



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

BOARD OF DIRECTORS MEETING AGENDA

Thursday, January 14, 2021 - 2:00 PM

THIS MEETING WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 DATED MARCH 17, 2020, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT. The High Desert Corridor JPA is continuing to hold public meetings to conduct essential JPA business. Pursuant to the Governor's Executive Order, members of the High Desert Corridor Joint Powers Authority may attend the meeting via teleconference, video conference or phone conference, and will participate in the meeting to the same extent as if they were present.

Members of the public may participate in the virtual meeting via Zoom info below. Please mute phones, until you are called to speak. As a result of the Executive Order to stay home, in person participation at the High Desert Corridor JPA meeting will not be allowed at this time.

HDC JPA Board Virtual Meeting Info:

Join HDC Board of Directors Meeting via Zoom at:

<https://us02web.zoom.us/j/82269724528?pwd=ZDFnYXl5WFEM2MVhSS0dEa0dSZ21vdz09>

Meeting ID: 822 6972 4528 Passcode: 340036

One tap mobile

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+12532158782,,82269724528#,,,,*340036# US (Tacoma)

Dial by your location

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington D.C)

+1 312 626 6799 US (Chicago)

Meeting ID: 822 6972 4528 Passcode: 340036

BOARD OF DIRECTORS

Col. Paul Cook (Ret.)

Supervisor, San Bernardino County First District

Darrell Dorris

Council Member, City of Lancaster

Steven D. Hofbauer

Mayor, City of Palmdale

Dave Perry

Los Angeles County

Kathryn Barger

Supervisor, Los Angeles County Fifth District (Vice-Chair)

Scott Nassif

Council Member, Town of Apple Valley

Vacant

City of Adelanto

Debra Jones

Mayor, City of Victorville



HDC JPA BOARD OF DIRECTORS MEMBERS

Vice Chair, Supervisor Kathryn Barger, 5th Supervisorial District, Los Angeles County
Colonel Paul Cook (Retired), Supervisor, 1st Supervisorial District, San Bernardino County
Steve Hofbauer, Mayor, City of Palmdale/Los Angeles County
Darrell Dorris, Council Member, City of Lancaster /Los Angeles County
Mr. Dave Perry, Los Angeles County
Debra Jones, Mayor, City of Victorville/San Bernardino County
Scott Nassif, Council Member, Town of Apple Valley/San Bernardino County
Vacant, San Bernardino County
Vacant, Joint San Bernardino County/Los Angeles County

HDC JPA BOARD MEMBER ALTERNATES

Richard Loa, Council Member, City of Palmdale/Los Angeles County
Curt Emick, Mayor, Town of Apple Valley/San Bernardino County
Elizabeth Becerra, Council Member, City of Victorville/San Bernardino County

HDC JPA STAFF

Executive Director: Arthur V. Sohikian
Clerk: Lynna Monell, San Bernardino Clerk of the Board
Auditor-Controller: Jessica Trillo, San Bernardino County
Legal Counsel: John Tubbs II, Deputy County Counsel, San Bernardino County

OPEN SESSION

1. **CALL TO ORDER** – Kathryn Barger, Vice Chair
2. **ROLL CALL**
3. **PLEDGE OF ALLEGIANCE**
4. **PUBLIC COMMENTS:** During the COVID-19 pandemic, HDC JPA is conducting business remotely as we comply with State of California and San Bernardino County and Los Angeles County health directives. HDC 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 don't hesitate to reach out to Executive Director Arthur Sohikian at arthur@avsconsultinginc.com.

At this time members of the public can address the HDC Board of Directors regarding any items within the subject matter jurisdiction of the agency that are not separately listed on this agenda. Please see bottom of agenda for zoom virtual meeting instructions. Whenever possible, lengthy testimony should be presented to the Board in writing and only pertinent points presented orally.

5. HDC JPA ELECTION OF BOARD OFFICERS AND 2021 HDC JPA BOARD MEETING SCHEDULE

- Recommended Action:** A. *Election of HDC JPA Board Officers to July 8, 2021 Board meeting.*
B. *Appoint of HDC JPA Board Secretary*
C. *Approve HDC Quarterly Board virtual meetings at 2pm as follows:
April 8, 2021; July 8, 2021 and October 14, 2021*

6. **CORRESPONDENCE:** *San Bernardino Clerk of the Board, Lynna Monell*
7. **MINUTES/MEETING OF RECAP OF PROCEEDINGS:** *San Bernardino Clerk of the Board, Lynna Monell*
Recommended Action: *Approve October 29, 2020 HDC JPA Board Meeting Minutes.*
8. **HDC EXECUTIVE DIRECTOR UPDATE** – Executive Director
Recommended Action: *Receive and File Executive Director Report and Provide Direction on 2021 Work Plan.*
9. **HDC FY20/21 MODIFIED BUDGET** – Executive Director
Recommended Action:
 - A. Approve HDC FY2020/21 Modified Budget.
 - B. Approve Executive Director not to exceed \$6000 to transition current HDC website from San Bernardino County website to www.highdesertcorridor.org
10. **TRANSPORTATION SOLUTIONS CONTRACT AMENDMENT 7**
Recommended Action: *A. Approve Transportation Solutions Contract Amendment 7, including subcontractors, for a not to exceed amount of \$581,203, pending budget capacity.*
B. Authorize the Executive Director/County of San Bernardino to execute contract Amendment 7, pending budget capacity.
11. **HDC BOARD MEMBER FUTURE AGENDA ITEMS**
12. **ADJOURNMENT.** Next Board meeting April 8, 2021 at 2:00pm.



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

AGENDA BOARD REPORT 5 The High Desert Corridor Joint Powers Authority

Date: January 14, 2021

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

From: Arthur V. Sohikian, Executive Director

Subject: **Approve Election of Board Officers and 2021 HDC JPA Board Meeting Calendar**

Recommended Action: A. Election of HDC JPA Board Officers to July 8, 2021 Board meeting.

B. Appointment of HDC JPA Board Secretary

C. Approve HDC JPA Quarterly Board virtual meetings at 2pm as follows:
April 8, 2021; July 8, 2021 and October 14, 2021.

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High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

BOARD AGENDA REPORT 7 The High Desert Corridor Joint Powers Authority

Date: January 14, 2021

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

From: Arthur V. Sohikian, Executive Director

Subject: **OCTOBER 29, 2020 HDC JPA MINUTES/MEETING OF RECAP OF PROCEEDINGS**

Recommended Action: Approve October 29, 2020 HDC JPA Board Meeting Minutes.

HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY BOARD OF DIRECTORS MEETING

Thursday, October 29, 2020

2:00 p.m.

San Bernardino County Government Center
385 North Arrowhead Avenue, Citrus Room - Fifth Floor
San Bernardino, CA 92415

The Board of Directors participated via teleconference:

	Directors Present	Robert A. Lovingood, Supervisor, San Bernardino County First District (Chairman) Kathryn Barger, Supervisor, County of Los Angeles Fifth District (Vice Chair) Steven D. Hofbauer, Mayor, City of Palmdale (Director) Dave Perry, Deputy to Supervisor Kathryn Barger, Los Angeles County Supervisor Raj Malhi, Council Member, City of Lancaster (Director) Curt Emick, Council Member, Town of Apple Valley (Alternate)
	Directors Absent	Edgar "Ed" Camargo, Council Member, City of Adelanto (Director) Scott Nassif, Mayor, Town of Apple Valley (Director) Jim Cox, Council Member, City of Victorville (Director)
1.	Call to Order	Chairman Robert Lovingood called the meeting to order at 2:00 p.m. Secretary Monell conducted roll call and noted there was a quorum.

BOARD OF DIRECTORS

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Council Member, City of Lancaster

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Mayor, City of Palmdale

Dave Perry
Los Angeles County

Kathryn Barger
Supervisor, Los Angeles County Fifth District (Vice-Chair)

Scott Nassif
Council Member, Town of Apple Valley

Vacant
City of Adelanto

Debra Jones
Mayor, City of Victorville



2.	Board Member Announcements	<p>Chairman Robert Lovingood called for Board Member Announcements.</p> <p>There were no announcements.</p>
3.	Correspondence	<p>Chairman Robert Lovingood inquired of the Secretary if there was any Board correspondence.</p> <p>Secretary Monell indicated that there was no correspondence.</p>
4.	<p><u>Recommended Action:</u> Minutes of July 6, 2020</p>	<p>On motion of Vice Chair Barger, seconded by Director Hofbauer, the Board approved the minutes of July 6, 2020</p> <p>AYES: Robert A. Lovingood, Kathryn Barger, Raj Malhi, Steven Hofbauer, Dave Perry, Curt Emick</p>
5.	<p><u>Recommended Action:</u> Receive Update on the Record of Decision Project</p>	<p>Mr. Candelaria indicated that Transportation Solutions is leading the effort on the Record of Decision Project, and would be reporting on three main areas: ongoing conversations with the Federal Railroad Administration (FRA), interactions with Caltrans, and recent conversation with the Council on Environmental Quality. He went on to thank representatives from the partnering agencies, including the cities of Lancaster, Palmdale, Victorville and Town of Apple Valley, and the County of Los Angeles who have been meeting on a bi-monthly basis to help move the project along. They identified a funding shortfall that they are looking to mitigate and address, due to a change in the east terminus to Virgin Train's proposed location.</p> <p>Josh Candelaria introduced Neil Peterson of Transportation Solutions to give an update on the Record of Decision (ROD) project. Mr. Peterson reported that they have submitted the material to the U.S. Department of Transportation (DOT) FRA on the 50-miles of the right-of-way, and it is currently under review. He continued that the remaining 5-miles due to the change of the east terminus requires cultural and biological resource analysis, which is pending budget approval. Once he gets that approval, they will complete these reports and have all the documentation for the FRA to render a decision on the reevaluation.</p> <p>Mr. Peterson said they have been in touch with Caltrans regarding California Environmental Quality Act (CEQA) requirements, and asking them for an addendum that is comparable to the reevaluation at the federal level. He stated that those discussions have gone very well. He indicated that they are providing them with the same information they provided to the federal government, and anticipate the project moving forward.</p> <p>Mr. Peterson continued that they had a conversation with the Council on Environmental Quality at the federal level, and they have done background on the project on the chance that the DOT decides to recommend that this project falls under the President's Executive Order to expedite federal approval on environmental requirements for infrastructure projects.</p> <p>Mr. Peterson mentioned that they are poised to present a filing to the Surface Transportation Board for approval. With XpressWest getting their approval recently, he believes the segment between Apple</p>

		<p>Valley and Palmdale clearly aligns with intercity travel, and approval would be an appropriate next step.</p> <p>There was no public comment on this item.</p>
6.	<p><u>Recommended Action:</u> Approve Agreement between the High Desert Corridor JPA and AVS Consulting, Inc.</p>	<p>Josh Candelaria noted that at their last meeting, the JPA terminated the agreement with the County of San Bernardino for employment of a Staff Coordinator. He stated that this position has been vacant for quite some time, and that they are looking to fill this critical position. Mr. Candelaria stated the recommendation is to approve a one-year contract with AVS Consulting, Inc. to provide consulting and administrative services, with amounts not to exceed \$11,000 per month, with a one-year option to extend the agreement. Mr. Candelaria discussed the procurement process and RFP panel. He indicated that there were only two responses from potential vendors, one from AVS Consulting and O'Reilly Communications. He went on to say both proposals were very well done, but one met the immediate needs of the JPA, while the other was better suited for the long-term needs. Josh added that the agreement also states if there is a conflict that cannot be mitigated, the JPA has the discretion to: 1) determine the conflict, and 2) pick a sub-contractor. With the immediate need of addressing the ROD, and with their background on infrastructure projects, AVS was selected.</p> <p>Vice Chair Barger thanked Josh for the work he has done while serving as the interim staff to the JPA. She also recognized Arthur Sohikian, President of AVS Consulting, for understanding how important this project is, not only to the Antelope Valley, but the region as a whole.</p> <p>There was no public comment on this item.</p> <p>On motion of Director Hofbauer, seconded by Vice Chair Barger, the Board approved the agreement between the High Desert Corridor JPA and AVS Consulting, Inc., by unanimous vote of all members present.</p> <p>AYES: Robert A. Lovingood, Kathryn Barger, Raj Malhi, Steven Hofbauer, Dave Perry, Curt Emick</p>
7.	Public Comment	<p>There was no public comment.</p> <p>Vice Chair Barger thanked Supervisor Lovingood for his leadership, and for being a strong proponent and advocate for this project.</p> <p>Arthur Sohikian thanked the JPA for the opportunity to work on this project. He is looking forward to working with all the members, and will hit the ground running and take this project across the finish line.</p> <p>Chairman Lovingood thanked Josh Candelaria and welcomed Arthur Sohikian as this project moves ahead. He said that Josh has been a tremendous asset, and that his competence and communication cannot be understated.</p>
8.	Adjourn	There being no further business, the meeting adjourned at 2:16 p.m.



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

BOARD AGENDA REPORT 8 The High Desert Corridor Joint Powers Authority

Date: January 14, 2021

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

From: Arthur V. Sohikian, Executive Director

Subject: **Executive Director Report and 2021 Work Plan**

Recommended Action: Receive and File Executive Director Report and Provide Direction on 2021 Work Plan

Fiscal Impact:

There is no Fiscal Impact currently. Items discussed in this report have future Fiscal Impact.

Executive Directors Report:

On October 29, 2020, The High Desert Corridor Joint Powers Authority (HDC) Board unanimously approved a contract with AVS Consulting, Inc. Arthur Sohikian as Executive Director with administrative support. We immediately reviewed pertinent material, conducted meetings to transition items from San Bernardino County staff and held meetings to comprehend the status of the HDC Highway and Rail Project Components with:

- Josh Candelaria, San Bernardino County, and other County staff on transition items.
- Supervisor Kathryn Barger, Los Angeles County, 5th District.
- Tim Itnyre, Chief of Staff, San Bernardino Supervisor-elect Paul Cook, 1st District.
- Dave Perry, Transportation Deputy, Los Angeles County Supervisor Barger.
- Dr. Ray Wolfe, San Bernardino County Transportation Authority, and SBCTA staff.
- City Managers: JJ Murphy, Palmdale; Jason Caudle, Lancaster; Keith Metzler, Victorville; Doug Robertson, Apply Valley; and Jessie Flores, Adelanto.
- California Secretary David Kim, California State Transportation Agency and Chad Edison, Chief Deputy Secretary, Rail and Transit.
- Mike Behen, Deputy City Manager, City of Palmdale.
- Jeanet Owens, Senior Executive Officer, Metro Regional Rail and staff.
- Abdollah Ansari, Senior Executive Officer, Metro Highways and staff.
- Todd McIntyre, Chief Strategy Officer, Metrolink and staff.
- Rick Simon, Project Manager, CA High Speed Rail Bakersfield to Palmdale.
- Ryan Greenway, Caltrans, Senior Regional Rail Coordinator Southern California.
- Neil Peterson, Transportation Solution (TS), HDC contractor and subs.
- Husein Cumber, Chief Strategy Officer, Brightline West.
- Caltrans Districts 7 & 8 and US Federal Highways Administration (FHWA).
- City of Palmdale station location coordination with CA HSR, Metro Regional Rail, Metrolink, Caltrans, Brightline.
- SBCTA Board meeting and SBCTA Technical Committee with city managers.
- Metro Board, Committee Meetings, Metro Technical Advisory Committee on Reimagine Highway guidelines for Measures R & M.
- Metrolink Board and Committees.

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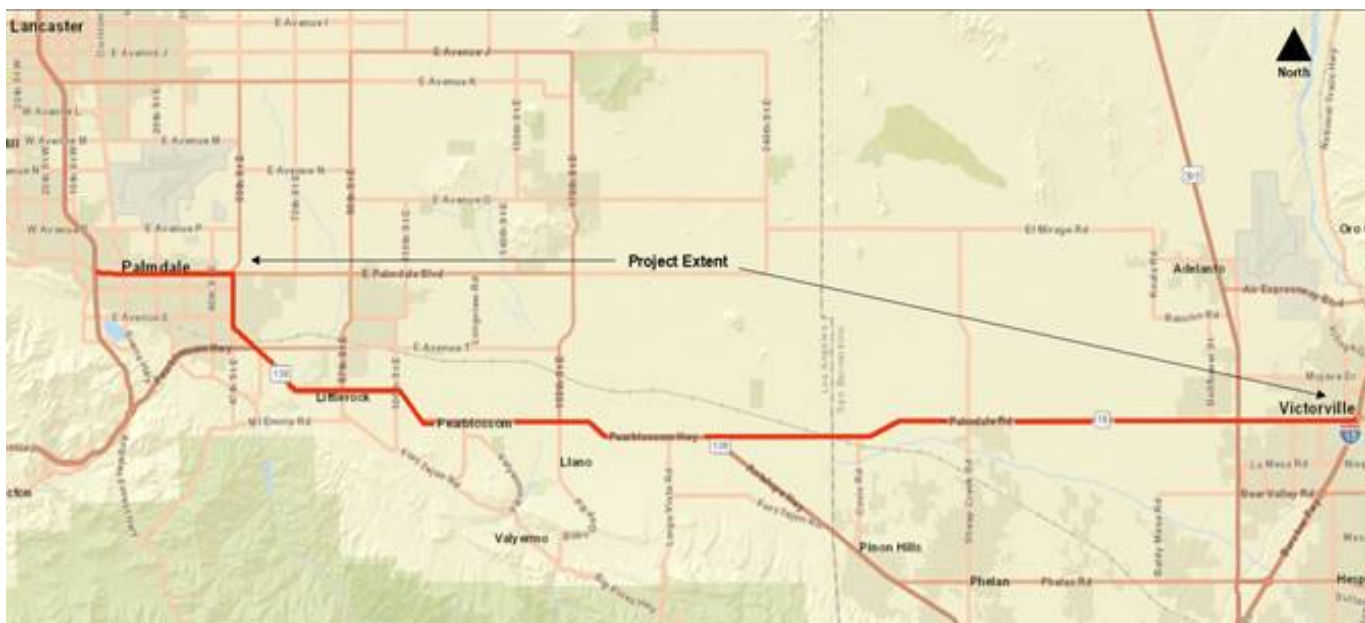
Debra Jones

Mayor, City of Victorville



HDC Highway Component and Highway Alternative Update

- In 2018, HDC JPA supports study of an alternative to the HDC 2016 Locally Preferred Alternative, Freeway/Tollway Highway Component and decides to focus on first phase as the Rail Component of the LPA.
- December 31, 2020, Caltrans notifies US Federal Highways Administration FHWA that HDC Rail Component is moving forward with FRA for a ROD in 2021. Caltrans selects no build option for HDC Freeway/Tollway alternative and reserves the right to resume work on the highway component at some point in the future.
- 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 County and Los Angeles County. (SR14/SR138 map below).
- SBCTA allocated Measure I funds and Metro allocated Measure M HDC funds to start the focused PSR-PDS project development documents with Metro as the lead agency starting early 2021.

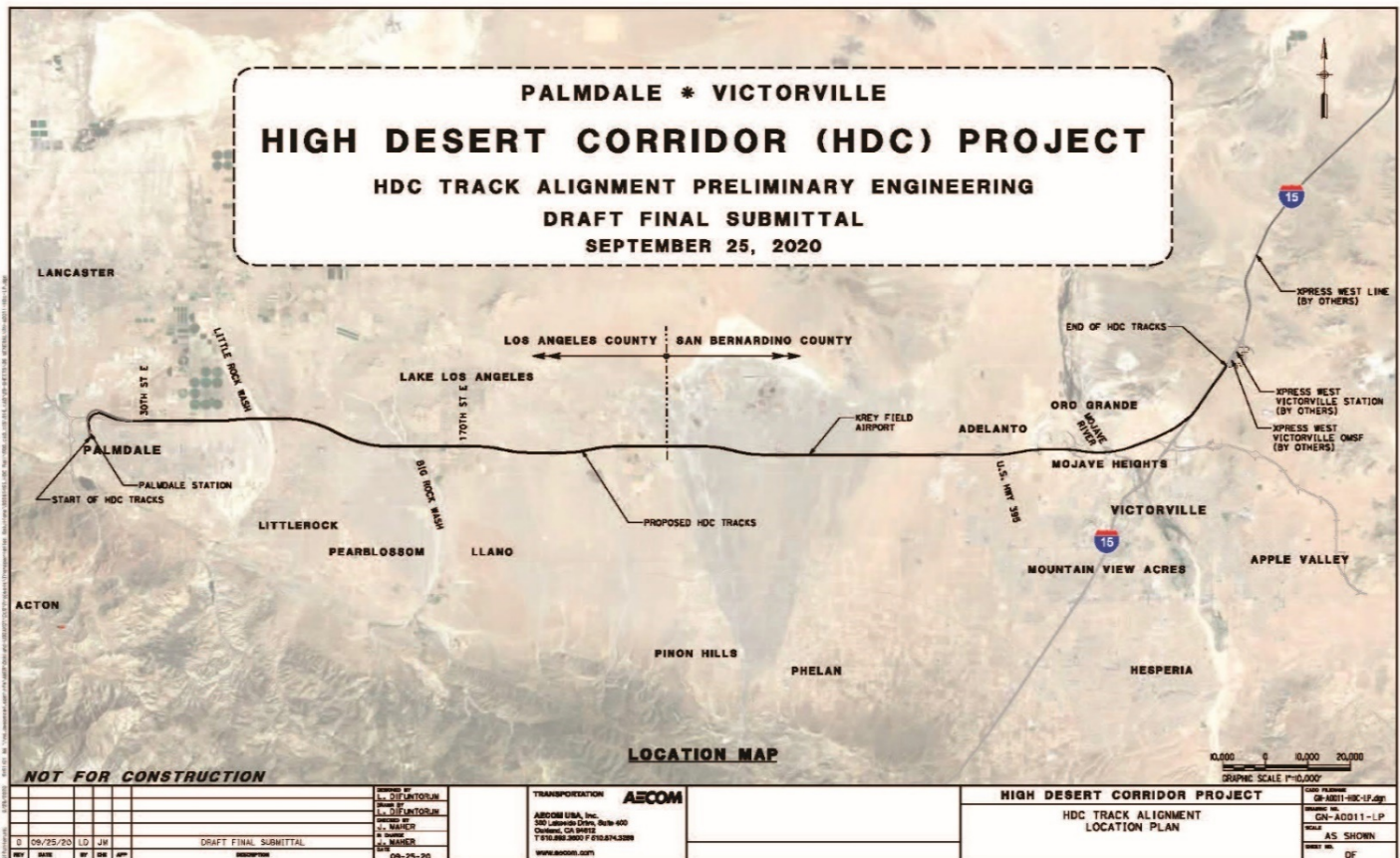


HDC Rail Component Status Update

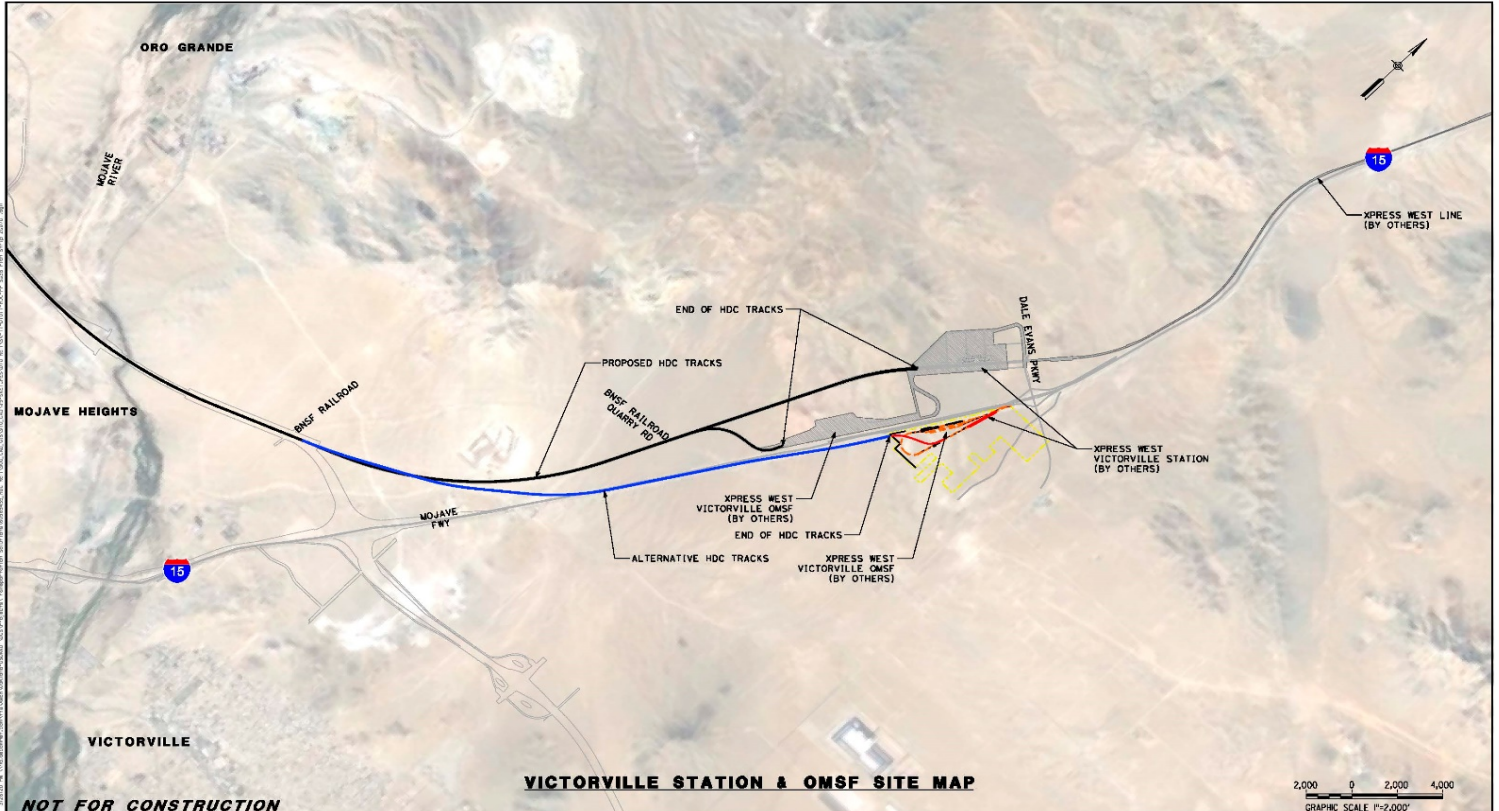
- During 2020 HDC consultant team has been preparing for a 2021 petition to the Federal Railroad Administration (FRA) to seek the LPA Rail Component Record of Decision (ROD) with concurrent petition to the US Surface Transportation Board (STB) for environmental jurisdiction/clearance.
- Due to the interoperability of the highspeed rail systems, TS and their counsel, Venable LLP, has recommended that the HDC Rail Component petition to the STB for a determination that STB has jurisdiction over the HDC Rail Component that extends Brightline West Station in the Town of Apple Valley to the California High Speed Rail Station in the City of Palmdale, both of which have previously been ruled to be subject to STB jurisdiction for environmental clearance.
- Reevaluation/Revalidation and petition for STB jurisdiction to ensure interoperability with CA High Speed Rail Bakersfield to Palmdale Section and Brightline West alignment changes including moving the station in Victorville to the Town of Apple Valley.

- The consultant work needed for complete ROD with FRA and STB environmental clearance, is described under separate Board Report 9 as Transportation Solutions (TS) proposed Amendment 7 for roughly \$581K (\$483K ROD and \$98K STB). Partial funding identified from Supervisor Kathryn Barger (\$220K), City of Palmdale (\$90K), and San Bernardino County in-kind staffing (\$12,500) have committed funds to the HDC. Funding gap of \$361,203 remains. HDC staff is seeking funding from available sources.
- HDC is scheduled to submit Revaluation/Revalidated documentation to FRA and STB by later 1st Quarter 2021 with the goal to receive final ROD/Notice of Determination (NOD) by 3rd Quarter 2021.
- Metro Board approved \$5 million budget for 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) for Metro to develop with HDC, Brightline West.

HDC Rail Component Los Angeles County-San Bernardino County



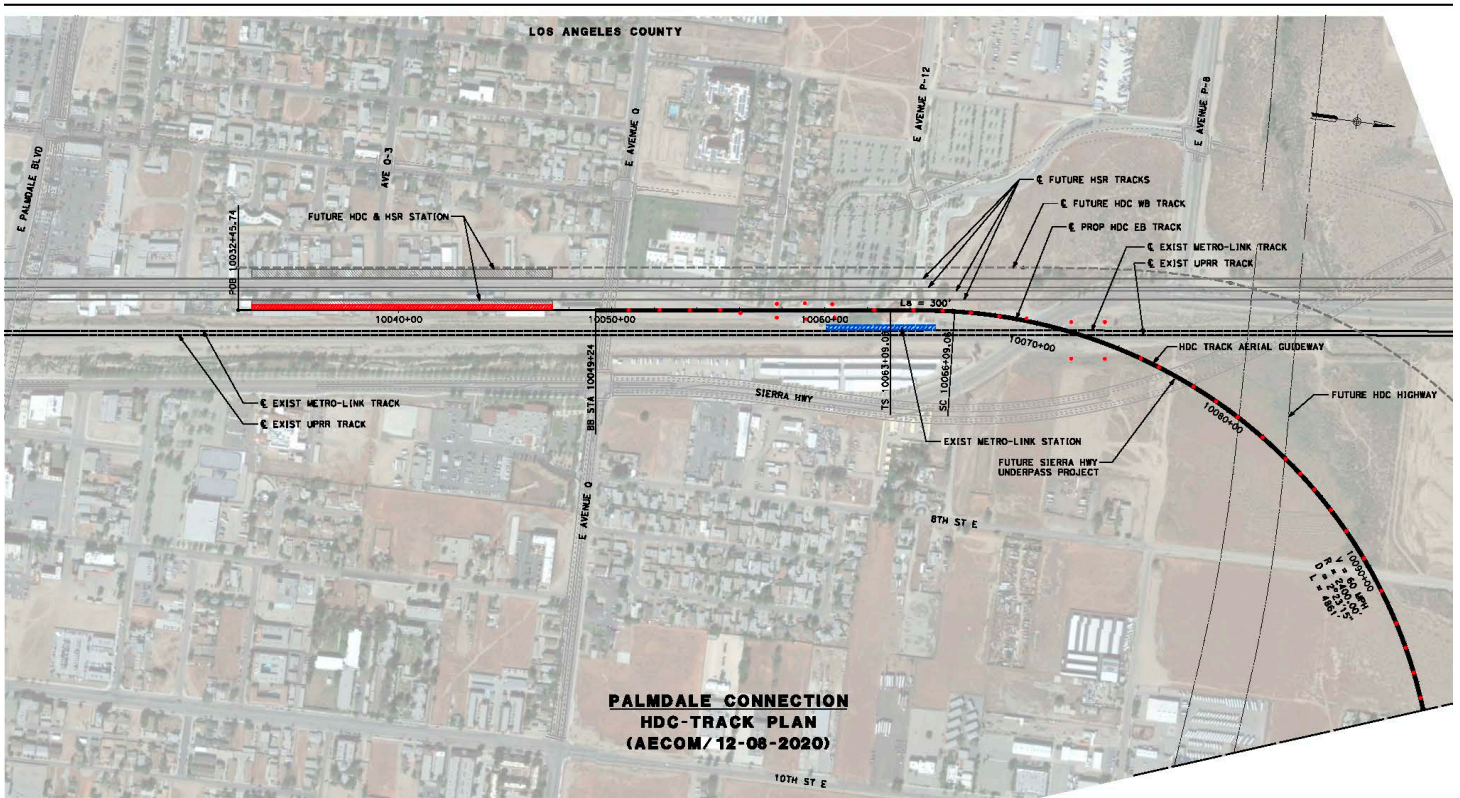
HDC Rail Component Station Alignment Victorville/Town of Apple Valley and Palmdale



VICTORVILLE STATION & OMSF SITE MAP

NOT FOR CONSTRUCTION

<table border="1"> <tr> <td>DESIGNED BY</td> <td>L. DIFANTORUM</td> </tr> <tr> <td>DRAWN BY</td> <td>L. DIFANTORUM</td> </tr> <tr> <td>CHECKED BY</td> <td>J. MAHER</td> </tr> <tr> <td>IN CHARGE</td> <td>D. WELMER</td> </tr> <tr> <td>DATE</td> <td>07-01-20</td> </tr> </table>				DESIGNED BY	L. DIFANTORUM	DRAWN BY	L. DIFANTORUM	CHECKED BY	J. MAHER	IN CHARGE	D. WELMER	DATE	07-01-20	<p>DRAFT SUBMITTAL FOR INTERNAL USE ONLY</p>		<p>TRANSPORTATION</p> <p>AECOM</p> <p>AECOM USA, Inc. 300 Lakeside Drive, Suite 400 Chattanooga, TN 37402 T 412.883.3600 F 412.874.3288 www.aecom.com</p>		<p>HIGH DESERT CORRIDOR PROJECT</p> <p>HDC - VICTORVILLE STATION/OMSF SITE PLAN</p>		<p>GRID FILENAME: GN-C1011-HDC-SK.dwg</p> <p>DRAWING NO.: GN-C1011-SM</p> <p>SCALE: AS SHOWN</p> <p>SHEET NO.: OF</p>	
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2021 HDC Work Plan and Quarterly Board Meeting Schedule

Propose HDC Quarterly Board virtual meetings at 2pm as follows:

- January 14, 2021; April 8, 2021; July 8, 2021 and October 14, 2021

- Continue monthly HDC Staff meeting with Los Angeles County, San Bernardino County, Palmdale, Lancaster, Adelanto, Victorville, Apple Valley, including Consultant Team as necessary.
- Regular meetings with Agency partners; Metro, SBCTA, Caltrans, Metrolink, CHSR, others.
- Continue transition staffing from San Bernardino County.
- City of Lancaster HDC Board member change, Councilman Raj Malhi replaced by Councilman Darrell Dorris. Victorville, San Bernardino County Appointment pending. Joint LA/SB County Seat Vacant.
- HDC June 30, 2020 Year Ending Independent Audit Opinion:

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the General Fund of the Authority, as of June 30, 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Proposed 2021 HDC Work Plan:

- 1st Qtr 2021 Submit Reevaluation/Revalidation documentation to FRA and STB. 3rd Qtr 2021 Complete ROD/Notice of Determination (NOD).
- Seek funds from all available sources to complete the ROD with environmental clearance/STB.
- Seek final ROD determination from the FRA and environmental clearance from STB.
- Authorize the TS consultant contract (1/14/21 Board Report 9 Amendment 7) to complete ROD/STB, subject to HDC budget availability.

- Ensure SR18/138 Highway Component begins PDS process in early 2021 with Metro/SBCTA/Caltrans.
- Coordinate and advance the Metro High Desert Corridor Intercity Rail Service Development Plan & Funding Plan.
- City of Palmdale Station coordination with CA HSR, Metro Regional Rail, Metrolink, Caltrans, Brightline.
- Town of Apple Valley Station coordination with Brightline West.
- Explore the ROW acquisition process utilizing Los Angeles County Measure M funds.
- Seek Partnership and Funding Grant opportunities from federal, state, regional sources.
- Update and Strengthen then resubmit the 2018 HDC TIRCP grant application to next SB1 TIRCP funding cycle.

- **Executive Director Report Attachment A: High Desert Corridor Rail Component Funding Opportunities**

- Seek Partnerships from Private Sector, potential PPP procurement process.
- Continuous briefing of elected officials, funding/operational partner agencies, and community and business stakeholders.
- Update and migrate the HDC website.
- HDC JPA structure review to strengthen partnerships. Seek stable funding source for HDC operations.
- FY 2021-22 Budget Adoption at July 8, 2021 Authority Board meeting.

Proposed HDC JPA Restructure

- Proposed JPA Restructure delivers vision to connect the high desert communities of Los Angeles & San Bernardino Counties
- Including Metro and SBCTA as eligible governing directors to leverage partnerships, maximize resources to deliver mobility options to the high desert communities of Los Angeles and San Bernardino Counties connecting the Antelope and Victor Valleys.

Proposed HDC JPA Board Restructure of current 9-Member Board Authority as follows:

- 4 Board seats: Los Angeles County 5th District Supervisor Member with three appointments coming from Lancaster, Palmdale, or LA Metro.
- 4 Board seats: San Bernardino County 1st District Supervisor Member with three appointments coming from Adelanto, Apple Valley, Hesperia, Victorville, or SBCTA.
- 1 Seat: LA/SB County jointly recommended and HDC appointed, no change.

Proposed HDC JPA Board Restructure yearly dues/budget of \$170,000 as follows:

Los Angeles County: \$35,000 and \$50,000 LA Metro, total \$85,000 LA County sources

San Bernardino County: \$35,000 and \$50,000 SBCTA, total \$85,000 SB County sources including in-kind professional services for County Clerk, County Counsel legal, Treasurer/auditor, Administration.

HDC Executive Directors Report 8 Attachment A

High Desert Corridor Rail Component Funding Opportunities

Federal FRA Intercity Passenger Rail Application Items FY2019

1. Sources and Uses for Project
2. Detailed project budget
3. Annual capital and operating budget
4. Categorical Exclusion Worksheet or Environmental Analysis Documentation
5. Location and description of corridor (station locations identified and/or under contract, vehicle maintenance facility location identified and/or under contract, etc.)
6. Service objectives for the corridor (rough ridership numbers and fares needed for this part)
7. Confirmation that any other railroad operating on corridor will allow service to be started (means MOU/agreement with FEC Railway)
8. Timeline for project implementation
 - a. PTC implementation timeline is key
9. Design/engineering documents
10. Demonstrate that operating costs are committed
11. Description of rolling stock
12. Benefit-Cost Analysis/Economic Recovery Benefits (i.e. detailed description of public return on investment)
 - a. Job Creation
 - b. Environmental benefits
 - c. Communities that benefit from additional connectivity (lower the income, the better)
13. Project management plan; prior experience of specific staff members implementing large projects
14. Financial management plan (e.g. identify O&M funds, fleet replacement plan, etc.)
15. Support letters/stakeholder outreach summary
16. Buy America certification

Federal Fiscal Year XXXX Transportation Project Request Form

Requesting Entity:

Requesting Individual:

Priority:

Project Name:

Amount Requested:

Bill:

Agency:

Account:

Project Justification (4 sentences; 150 word limit):

Description of the Project (no limit):

Budget Breakdown and Total Cost:

Amount in the President's Budget Request: (If applicable)

Appropriations History:

Additional Documents List (If applicable):

Congressional District(s) and Member(s):

County or Counties (Calif only):

Grantee Legal Name:

Grantee Street Address:
Grantee City/State/Zip:
Local Contact Name/Title/Phone/Email:
Washington Contact Name (If applicable):
Washington Contact Affiliation:
Washington Contact Office Phone:
Washington Contact Out-of-Office Phone:
Washington Contact Email:

California Transit and Intercity Rail Capital Program (TIRCP) October 2019

1 Authority and Purpose

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The legislation of these bills is codified in Sections 75220 through 75225 of the Public Resources Code (PRC). Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account for new programming in this cycle.

Section 75224 of the PRC requires the California State Transportation Agency (CalSTA) to approve a new five-year Program of Projects not later than April 1, 2020. The 2020 TIRCP grant cycle will program projects starting with the 2020-21 fiscal year and ending with the 2024-25 fiscal year. The new program cycle will include previously awarded and active Cycle 3 projects that have not been fully allocated by the end of the 2019-20 fiscal year, and new projects from Cycle 4. The GGRF and SB 1 continue to provide substantial funding available to be programmed toward new projects in the TIRCP. While funding estimates for the program are considered reasonable as of the date of the guidelines, GGRF funds are subject to impacts from market forces and auction proceeds.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, evaluation and administration of the TIRCP. The guidelines were developed in consultation with the California Air Resources Board (CARB), the California Transportation Commission (Commission), the Department of Transportation (Caltrans), and the Strategic Growth Council (SGC), and will be further informed by input received through workshops, public comments and written responses.

2 Background

AB 32 (Chapter 488, Statutes of 2006), the Global Warming Solutions Act of 2006, AB 32 created a comprehensive program to reduce greenhouse gas emissions in California. AB 32 requires California to reduce greenhouse gas emissions to 1990 levels by 2020, and to maintain and continue reductions beyond 2020. SB 32 (Chapter 249, Statutes of 2016) established a climate goal for California to reduce greenhouse gases to 40 percent below 1990 levels by 2030.

The Cap-and-Trade Program, a key element in California’s Climate Change Scoping Plan, implements measure to achieve greenhouse gas reduction goals. It creates a limit on the emissions from sources responsible for 85 percent of California’s greenhouse gas emissions, establishes the price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy, and gives covered entities flexibility to implement the lowest-cost options to reduce greenhouse gas emissions.

In 2012, the Legislature passed and Governor Brown signed into law three bills, AB 1532 (Chapter 807, Statutes of 2012), SB 535 (Chapter 830, Statutes of 2012), and SB 1018 (Chapter 39, Statutes of 2012), that established the GGRF to receive the State's portions of proceeds from the distribution of allowances via auction and provided the framework for how those auction proceeds will be appropriated and expended. Subsequent legislation, AB 1550 (Chapter 369, Statutes of 2016), modified requirements for expenditures from the GGRF relative to disadvantaged communities and low-income communities and households. State law requires that expenditures from the GGRF be used to facilitate the achievement of greenhouse gas emission reductions. In addition, Transit and Intercity Rail Capital Program expenditures must comply with the requirements contained in SB 862 and SB 9, which provide statutory direction for the program.

3 Objectives

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following policy objectives, as codified in Section 75220(a) of the PRC:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state's various rail operations, including integration with high-speed rail system.
4. Improve Transit safety

Additionally, Section 75221(c) of the PRC codifies a programmatic goal to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities, consistent with the objectives of SB 535. AB 1550 provides further requirements related to ensuring investments meet the needs of priority populations, a term used to cover disadvantaged communities, low-income communities and low-income households.

Investments made by TIRCP are expected to collectively meet or exceed the requirements in AB 1550.

Taken as a whole, the increases in transit system ridership, as well as the reduction in vehicle miles traveled, congestion and greenhouse gas emissions, will help deliver a healthier and safer transportation system. Investments are expected to position the state to lead in the deployment of cutting edge and zero emission technologies, test innovative strategies and new approaches to reducing transportation-related fatalities, provide important new capacity in corridors that support growth in jobs and housing, and to expand multimodal transportation access and options for all Californians across all regions of the state.

4 Funding

The TIRCP receives a portion of the Transportation Improvement Fee revenues established by SB 1 and a continuous appropriation of 10 percent from the quarterly Cap-and-Trade auction proceeds deposited in the GGRF, plus any annual budget allocations provided by enacted budget bills.

The TIRCP fund estimate, award amount and the adopted program for TIRCP will be based on anticipated revenue through 2024-25 (as included in the call for projects). Section 75224(d) of the PRC authorizes CalSTA to enter into a multiyear funding agreement with eligible applicants for any duration. CalSTA may use this authority to program funds for a project that would depend on funds received subsequent to the five-year program, primarily intended for projects that have long construction timelines that extend beyond the 2024-25 fiscal year. The goal of such a plan is to allow a project with construction over multiple years to have a commitment of funds programmed over multiple years in order to enter into necessary contracts for construction

As provided in statute, CalSTA may revise its approved Program of Projects and/or Program Allocation Plan as necessary, including deletion or delay of projects based on a shortfall of funding or lack of project progress. The Program Allocation Plan will reflect planned multi-year funding amounts for any projects

or project elements expected to receive their funding over more than one year, and may be adjusted at any time to address project or program needs and to align allocations with revenues.

5 Eligible Applicants

Eligible applicants must be public agencies, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services). Public agencies include construction authorities, transportation authorities, and other similar public entities created by statute.

An applicant assumes responsibility and accountability for the use and expenditure of allocated funds. Applicants must comply with all relevant federal and state laws, regulations, policies, and procedures.

Private companies may partner with eligible applicants to propose and deliver projects.

6 Eligible Projects

Eligible applicants may submit project applications individually or as part of a joint application. In order to be eligible for funding under this program, a project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the CARB quantification methodology.

As codified in Section 75221(a) of the PRC, projects eligible for funding under the program include, but are not limited to, the following:

1. Rail capital projects, including intercity rail, commuter rail, light rail, and other fixed guideway projects. Additionally, the acquisition of rail cars and locomotives, and the facilities to support them, that expand, enhance, and/or improve existing rail systems and connectivity to existing and future transit systems, including the high-speed rail system.
2. Intercity, commuter, and urban rail projects that increase service levels, improve reliability, or decrease travel times, infrastructure access payments to host railroads in lieu of capital investments, efforts to improve existing rail service effectiveness with a focus on improved operating agreements, schedules, and minor capital investments that are expected to generate increased ridership, as well as larger scale projects designed to achieve significantly larger benefits.
3. Rail, bus, and ferry integration implementation, including:
 - a. integrated ticketing and scheduling systems and related capital investments (including integration with bus or ferry operators)
 - b. projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors)
 - c. related planning efforts focused on, but not limited to, delivery of integrated service not requiring major capital investment
 - d. other service integration initiatives
4. Bus rapid transit and other bus and ferry transit investments (including vanpool services operated as public transit and first-/last-mile solutions), and to increase ridership and reduce greenhouse gas emissions. This includes large scale deployment of zero emission vehicles and the technologies to support them, and capital investments as a component implementing transit effectiveness studies that will contribute to restructured and enhanced service.

CalSTA intends to fund a small number of transformative projects that will significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by: (1) creating a new transit system (2) increasing the capacity of an existing transit system, or (3) otherwise significantly increasing the ridership of a transit system. Significant change will be measured both in percentage terms (percent increase compared to the existing system or corridor) and in total quantity terms (increase in number of riders and passenger miles per day). Benefits from the proposed project may accrue from ridership generated on more than one transit system or corridor due to integration, and such benefits may be counted as long as the connected system or corridor has sufficient capacity to carry the increased passenger demand.

The awarded projects may include, for example, both lower-cost projects focused on integration, reliability and enhancement of service, and higher-cost capital expansion projects. In addition, CalSTA seeks projects that link housing with key destinations and that improve accessibility to economic opportunities. CalSTA may also make some funding available for demonstration projects that are smaller-scale efforts with great potential to be expanded. Projects may include new approaches to attracting increased ridership such as smart phone mobile ticketing, contactless payment, or other software and hardware solutions to reduce ticketing transaction costs, or a test of a concept related to integrated ticketing, as well as intercity rail/transit effectiveness or operational planning as a component of the capital investments in improved, expanded and/or restructured service designed to cost-effectively increase ridership.

Addressing the integration of rail and transit referenced in the TIRCP objectives and described in the eligible projects will require attention to network integration amongst rail and transit services. Improving integration will improve connectivity and the seamlessness of the travel experience for users by eliminating points of friction during a public transportation journey, and as a result increase ridership across multiple corridors and/or systems. These points of friction come in many forms, including but not limited to a lack of universal trip-planning information, poor service design and uncoordinated schedules, incompatible fare and ticketing policies between agencies, and unsafe and inconvenient physical connections between modes. Examples of types of network integration projects include:

- Coordinated schedule and timetable planning between agencies to reduce transfer wait times and improve the seamlessness of the travel experience, and the capital projects necessary to improve such coordination and operations;
- Integrated station design to accommodate existing and planned services and their service expansions, and capital projects necessary to invest in hubs at such stations;
- Planning to determine opportunities to co-locate maintenance and yard facilities, as needed, and capital projects to invest in such facilities;
- Service and infrastructure needs analysis to determine the feasibility of new or expanded systems that better integrate service, and the capital investment necessary to implement such services;
- Station area improvements to facilitate better land uses and access by active or shared mobility modes.

Network integration can be its own component in the application with its own scope, schedule and budget, but it must relate to the overall capital project being proposed. Where relevant, it should demonstrate support of the integration demonstrated in the vision laid out in the 2018 California State Rail Plan. CalSTA may elect to include additional network integration funding as part of a TIRCP award if it is determined that there is a need not adequately addressed by the applicant, especially if integration can be improved with regards to adjacent state-funded capital projects or state-funded rail operations. If funding for network integration is awarded to an applicant, CalSTA and Caltrans may provide technical assistance and ensure that TIRCP program and statewide goals and priorities are being addressed through the work.

An applicant submitting multiple project applications must clearly prioritize its project applications. Applicants are also encouraged to identify phases or priorities within each project application, if applicable, so that available resources may be awarded to a phase or priority if the full project cannot be funded.

Applicants submitting a high-dollar, single application with no scalability or separable project elements may increase the risk of having an uncompetitive project application. At the same time, applicants are advised to submit projects that are scalable where practical. In the event that available program resources

expand or contract prior to the completion of the programming cycle, the CalSTA may revise the funding available for the programming cycle.

While there is no minimum match requirement for this funding source, funding leverage is desirable and will be considered in the evaluation of expected project benefits. In particular, emphasis will be placed on projects that leverage funding from other greenhouse gas reduction programs such as Caltrans' Low Carbon Transit Operations Program, the SGC's Affordable Housing and Sustainable Communities and Transformative Climate Communities Programs, CARB's Low Carbon Transportation funding program, or the Hybrid and Zero-Emission Truck and Bus Voucher Program (HVIP), leveraging of funding from SBI sources (including formula program sources), or the leveraging of funding from other federal, state, local, regional, or private sources (including potential local transportation funding measures, as further detailed in Section 11), with consideration of those sources that are discretionary (including competitive and noncompetitive funding sources) compared to those that are non-discretionary. A recipient of money under the program may combine funding from the program with other state funding (if allowed), including, but not limited to, the State Transportation Improvement Program, the Low Carbon Transit Operations Program, clean vehicle programs, and state transportation bond funds.

If a project is awarded funds, all funds identified as committed to the project may be required as a funding match at the time of project selection and, based on the matching percentage identified at the time of selection, a pro-rata reimbursement agreement (or other suitable agreement) may be established to ensure project savings are returned proportionally. Project completion savings are returned proportionally except when an agency has committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until proportions match those at programming. If capital assets are removed from service before the end of their useful life, pro-rata repayment of grant funds may be required.

Redeployment of capital assets to achieve similar, or greater, benefits more effectively may be permitted, but must be documented (with documentation including a detailed justification of the requested redeployment) by the grantee and approved in advance by CalSTA. For example, once a project is operational, and after monitoring service performance and determining that it was not performing as expected, redeploying bus service to achieve greater greenhouse gas reductions or better serve priority populations based on current needs may be permitted.

If an implementing agency receives funding for a project that is to be completed with other funds (for example, a project which receives funds for plans, specifications, and estimates from the TIRCP but which will receive local measure funding for construction), that agency is required to complete the project as proposed. If the project is not completed and put into service as awarded, the agency may be required to fully or partially repay funds from the TIRCP commensurate with the failure to complete the project and deliver anticipated reductions in greenhouse gas emissions.



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

BOARD AGENDA REPORT 9

The High Desert Corridor Joint Powers Authority

Date: January 14, 2021

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

From: Arthur V. Sohikian, Executive Director

Subject: **HDC FY 2020/21 Modified Budget**

Recommended Action:

- A. Approve HDC FY2020/21 Modified Budget.
- B. Approve Executive Director not to exceed \$6000 to transition current HDC website from San Bernardino County website to www.highdesertcorridor.org

Fiscal Impact:

FY2020/21 Modified Budget due to contracts approved and pending for Authority policy priorities.

FY2020/21 Modified Budget Highlights:

Increase in Requirements and Sources by \$220,000 related to Amendment 7 of the Transportation Solutions contract (1/14/21 Board Report Item 10) which will be funded with a pending contribution from Los Angeles County.

Increase in Requirements and Sources by \$95,000 related to the professional consulting services contract with AVS Consulting, approved by the Board of Directors on October 29, 2020, which will be funded with a contribution from the City of Palmdale.

Fund Balance of \$16,500 equals retained (set aside) funding for future possible legal, audit and insurance only.

ATTACHMENT A: FY2020/21 Modified Budget

BOARD OF DIRECTORS

Col. Paul Cook (Ret.)

Supervisor, San Bernardino County First District

Darrell Dorris

Council Member, City of Lancaster

Steven D. Hofbauer

Mayor, City of Palmdale

Dave Perry

Los Angeles County

Kathryn Barger

Supervisor, Los Angeles County Fifth District (Vice-Chair)

Scott Nassif

Council Member, Town of Apple Valley

Vacant

City of Adelanto

Debra Jones

Mayor, City of Victorville



High Desert Corridor Joint Powers Authority January 14 2021 Board Report 9 Modified FY20/21 Budget ATTACHMENT A

2020-21 Budget	2020-21 Adopted	2020-21 Adjustment	2020-21 Modified
Audit Services	\$ 6,500	\$ -	\$ 6,500
Legal Services	\$ 5,000	\$ -	\$ 5,000
Insurance	\$ 1,000	\$ -	\$ 1,000
Professional Services (Transportation Solutions)	\$ 243,590	\$ 220,000	\$ 463,590
Professional Services (AVS Consulting)	\$ -	\$ 95,000	\$ 95,000
Professional Services (uncommitted)	\$ -	\$ -	\$ -
Staff Coordinator	\$ -	\$ -	\$ -
Total Requirements	\$ 256,090	\$ 315,000	\$ 571,090
Revenue from SBCTA	\$ -	\$ -	\$ -
Revenue from City of Palmdale	\$ -	\$ 95,000	\$ 95,000
Revenue from Los Angeles County	\$ -	\$ 220,000	\$ 220,000
Interest Income	\$ 4,350	\$ -	\$ 4,350
Total Sources	\$ 4,350	\$ 315,000	\$ 319,350
Use of Fund Balance	\$ 251,740	\$ -	\$ 251,740

Modified Budget Highlights:

- * Increase in Requirements and Sources by \$220,000 related to Amendment 7 of the Transportation Solutions contract, presented to the Board of Directors on this date, which will be funded with a pending contribution from Los Angeles County.
- * Increase in Requirements and Sources by \$95,000 related to the professional consulting services contract with AVS Consulting, approved by the Board of Directors on October 29, 2020, which will be funded with a contribution from the City of Palmdale.
- * Fund Balance of \$16,500 equals retained (set aside) funding for future possible legal, audit and insurance only.



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

BOARD AGENDA REPORT 10

The High Desert Corridor Joint Powers Authority

Date: January 14, 2021

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

From: Arthur V. Sohikian, Executive Director

Subject: Transportation Solutions Contract Amendment 7

Recommended Action:

- A. Approve Transportation Solutions Contract Amendment 7, including subcontractors, for a not to exceed amount of \$581,203, pending budget capacity.
- B. Authorize the Executive Director/County of San Bernardino to execute contract Amendment 7, pending budget capacity.

Fiscal Impact:

Not to exceed amount of \$581,203 for TS Amendment 7. Currently, Los Angeles County 5th Supervisorial District has committed up to \$220,000 in funds, leaving a funding gap of \$361,203. HDC staff is seeking funding from available sources for the High Desert Corridor Rail Component preparation of a Revaluation/Revalidation and Record Of Decision (ROD), including petition to US Surface Transportation Board (STB) for environmental jurisdiction.

HDC Rail Component Background:

In June 2016, the HDC Final Environmental Impact Report/ Environmental Impact Statement (FEIR/FEIS) received CEQA approval selecting a 63-mile multi-modal facility as the preferred alternative (PA). The PA included a six-to eight-lane freeway and tolled segment between 100th St East and US-395, high speed rail service in the median, a bicycle path, and green energy corridor parallel to the highway.

On September 13, 2018, the HDC held a workshop to hear from various stakeholders, discuss funding opportunities and challenges, and further explore alternatives for east-west mobility between the Antelope Valley in Los Angeles County and the Victor Valley in San Bernardino County. All agreed connecting Los Angeles and San Bernardino with a rail and highway component was critical for the high desert communities. The HDC provided direction to staff to proceed moving forward on the Rail Component of the project as the first phase and to seek a Record Of Decision (ROD) from the Federal Railroad Administration (FRA).

On September 18, 2018, Brightline Trains, LLC (Brightline), the nation's only privately owned, operated, and maintained express intercity passenger rail system, announced its agreement to acquire DesertXpress Enterprises, the company behind the XpressWest passenger rail project.

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Council Member, Town of Apple Valley

Vacant

City of Adelanto

Debra Jones

Mayor, City of Victorville



In December 2018, the HDC awarded Amendment 5 to Transportation Solutions (TS) and its subcontractors AECOM, Circlepoint, and Venable to prepare the necessary documentation to obtain the HDC Locally Preferred Alternative (LPA) Rail Component ROD from the FRA (Amendment 6 extended contract to Dec 2021).

Due to the interoperability of the high speed rail systems, TS and their counsel, Venable LLP, has recommended that the HDC Rail Component petition to the US Surface Transportation Board (STB) for a determination that STB has jurisdiction over the HDC Rail Component that extends Brightline West Station in the Town of Apple Valley to the California High Speed Rail Station in the City of Palmdale, both of which have previously been ruled to be subject to US STB jurisdiction for environmental clearance.

Transportation Solutions and subcontractors Amendment 7 Scope of Work:

1. TS subcontractor AECOM, utilizing Brightline West 65% design work, will prepare preliminary engineering design for 5 miles of track related to the relocation of the Brightline West station at Victorville/Apple Valley ([Attachment A](#)).
2. TS Subcontractor Circlepoint will prepare Reevaluation/Revalidation and ROD and related work including noise, biological, and cultural resource technical studies ([Attachment A](#)).
3. TS and its subcontractor Venable LLP will prepare a petition and secure approval from STB to take jurisdiction over the HDC Rail Component as a railroad connected to the interstate railroad system, including descriptions of participation by and coordination with CHSRA and BrightlineWest stations and interoperability of track and systems ([Attachment A](#)).

Transportation Solutions Progress Report, by Neil Peterson and Subcontractors (11/30/20)

At the request of the new HDC Executive Director, Transportation Solutions (TS) was asked to prepare a Progress Report. Amendment 5 to the Transportation Solutions Contract was authorized by the Board of the HDC JPA on December 20, 2018. Amendment 5 directed TS and its subcontractors to work to obtain a final Record of Decision (ROD) from the Federal Railroad Administration. The ROD is a precondition to acquiring right of way parcels for the HDC Rail Component of the project. This work would include obtaining the agreement of FRA to be the “lead agency” under the ROD, and for the Consultant team to undertake a reevaluation analysis and draft ROD for FRA approval. Amendment 5 was to expire on December 31, 2019. The expiration date was extended to December 31, 2021 by Amendment 6 dated July 8, 2020.

The Scope of Work under Amendment 5/6 included:

1. Technical drawings of changed features (AECOM);
2. Legal guidance (Venable)
3. Analysis of environmental impacts of changes (Circlepoint)
4. Preparation and review of draft ROD (Circlepoint, Venable and TS).
5. Coordination with JPA Staff and briefing of JPA Board (TS, JPA Staff).
6. Work in detail with engineering and planning departments of the City of Palmdale, City of Victorville, and City of Adelanto on alignment (TS, AECOM, JPA Staff).
7. Coordination with the California High Speed Rail Authority (CHSRA), including continued review of Burbank to Palmdale (and Bakersfield to Palmdale) environmental process and its connection to the HDC rail project at Palmdale (TS, AECOM, Circlepoint, JPA Staff).

The Budget approved for Transportation Solutions Amendment 5 was \$465,000 including its subcontractors Venable LLC, AECOM, and Circlepoint.

In early 2019, the Consultant team had an initial meeting with the FRA to discuss the status of the project and request that they assume the responsibilities of “lead agency” for the ROD. FRA agreed to take the lead for the

ROD. (Caltrans had been the lead on the Final EIS issued in 2016 under its delegated authority since the project at that time included both a highway component and a rail component.)

In adopting Amendment 5, the HDC JPA also acknowledged that on September 18, 2018, Brightline Trains, LLC (Brightline), had announced its agreement to acquire DesertXpress Enterprises, LLC, the company behind the XpressWest passenger rail project from Las Vegas to Victorville that would connect to the HDC Rail project. Brightline also informed the HDC JPA that it would update the environmental approvals previously obtained by XpressWest. Transportation Solutions would work to ensure that the HDC's submissions were consistent with Brightline's to avoid the need for any future re-submission to the Federal Railroad Administration by the HDC JPA.

In the Spring of 2019, Brightline determined that it would be more efficient, and environmentally beneficial, to construct certain segments of the XpressWest line in the median between the northbound and southbound lanes of the I-15 freeway and to utilize a singletrack design with passing sidings rather than constructing an entirely double-track railroad. They also decided to relocate the station at Victorville to the Town of Apple Valley.

During 2019 the Consultant Team completed the engineering and environmental analysis work on the HDC alignment to the level necessary for the ROD on more than 85% of the route. This documentation has been submitted to FRA and discussed with FRA staff. The only work remaining relates primarily to the new 5.5 mile-connection to the Brightline proposed rail station relocated in Apple Valley from the north of I-15 to the south of I-15 near Dale Evans Parkway.

However, this change will require some work that was not anticipated in the scope of work and budget under Amendment 5. Specifically, it will require the basic engineering drawings needed to back up the ROD request, similar to the Consultant's engineers work already done on the rest of the alignment. In addition, it will require biological and cultural work on the new adjusted alignment. Also, during 2020, the HDC put in place bi-weekly meetings with staff of the HDC members to update them on developments. These meetings were also not included in the Amendment 5 budget.

We recognize there is some potential for delay in FRA's final consideration of the draft ROD and related materials due to the inauguration of a new President in January 2021. However, the Consultant Team is well-positioned to help FRA staff through the transition due to exceptional relationships with FRA and USDOT staff going back to the Obama Administration and the work of Karen Hedlund and Fred Wagner with the Biden Transition personnel.

Section 106 Update

The Reevaluation being performed for the High Desert Corridor rail project involves an assessment of all major resource impacts detailed in the 2016 Final Environmental Impact Statement (FEIS) to determine if the conclusions reached in the FEIS remain valid.

One of the key issues subject to this review involves historic/cultural resources. Before FRA finalizes the Re-evaluation and then issues a Record of Decision for the project, FRA must determine how to address an existing Section 106 Programmatic Agreement with the California SHPO which expires in March of 2021. While FRA was a cooperating agency to the Programmatic Agreement, Caltrans was the lead agency responsible for implementation of the Agreement. Unfortunately, FRA does not currently have a Programmatic Agreement in place with the California SHPO that could simply be applied to the ROD for the project. We have been informed that negotiating a separate Programmatic Agreement between FRA and California SHPO could take a substantial amount of time and, consequently, delay the issuance of the FRA ROD. We will work with Caltrans, CalSTA and the California SHPO to provide an administrative solution allowing the FRA to sign on to the Caltrans Programmatic Agreement and extend its expiration date.

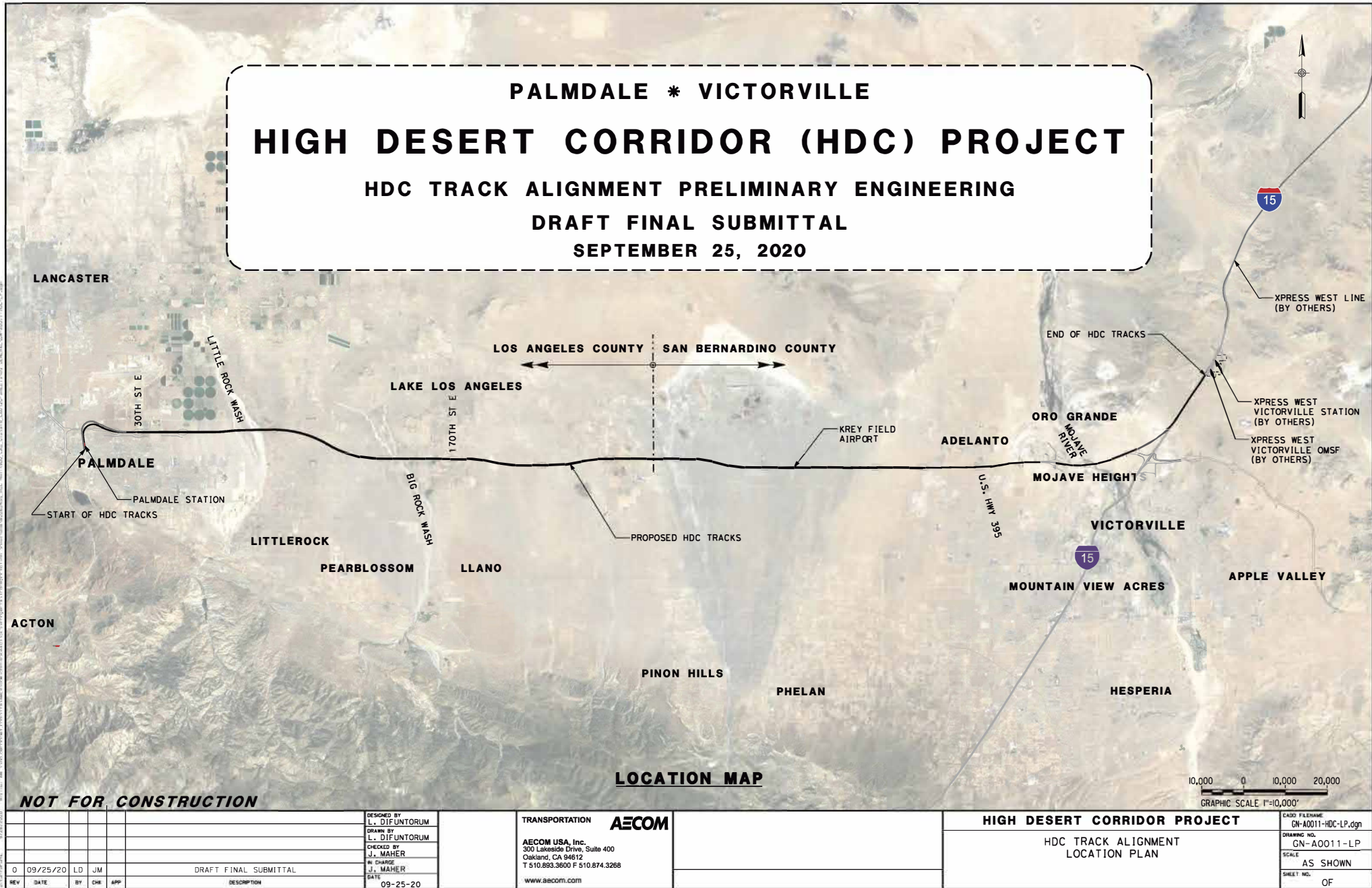
CEQA Amendment

Simultaneously with finalizing the FRA ROD, we will work with Caltrans to provide an Amendment to the CEQA documentation issued by Caltrans at the same time as the federal 2016 FEIS.

STB Determination of Jurisdiction

Based on the recommendation of our counsel Venable LLP, we urged the HDC petition the federal Surface Transportation Board for a determination that the Board has jurisdiction over the Rail Project due to its connection to the national railroad system as a result of its connection to the Brightline West project at the Town of Apple Valley and to the California High Speed Rail Project at Palmdale. The STB has previously ruled that both the Brightline West Project and the CHSRA project are subject to STB jurisdiction. STB jurisdiction would preempt the HDC Project from state and local approvals that might otherwise delay the project.

HDC Board Report 10 Amendment 7 Transportation Solutions Attachment A





June 6, 2019

Mr. Neil Peterson
Transportation Solutions
2017 Fairview Ave East, Suite I
Seattle, WA 98102

Subject: **Change Order No. 1**
Revised Location of Victorville Station
High Desert Corridor
Victorville, California

Dear Mr. Peterson:

AECOM appreciates the opportunity to continue providing Transportation Solutions with Preliminary Track Engineering Design services for the High Desert Corridor between Palmdale, CA and Victorville, CA.

SCOPE OF WORK

Brightline is considering the relocation of the Victorville Station to the south side of I-15. The scope of work for the High Desert Corridor associated with this change includes:

- 5 Track plan and profile drawings at scale 1" = 200' for 5-miles of track.
 - Coordinate with the Brightline design team.
- 2 Typical Cross Section drawings.
- Calculate earthwork.
- Respond to one round of client comments.

ENGINEERING COST ESTIMATE

We propose to perform our services on a time and materials basis. The not to exceed amount is estimated at \$34,108

We look forward to assisting Transportation Solutions in implementing Change Order No.1. If you have any questions, please call David Wemmer at (510) 406-1984.

AECOM Technical Services

Etty Mercurio, PE
Vice President
Authorized Signatory, Transportation - Pacific

Attachments: Design Cost Estimate

High Desert Corridor
Change Order No.1
Track Preliminary Engineering for Revised Brightline Victorville Station
Project Number 60565455
Engineering Estimate
6-Jun-19

Brightline Victorville Station				PM/Civil	SeniOr Civil	Civil Engr	Jr Civil Engr	
Task	No. of Dwgs	Hrs per Dwg	Total hours	D.W.	J.M.	L.D.	E.W.	
Track Plan and Profile drawing (1"=200')	5	24	120		25	95		
Typical Cross Sections	2	15	30		10	20		
Earthwork Calculation			10		0	10		
Coordination with Brightline			10	4	6			
Project Management			8	8	0			
subtotal	7		178	12	41	125	0	0

AECOM Drawings Total	7							
AECOM Hours Total			178	12	41	125	0	0
AECOM Direct Hourly Labor Cost				\$102.96	\$107.85	\$59.69	\$46.17	\$0.00
AECOM Direct Labor Cost Subtotal				\$1,236	\$4,422	\$7,461	\$0	\$0
AECOM Direct Labor Cost Total			\$13,119					
Loaded Labor (2.60)			\$34,108					
Travel Direct Cost								
Total Cost			\$34,108					

D.W. David Wemmer
J.M. John Maher
D.F. Leo Difuntorum
E.W. Elliot Wong



July 26, 2019

Neil Peterson
Transportation Solutions
2017 Fairview Ave East, Ste I
Seattle, WA 98102
Via email: neil@neilpeterson.com

RE: Scope Augment for High Desert Corridor Revalidation - Palmdale Connection

Mr Peterson,

Circlepoint prepared this scope and fee proposal to analyze portions of the High Desert Corridor (HDC) Palmdale Connection that were not previously evaluated in the HDC Environmental Impact Report/Environmental Impact Statement (EIR/EIS) originally conducted in 2014. Circlepoint evaluated the Palmdale Connection alignment provided to us on July 16, 2017 to determine the level of effort associated with evaluating previously unevaluated footprint and resources in the forthcoming National Environmental Policy Act (NEPA) Revalidation. Based on the results of our preliminary assessment, the Palmdale Connection alignment will require substantive analysis associated with the following topics:

- **Noise** - The Palmdale Connection alignment would pass near several noise sensitive receivers (namely residences) that were not assessed for noise impacts in the 2014 HDC EIR/EIS. However, given the EIR/EIS did evaluate noise impacts and established mitigation in the form of noise abatement (sound walls) as specific locations. Noise sensitive receivers in close proximity to the proposed rail line will be assumed to be impacted and the mitigation specified in the EIR/EIS will be applied to the noise sensitive receivers. No noise measurements or calculations will be conducted.
- **Biological Resources** - The Palmdale Connection alignment would traverse areas that were not evaluated in the prior EIR/EIS for biological resources. These areas are relatively disturbed and located in suburban Palmdale. However these areas will require being assessed in terms of habitat type and value and, if necessary, recalculating habitat impacts will be done for re-initiating with the United States Fish and Wildlife Service.
- **Cultural Resources** – As noted above the Palmdale Connection alignment would traverse areas that were not evaluated in the prior EIR/EIS. These area will need to be incorporated into a revised Area of Potential Effect map, and these areas will need to be assessed for the presence of historic and/or archeological resources. Given the relatively disturbed nature of these areas the scope assumes that no cultural resources will be found.

In addition to the topics listed above, there are several other resources that would require evaluation along the new Palmdale Connection alignment as part of the overall revalidation. Circlepoint will conduct a brief assessment of these topic areas as part of the Revalidation analysis to verify that the new Palmdale Connection alignment would not result in new significant impacts.



The fee for this effort would not exceed **\$40,280**. Please contact me via phone (510.285.6748) or email (s.steinwert@circlepoint.com) with questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Steinwert", with a long horizontal flourish extending to the right.

7.29.19

Scott Steinwert
President, CEO

Date



	<i>Rates</i>	\$ 295	\$ 155	\$100	\$ 90				
	SS	AC	JM	CP	Circlepoint Hours	Circlepoint Cost	ICF Bio	ICF Cultural	Total Cost
Project Tasks									
Task 1: Noise Coordination	4	6	12	-	22	\$ 3,310			\$ 3,310
Task 2: Bio Coordination	6	8	16	-	30	\$ 4,610	13,000		\$ 17,610
Task 3: Cultural Coordination	4	6	12	-	22	\$ 3,310		\$ 12,500	\$ 15,810
Task 4: Other ENV Resources	4	6	16	16	42	\$ 3,550			\$ 3,550
Circlepoint Hours/Costs Subtotal	18	26	56	16	94	\$ 11,470			\$ 40,280

High Desert Corridor – Redesigned Rail Element Reevaluation/Revalidation/FRA ROD

The High Desert Corridor (HDC) project consists of a 63-mile-long west-east facility to relieve traffic congestion between State Route (SR) 14 in Los Angeles County and SR-18 and Interstate 15 (I-15) in San Bernardino County. As part of the environmental clearance for the HDC project, an Environmental Impact Report/Environmental Impact Study (EIR/EIS) was completed in June 2016. Caltrans was the lead agency for the project pursuant to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The EIR/EIS evaluated multiple alternatives including the following main project elements: 1) freeway/expressway; 2) High Speed Rail (HSR) feeder service; 3) bicycle route; and 4) green energy corridor.

As shown in the following excerpts, the HDC project EIR/EIS contemplated that redesign of the HSR feeder service could be considered in the future.

Excerpt from page 2-61, Final EIR/EIS (June 2016):

If the rail component of this project is constructed prior to the highway (due to the availability of rail-specific funding), additional design elements, including locating the rail on a side running alignment, will be considered and evaluated as appropriate.

Excerpt from page 2-69, Final EIR/EIS (June 2016):

As currently proposed, having the rail run alongside the freeway would require a larger footprint at the numerous interchanges along the corridor. Because of this, placement of the rail alignment in the center of the HDC was determined to be more desirable than placement along or parallel to the freeway's shoulder. ***If design options or other methods are identified to avoid/reduce impacts, a side running alignment may be reevaluated in the future.***

The EIR/EIS also considered the potential for various elements of the project moving forward independently. Page 1-8 of the HDC Final EIR/EIS acknowledges that the HDC project consists of several elements, and that Caltrans intends to prepare one or more Records of Decision (RODs) once funding is available. The timing and source of funding determines which project elements are in each ROD. This/these ROD(s) will provide the environmental approval required for each of the following project elements:

- freeway/expressway, including on-site facilities used during construction and operation (batch plants, electric vehicle charging stations)
- HSR feeder service, including traction power sub-stations; track connections to stations in Palmdale and Victorville (see Figures 2-5 and 2-10 of the EIR/EIS); and track connections to the proposed California HSR project in Palmdale (see Figure 2-5 of the EIR/EIS)

- green energy production/transmission facility (at a programmatic level)
- bike route

The HSR feeder service was further described in the HDC project EIR/EIS as a separate and distinct element, with independent utility. Excerpt from page 1-33, Final EIR/EIS (June 2016):

The preferred alternative includes a rail feeder service between Palmdale and Victorville. Palmdale is currently served by Metrolink commuter rail service, which runs between Lancaster, to the north of Palmdale, and downtown Los Angeles (Union Station). Metrolink currently operates 30 passenger trains, and UPRR operates 5 or more freight train daily through this area. A rail feeder service between Victorville and Palmdale would effectively extend Metrolink service to more than 300,000 residents living in Victor Valley cities today and double this number by 2040. Thus, the project meets the criteria for independent utility because the rail service is usable and is a reasonable expenditure of public funds without the need for other transportation improvements.

Scope of Work

Prepare Revalidation and Draft ROD

The following scope of work is for the preparation of a Revalidation and draft ROD for a rail-only element of the HDC project. FRA is assumed to be the lead federal agency for this Revalidation and would adopt the ROD for the rail project. The Revalidation will address the following key issues and utilize the Revalidation form/template used by Caltrans/FHWA.

1. **Changes in Project Design:** The design of the HSR feeder service will be reviewed and compared to the alternatives evaluated in the HDC project EIR/EIS in order to determine if there are substantial changes in project scope, alignment, or footprint. This will include a brief description of the project changes since the EIR/EIS was completed (June 2016), along with exhibits comparing the revised design to the alternatives evaluated in the HDC project EIR/EIS. The review of design changes will focus on preliminarily determining if the revised design will be entirely within the footprint as identified in the EIR/EIS.
JUNE 2019 UPDATE: The project would include a new approximate 3.5-mile alignment located east of the I-15 freeway near Victorville, which would be required to connect with a new station alternative proposed by the Brightline XpressWest High-Speed Train Project. This alignment was not included in the HDC project EIR/EIS, and is discussed in further detail below.
2. **Changes in Environmental Setting:** The existing environmental setting will be reviewed for changes since the HDC project EIR/EIS was completed. This would primarily consist of new development that may have changed land uses in the area of the HDC, or affected traffic patterns and air quality. Given the HDC project EIR/EIS was recently completed (June 2016), the likelihood of substantial changes in environmental setting appear low.

3. **Changes in Environmental Circumstances:** The HDC project EIR/EIS will be reviewed to determine if there have been substantive changes in environmental circumstances such as new environmental laws or regulations, changes in the status of listed species for the area, etc.
4. **Changes in Environmental Impacts of the Project:** The environmental impact conclusions in the HDC project EIR/EIS will be reviewed to determine if the HSR feeder service would have the potential for any new type of impact to occur, or for the magnitude of previously determined impacts to change substantially. The rail design is anticipated to result in a reduced direct-impact footprint, which should translate to reduced environmental impacts. The application of the avoidance, minimization, and mitigation measures in the HDC project EIR/EIS will be considered when evaluating the potential for new or increased impacts under the revised design.
5. **Changes in Avoidance, Minimization, or Mitigation Measures:** Based on the evaluation conducted under #4 above, potential changes (or reductions) in avoidance, minimization or mitigation measures will be identified where appropriate.

Assuming the rail project footprint is smaller than the footprint evaluated in the HDC project EIR/EIS, it may be appropriate to recalculate certain environmental impacts in order to determine if minimization and mitigation measures should be revised. For example, impacts to species habitats may be reduced as a result of the revised design, and thus require less compensatory mitigation than what was prescribed in the HDC project EIR/EIS.

Changes in the freeway/expressway/rail location and orientation may require an updated analysis of noise and visual impacts.

Recalculating impacts will require GIS work, and will be most efficiently completed if we are able to obtain the GIS files used in preparing the HDC project EIR/EIS from Caltrans.

We will review all project-related consultation processes with the applicable federal and state resource agencies to ensure FRA satisfies project requirements for compliance with Section 4(f) of the Department of Transportation Act, Section 7 of the Endangered Species Act (Biological Opinion), and Section 106 of the National Historic Preservation Act. These consultation processes were completed for the project, by Caltrans, under FHWA assumption. Given our understanding that the revised project footprint would not change substantially from the footprint evaluated in the HDC project EIR/EIS, these previously completed consultation processes should satisfy project requirements.

At the completion of the Revalidation, assuming that FRA agrees that the original environmental document remains valid (i.e., a supplemental or new EIS is NOT needed), we will proceed with preparing a draft ROD for FRA review. Preparation of the ROD would follow the procedures and documentation requirements for a stand-alone ROD after completion of the Final EIS.

JUNE 2019 FOOTPRINT UPDATE

This section outlines the environmental analysis required to evaluate a new approximately 3.5-mile rail alignment not previously assessed in the HDC EIR/EIS

Cultural Resources

The proposed project will be subject to compliance with Section 106 of the National Historic Preservation Act. This requires consideration of potential project effects to historic properties including archaeological and built environment resources listed in or eligible for listing in the National Register of Historic Places according to criteria listed in 36 CFR800. Caltrans administers Section 106 compliance on behalf of FHWA and requires that documentation conform to specifications contained in Caltrans *Standard Environmental Reference*. As of January 1, 2004, cultural resource studies must be prepared and processed in accordance with the *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program In California*.

ICF shall conduct a records search at the South Central Coastal Information Center, part of the California Historical Resources Information System and housed at California State University, Fullerton. This records search will consult California's database of previous studies and previously recorded cultural resources within the proposed project area and within a 0.5-mile radius, per Caltrans guidelines. Historic maps and photographs shall also be reviewed, if available. ICF shall establish an Area of Potential Effect (APE) map in consultation with FRA. The map shall provide the survey boundaries for cultural resources to be evaluated during project studies. The APE map shall be based on the total anticipated disturbance footprint associated with project activities (e.g., road widening/interchange construction, staging areas and other temporary construction easements, detours, drainage facilities, temporary construction activities, and parcels containing impacted built environment resources).

ICF will also contact the Native American Heritage Commission and request a review of the Sacred Lands File and will coordinate with FRA for consultation with Native American groups and other interested parties under Section 106 and Assembly Bill 52 to request information regarding the types of potential cultural resources in the study area, including drafting letters and follow-up communications. Consultation will be conducted in accordance with appropriate current state and federal regulations.

Following completion of the record search/review, qualified ICF archaeologists shall conduct a field survey of the APE for archaeological resources. It is assumed that the Client will be responsible for obtaining access for conducting the surveys. This scope of work assumes that two archaeological sites that can be screened per the Caltrans PA will be identified in the APE and that no testing and/or evaluation will be required. It is anticipated that an Archaeological Survey Report (ASR) will be prepared and no additional documentation will be required.

Qualified ICF architectural historians will conduct a field survey of the proposed project area to record buildings, structures, and historic features through photography and written descriptions. If buildings are substantially altered or are less than 50 years old, a qualified architectural historian can exempt them from further evaluation in accordance with the Section 106 PA.

As of this scoping, no historical resources records search has been conducted, no detailed engineering drawings exist, and the field survey has not yet been undertaken. Properties such as non-exempt culverts, drainage features or other infrastructural elements may present themselves in the field. Based on analysis of satellite imagery, there are no buildings, 50 years old or otherwise, within the project area and its likely APE.

Assuming that no properties are determined to be exempt as per the Section 106 Programmatic Agreement or not included within the final Area of Potential Effects, the subject undertaking possesses approximately four linear features that will need to be evaluated for potential National Register of Historic Places eligibility. These include:

1. The Nisqually 33kv elevated powerline that is a component of the Victor 220/115 System;
2. The Seals 12kv elevated powerline that is a component of the Victor 220/115 System;
3. A private mining quarry railroad that appears to date over 50 years old; and
4. An adjacent vehicular road that runs parallel to the railroad named quarry road.

Each of the above four properties shall be evaluated upon a set of State of California DPR evaluation forms that will include a Primary Record (523A), Building, Structure Object Record (523B), a Linear Feature Record (DPR 523E) and DPR continuation sheets as needed (523L).

While in the field, each of these four cultural resources will be researched at local historical institutions, museums, agency departments, or libraries as applicable. Each of the four resources will be researched online through databases including but not limited to: the Online Archive of California, Newspapers.com, USGS historic topographic maps, historicaerials.com, Southern California Historical Society, Calisphere.org, JSTOR, Ancestry.com, and multiple databases associated with various public libraries.

Within the HRER, historic contexts will be completed that address the history of the vicinity (Victorville/Sidewinder Wells), the nearby quarries with which the railroad and adjacent road are associated, and finally, power transportation relative to the two lines to be analyzed. It is assumed that no resources will be identified that are eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Following completion and approval of the APE, fieldwork and detailed reports discussed above, a summary document (the HPSR) shall be generated in accordance with Caltrans/FHWA standards for Section 106 compliance with the NHPA. It is anticipated that the proposed project shall result in an HPSR with a finding that no properties eligible for listing on the NRHP or CRHR are present within the project's APE.

Biological Resources Scope of Work

ICF will conduct a sensitive species data review for the proposed alignment extension including the existing biological technical reports associated with the High Desert Corridor EIR/EIS. In addition, ICF will update the CNDDDB documented sensitive species occurrences and USFWS iPaC Endangered Species

Act listed species of potential occurrence. This update will include the alignment plus a 5-mile standard buffer. The results of the data review will be used to develop a list of potential sensitive species alignment occurrences and used as part of the biological resources analysis.

Following the completion of the data review, a pedestrian field survey will be conducted to evaluate and map sensitive species habitat within the proposed alignment. This habitat assessment will include vegetation mapping of a 150-foot wide buffer.

A USFWS (October 2018) protocol-level Mojave Desert tortoise survey (for linear projects) will be conducted for the proposed alignment extension using five 10-meter transects the distance of proposed alignment (approximately 3.5 miles). Linear project surveys can be completed at any time of the year. A Mojave Desert tortoise survey report will be prepared and submitted upon completion of the survey. The report will include:

- 1- A project summary.
- 2- Completed USFWS Mojave Desert Tortoise data sheets.
- 3- A map sheet of the action area including locations of transects, desert tortoise and tortoise sign.
- 4- A description of the plant communities within the action area.
- 5- A description of the habitat conditions, including disturbances and observable human uses, within the action area.
- 6- The range of elevation and soil types (if available) within the action area.
- 7- General photos of the action area including vegetation communities and types of human uses.

In addition to Mojave Desert tortoise, incidental observations of suitable wildlife habitat for burrowing owl, nesting birds, and other sensitive herpetological resources will be documented in a Natural Resources Technical Memorandum (see below).

ICF will conduct focused special-status plant surveys in accordance with CDFW and California Native Plant Society (CNPS) guidelines and by meandering transects focusing on areas with potential habitat for sensitive plant populations. The results will be documented in a Natural Resources Technical Memorandum (see below).

Jurisdictional Waters

ICF will conduct a jurisdictional waters data review for the proposed alignment extension including the existing technical reports associated with the High Desert Corridor Final Environmental Impact Statement (FEIS). In addition, ICF will conduct a review of existing hydrologic data, including National Hydrologic Data and National Wetland Inventory maps for the project alignment extension.

Upon completion of the data reviews, a field delineation of jurisdictional waters, including U.S Army Corp of Engineers (USACE), Regional Water Quality Control Board (RWQCB) and, CDFW, will be conducted within the project alignment extension. The delineation will determine the location and dimensions of each (USACE, RWQCB, and CDFW) jurisdiction within the proposed alignment extension including feature length, average width, and acreage. The results will be documented in a Natural Resources Technical Memorandum (see below).

Natural Resources Technical Memorandum

A Natural Resources Technical Memorandum will be developed that summarizes the results of the biological and jurisdictional waters analysis. This includes the Mojave Desert tortoise survey results, habitat assessments, sensitive plant surveys, incidental observations of suitable wildlife habitat for burrowing owl, nesting birds, and other sensitive herpetological resources. A discussion of the biological and aquatic resource affected environment will also be included.

Other Environmental Topics

The new approximately 3.5-mile rail alignment would parallel I-15 and traverses undeveloped land. No residential or business displacements would result from this new alignment. Given its proximity to the I-15 freeway this alignment does not appear to raise any visual or aesthetics concerns. Only one local roadway (Quarry Road) would be crossed by this new alignment and would be grade separated. As a result, no impacts on local circulation are envisioned. Construction activities associated with this new alignment would be similar in type and reduced in scope compared to the alignment evaluated in the HDC EIR/EIS. As a result, no recalculating or analysis of construction period impacts is assumed.

It is assumed that the engineering team will evaluate hazardous materials (phase 1 assessment) as well as prepare location hydraulic and floodplain assessment which can be referenced in the NEPA revalidation.

The scope assumes that no traffic, noise, air quality or socioeconomic studies will be required by Caltrans or FRA as part of the revalidation and that these topics can be addressed in a qualitative manner in the NEPA revalidation.

Schedule

August 1, 2019 Revised engineering layout and summary of design changes provided to Circlepoint

October 2, 2017 Administrative draft Revalidation for staff review

Upon FRA review and agreement with draft Revalidation a draft ROD will be prepared for the rail project. Preparation of the draft ROD will take 4 weeks.

Assumptions/Limitations

1. Revised engineering layout (approx. 15% design) for rail project including any necessary changes to roadway/freeway designs evaluated in the HDC EIR/EIS and summary of design changes to be provided by others
2. No new field surveys
3. GIS work limited to recalculating impacts in 3-4 key topic areas. GIS base files from HDC project EIR/EIS will be provided by Caltrans
4. May require one site visit to confirm existing conditions. It is assumed a site visit/windshield survey can be completed in a single day. Costs for one site visit/windshield survey are included.

5. Meeting with client conducted via conference call/GoToMeeting; no in-person meetings.
6. Assumes brief Revalidation with limited reanalysis. If reanalysis of technical issues such as recalculating noise, air quality, traffic or other impacts is required by Caltrans or FRA, separate scope and fee will be prepared prior to beginning such work.
7. Costs for client/FRA revisions are estimates only and assumes 1 round of review/revision. Actual costs will depend on number and complexity of comments received.
8. Scope and budget do not include preparation of any CEQA-specific documentation for Caltrans purposes in revalidating the EIR. It is assumed Caltrans will utilize the NEPA revalidation and supporting information in any CEQA-specific updates or addenda that may be needed.

June 2019 Updated Assumptions/Limitations

1. Segment to be surveyed consists of a 125-foot wide corridor measuring 3.5 miles in length.
2. The archaeological survey will be completed using 15-meter transects.
3. No archaeological resources requiring archaeological testing will be identified in the APE.
4. Cultural deliverables include 1) APE map; 2) Historic Property Survey Report; 3) Archaeology Survey Report; 4) Historical Resources Evaluation Report. Biological deliverables include 1) Mojave Desert tortoise survey report; 2) Sensitive botanical survey report; and, 3) Natural Resources Technical Memorandum. This scope assumes 3 drafts and one final for each of these documents.
5. We assume no Finding of Effects Report, nor Memorandum of Agreement, Memorandum of Understanding will be necessary relative to the built environment, archaeological resources, or tribal cultural resources.
6. The EIR/EIS section includes analysis of NEPA/CEQA cultural resources and CEQA Tribal Cultural Resources.
7. The habitat assessment and sensitive botanical surveys will be conducted using 15-meter meandering transects.
8. No focused surveys beyond Mojave Desert tortoise and one spring seasonal survey of sensitive botanicals will be required. No wildlife corridor modeling would be required.
9. No consultation pursuant to the Endangered Species Act will be required.
10. No CESA Incidental Take Permit, CDFW 1602 Permit, Clean Water Act 404 or 401, or Porter-Cologne Act permitting will be required. No USACE or EPA coordination, including meetings, will be required.
11. No California Rapid Assessment Method (CRAM) will be conducted for the proposed alignment.
12. No detailed mitigation measures or compensatory mitigation plan would be developed.
13. Any right-of-entry to access private property to conduct field survey would be completed by others prior to initiating surveys.

Cost Estimate Attached – Exhibit 1

Circlepoint Budget

HDC #4882

Tasks	Principal	PM	Associate	Assistant	Art Dir	Graphics	Total Hours	Total Dollars
Rates	\$ 295	\$ 195	\$ 100	\$ 90	\$ 140	\$ 80		
Meetings and Coordination	40	40					80	\$ 19,600
Prepare Draft Revaluation	60	140	100		-	24	324	\$ 56,920.00
Biological Technical Studies (ICF)								\$ 150,000.00
Cultural Resource Technical Studies (ICF)								\$ 140,000.00
Revisions/Finalize Revalidation	20	38	28		-	-	86	\$ 16,110.00
Prepare Draft ROD	20	80	40		-	-	140	\$ 25,500.00
Revisions/Finalize ROD	8	24	24		-	-	56	\$ 9,440.00
					-	-	0	\$ -
					-	-	0	\$ -
	-	-	-	-	-	-	0	\$ -
	-	-	-	-	-	-	0	\$ -
Total Labor	108	282	192	-	-	24	606	\$ 397,970.00

ODCs

Fax/phone/messenger/overnight	\$ 50.00
Travel	\$ 400.00
Postage & Printing	\$ -
Title Companies	\$ -
Display Ad Placement	\$ -
Presentation Materials	\$ -
Web and Domain Hosting	\$ -
GIS (Geogreaphika)	\$ 10,000.00

Subtotal ODCs

Subtotal ODCs	\$ 10,450.00
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10% mark up	\$ 1,045.00
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Total ODCs	\$ 11,495.00
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TOTAL	\$ 409,465.00
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Transportation Solutions HDC JPA Scope of Work for STB petition filing and approval

Prepare petition and secure approval from the US Surface Transportation Board (STB) requesting it take jurisdiction over the High Desert Corridor high-speed rail project (the "Project") as a railroad connected to the interstate railroad system. This action would preempt the project from state and local regulation, including CEQA. Petition would be based on, among other things, recent decisions of the STB relating to XpressWest (now BrightlineWest), Texas Central Railroad and California High-Speed Rail Project. As STB's decision would be based on particular facts of the Project, petition would include the preparation of the following:

1. Detailed description of coordinating with Brightline West regarding physical connection to and shared station with BrightlineWest in Apple Valley, near Victorville.
2. Description of interoperability of HDC system with BrightlineWest and CHSRA project (high speed rail grade track and electric catenary).
3. Description of the history of the NEPA review of the project that resulted in the inclusion of a rail in the environmental review of the High Desert Corridor at request of XpressWest.
4. Description of multi-party agreement, including XpressWest and California High Speed Rail Authority (CHSRA), providing financial support for ridership and revenue study from Las Vegas through the HDC to Los Angeles.
5. Summary of HDC Ridership and Revenue Study demonstrating ridership anticipated to be added to BrightlineWest service to/from Los Vegas as a result of connection to Palmdale over the HDC.
5. Description of coordination with CHSRA for joint high speed rail station at Palmdale permitting passengers on CHSRA from Central Valley to transfer to trains serving the Victor Valley and Las Vegas.

If deemed advisable to counsel, we would coordinate with BrightlineWest and CHSRA to solicit a supporting declaration from each of them, which may include foreseeable cross-ticketing processes. We would work with STB Board and staff to respond to questions raised and work through any issues identified.

Budget: \$97,350 for Transportation Solutions. Its subcontractors include Venable LLC, Aecom and CirclePoint.