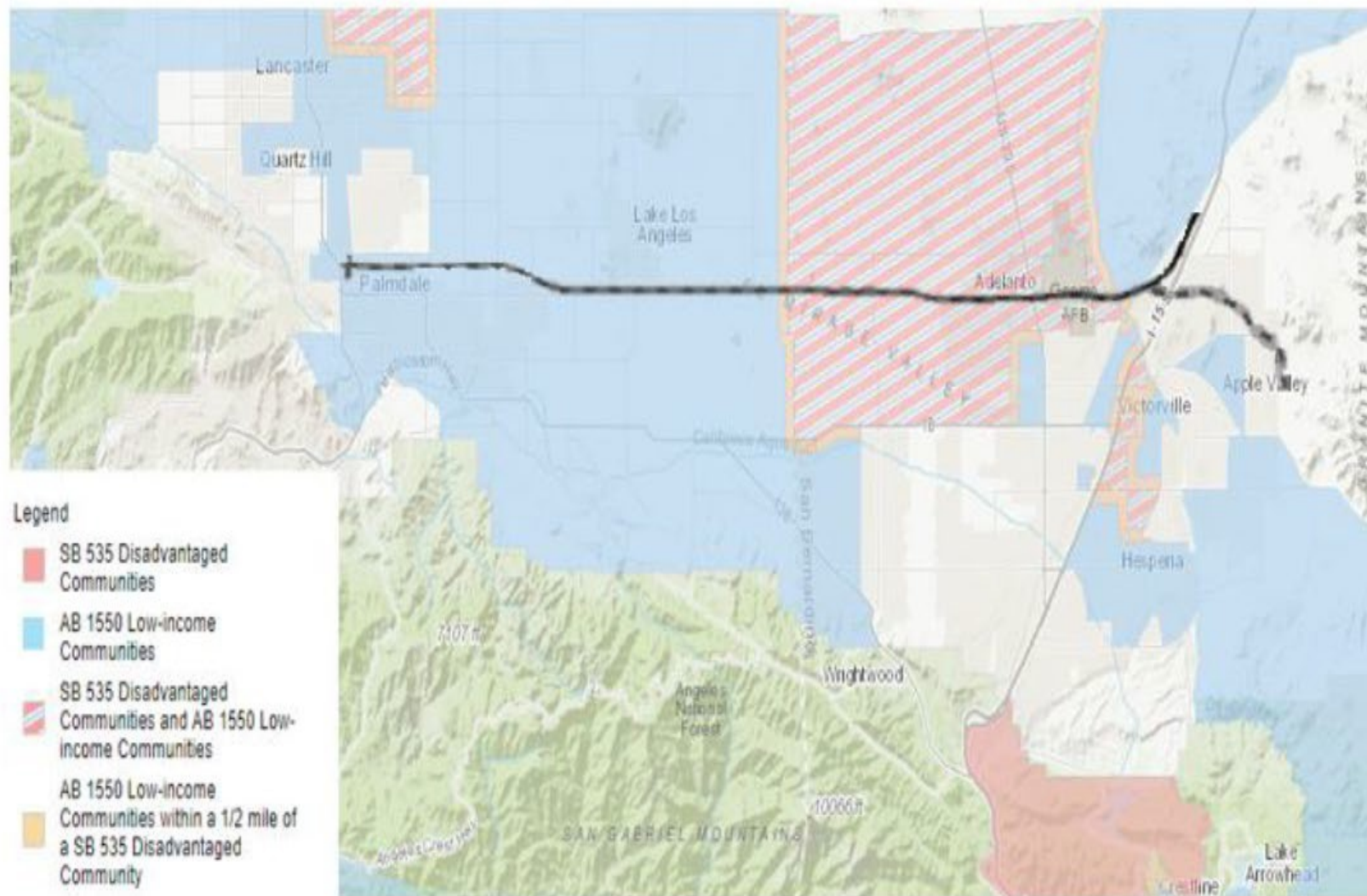
Economic Impact/Equity

Approximately 90 percent of High Desert Intercity HSR corridor between Palmdale and the Victor Valley is rural and the Cities of Adelanto and Victorville are designated as high poverty areas by the California Governor's Office of Business and Economic Development.

The entire area of the Project falls within the low-income communities and households as defined by AB 1550, with a significant portion also falling within the disadvantaged and low-income communities as defined by SB 535.

There are fifteen qualified opportunity zones in the area of the High Desert Intercity HSR Corridor— nine qualified opportunity zones in San Bernardino County and six in Los Angeles County.

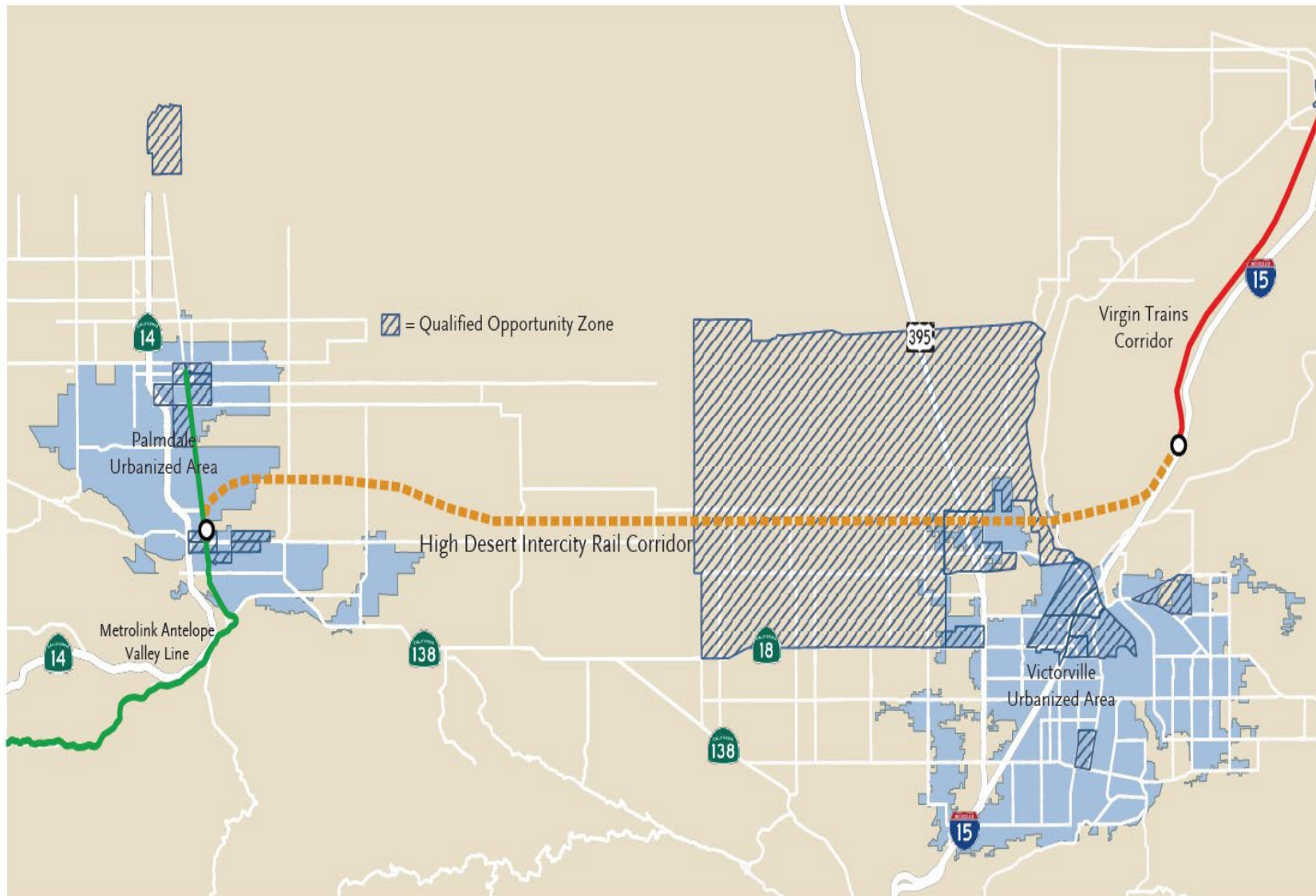
Figure 4: Disadvantaged and Low-Income Communities. (Source: <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/535investments.htm>)



HIGH DESERT CORRIDOR HIGH SPEED RAIL PROJECT

Economic Impact/Equity

Figure 5: Urbanized Areas and Qualified Opportunity Zones



The High Desert Intercity HSR Corridor Project will stimulate economic development in one of the fastest growing areas in California. The growing population of the High Desert has major implications for transit usage and greenhouse gas emissions. Populations in both the Victor and Antelope Valleys spend significant time commuting to employment centers outside of the High Desert region.

As these regions which have been underserved by transportation options and are heavily reliant on single-person automobile traffic continue to grow, it will be essential to provide a new HSR service. With the addition of the new HSR service, many of these communities will be incentivized to eliminate long drives into Los Angeles and other urban centers and capitalize on growing economic opportunities in the High Desert region. The connectivity of Metrolink and a high-speed rail service will ultimately provide reduced commute times for those still commuting into Los Angeles and nearby jurisdictions, while increasing economic prosperity in the Antelope and Victor valleys.

Metrolink Antelope Valley Line Improvements Projects

Existing Conditions and Proposed Improvements

