

High Desert Corridor
Joint Powers Authority

January 11, 2018

Meeting Materials

Item 4

Approve Minutes of October 11, 2017

**HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS MEETING**

Wednesday, October 11, 2017

1:30 p.m.

**San Bernardino County Transportation Authority
1170 West Third Street
San Bernardino, CA 92410**

<p>Closed Session Public Employee Appointment (Government Code section 54957) 1. Employee Evaluation: Special Projects Coordinator</p>	<p>Directors Present:</p> <p>Kathryn Barger, County of Los Angeles Fifth District (Vice Chair); Dave Perry, Deputy to Supervisor Kathryn Barger, Los Angeles County Supervisor; Fred S. “Scott” Nassif, Town of Apple Valley; Richard Kerr, City of Adelanto</p> <p>The JPA convened Closed Session at 1:36 p.m.</p> <p>Chairman Lovingood recused himself from Closed Session and exited the meeting room.</p> <p>Vice Chairman Kathryn Barger called on the following speakers to address the Closed Session item:</p> <p>Stephen Rogers, Tressy Capps, Joseph Turner, James (Jim) Cox and Robert Torres addressed the Board.</p> <p>The JPA members adjourn into Closed Session at 1:50 p.m.</p> <p>The JPA reconvened in the public chambers at 2:10 p.m.</p> <p>Carol Greene, Counsel, stated reportable action out of Closed Session as follows:</p> <p>On motion of Director Barger, seconded by Director Nassif, the High Desert Corridor JPA Board took action in Closed Session to concur in the action taken by the San Bernardino County Board of Supervisors on 09/26/17 to hire Ryan McEachron as the Special Projects Coordinator for the High Desert Corridor for a period of eight (8) months, by a unanimous vote of all members present (Note: Chairman Lovingood recused himself from the Closed Session item).</p>
<p>Directors Present (Public Session)</p>	<p>Robert A. Lovingood, Supervisor, San Bernardino County First District (Chairman); Kathryn Barger, County of Los Angeles Fifth District (Vice Chair); Dave Perry, Deputy to Supervisor Kathryn Barger, Los Angeles County Supervisor; Fred S. “Scott” Nassif, Town of Apple Valley; Richard Kerr, City of Adelanto; James Ledford, City of Palmdale</p>
<p>Alternates Present</p>	<p>None</p>
<p>Directors Absent</p>	<p>Raj Malhi, City of Lancaster</p>

1.	Call to Order	Chairman Robert Lovingood called the regular JPA meeting to order at 2:12 p.m.
2.	Board Member Announcements	Chairman Robert Lovingood called for Board Member Announcements. There were none.
3.	Correspondence	Chairman Robert Lovingood inquired of the Secretary if there was Board correspondence. There was none.
4.	Recommended Action: <ul style="list-style-type: none"> • <u>Approve Minutes of May 3, 2017 Meeting</u> 	On motion of Director Barger, seconded by Director Nassif, the Board approved the May 3, 2017 minutes by unanimous vote of all members present.
5.	Presentation from Transportation Solutions on Status of Project and State and Federal Update	<p>Neil Peterson and Karen Hedlund Transportation Solutions, and Chris Margaronis, of Infra Associates, gave presentations on the status of the project, and State and Federal updates. (<i>PowerPoint presentation on file</i>)</p> <p>Mr. Margaronis gave an update on the green energy and land use components of the project. He stated that through their research and outreach, they found the market has an appetite to work on some type of project with the HDCJPA. Mr. Margaronis said the next steps would be to complete a transmission line study. They recommend that the JPA conduct an industry forum and release a green energy Request for Information (RFI). He said doing this would not commit the JPA to building anything, but provide options in revenue streams and risk transference.</p> <p>Regarding regional and local land use considerations, Mr. Margaronis stated that the HDC is a large part of existing land use plans and that coordination with stakeholders is key. The Greenfield nature of the project provides unique opportunities for innovation. Considerations for commercial freight, autonomous vehicles, drones, charging stations, battery storage and other forms of cutting-edge transit and energy technology create countless opportunities. As for next steps, Mr. Margaronis said an Enhanced Infrastructure Financing Districts (EIFD) study can be conducted to identify potential tax increment financing opportunities, innovative opportunities, and state and local planning.</p> <p>Director Ledford commented that we should be cautious regarding the use of drones as there is a regional flight corridor that follows the same path as the project and we don't want to create any conflicts.</p> <p>Mr. Peterson touched on each of the key elements of a successful project: a clear need, public entity/jurisdictional cooperation, environmental work completed, investment grade ridership and revenue study, right-of-way identified and preserved, financial plan to cover estimated costs and widespread public support. Mr. Peterson mentioned that there is an action item later on today's agenda recommending authorization for staff and consultants to initiate discussions for an intergovernmental agreement with Nevada stakeholders.</p>

		<p>He continued that the next steps are to request the U.S. Department of Transportation (USDOT) Federal Railroad Administration (FRA) to issue a Record of Decision (ROD), and continue on station site environmental work, both in Palmdale and Las Vegas. Mr. Peterson commented that there is also an action item later on today's agenda authorizing them to make an official request to the FRA to take the lead in the completion of the final environmental processes and issue an ROD for the rail portion of the project.</p> <p>Karen Hedlund talked about funding sources. She stated this is a project that will require public funds, and then leveraging those public funds with private funds. There is already an allocation of funding for right-of-way and other work under Measure M. She said the project should also qualify for a federal loan under RRIF and TIFIA. She said all of the loan programs are now administered through the Office of the Secretary, as opposed to the individual agencies, and they have created the Build America Bureau. She added that the Trump Administration is proposing \$200 billion in new federal funds, not just for transportation, but all types of infrastructure over a 10-year program period.</p> <p>Vice Chair Barger asked how the infrastructure plan and streamlining of the environmental process would impact this project. Ms. Hedlund replied that since this project is mostly through the environmental process, streamlining will help get it across the final line. She said the Department of Transportation is very motivated to work closely with the other agencies to obtain the final permits that are necessary for construction that go beyond what is in the EIS. Director Barger responded and asked for handouts in the future.</p> <p>Mr. Peterson said the final element of a successful project is widespread public support. A coalition of support is developing for this project from public entities, key elected leadership in each county, State Legislature, U.S. Congress, State Administration, Federal Administration, labor and business. In closing, Mr. Peterson went over what the HDCJPA has accomplished in the last year and what the next steps should be, including initiate and obtain a Record of Decision (ROD) from the Federal Railroad Administration (FRA), preserve the right-of-way, finalize and execute a Financial Plan, and determine procurement approach to bring private sector partner on board.</p> <p>Ms. Hedlund added that the State of California is about to issue the Statewide Rail Plan to provide a new framework for planning and implementing California's rail network for the future. Ms. Hedlund said they will come back with a report at a later date. Chairman Lovingood asked that she provide Board members with any information that comes out in the interim.</p>
6.	Presentation from LA Metro on Toll Study Report	<p>Christopher Mwalwanda of CDM Smith gave a presentation on the toll study. (<i>PowerPoint presentation on file</i>)</p> <p>Mr. Mwalwanda indicated that the intent of the study was to capture four main things: the overall corridor travel demand as it exists</p>

		<p>today; anticipated future growth characteristics; market capture and demand share; and users' willingness to pay tolls for travel time savings. He said the major project study tasks were to create an existing data compilation summary; identify data gaps and collect missing data or confirm existing data; socioeconomic analysis using SCAG's most recent Regional Transportation Plan (RTP), as well as independent source comparison; traffic modeling, and traffic and revenue projections.</p>
7.	<p>Presentation by Xpress West on Status of Project</p>	<p>Andrew Mack, Chief Operating Officer, XpressWest, gave an update on the status of their project.</p> <p>Mr. Mack stated that XpressWest went through the process to obtain all the permits necessary to become a federally authorized interstate passenger railroad. At the federal level, XpressWest is the first interstate private passenger-only railroad authorized for construction and operation. He stated that their project as an interstate passenger railroad comes under the authority of the Federal Surface Transportation Board (STB).</p> <p>Mr. Mack said at the State level, the Nevada High-Speed Rail Authority was formed last year and held a franchise competition. He reported that XpressWest was awarded the franchise by the Nevada High-Speed Rail Authority to provide high-speed rail connectivity between Southern California and Las Vegas. He said they participated with HDCJPA, California High-Speed Rail Authority (CHSRA), San Bernardino County Transportation Authority (SBCTA, formerly San Bernardino Associated Governments, SANBAG), Southern California Associated Governments (SCAG), and Los Angeles County in the completion of the Investment Grade Ridership and Revenue Study, and were very pleased that the results validated the ridership and market potential for the entire corridor.</p> <p>Mr. Mack said as they await the release of a formal Federal Infrastructure Plan, their focus has been on maintaining project readiness for construction. Mr. Mack commented that once you've secured the permits, there is a certain level of activity required in order to maintain them. He stated that at the Federal Railroad Administration level, there are two key elements. One relates to train technology. Mr. Mack stated that they are actively involved in the Engineering Task Force, a group that was established by the FRA that involves both agency and private sector participants and labor. This task force was set up to facilitate the approval of Tier 3 guidance, the guidance that regulates high-speed trains traveling over 150 mph, which is the current limitation of federal regulation. Second is the mitigation obligations as were identified in their Record of Decision by the Federal Railroad Administration. The key element there is Section 106 work, which is the cultural resource work that is governed by a programmatic agreement that was executed as part of the ROD.</p> <p>The BLM's role on their project is as a natural resource agency and as the grantor of federal rights-of-way. Mr. Mack indicated that the BLM, as part of their Record of Decision, issued XpressWest's use of the federal right-of-way that exists in the I-15 right-of-way</p>

		<p>between Victorville and Las Vegas. There's a certain level of activity that needs to be maintained with the BLM, as well as pre-construction notification requirements and other activities in the right-of-way. The other key federal agency is the U.S. Army Corps of Engineers. Their purview and authority over the project is for the Section 404 permits that relates to the waterways of the United States, and the ephemeral drainages that exist between Las Vegas and Victorville.</p> <p>Mr. Mack reported that at the state, regional and local levels, they continue their coordination with CHSRA in three primary areas of focus. First, general coordination on the Palmdale to Anaheim segment. Interoperability is a shared goal of their project and CHSRA. He said they are designing their systems, both hard infrastructure, train systems and signaling systems to be compatible, so that ultimately a one-seat ride could be facilitated between Los Angeles, Anaheim, Burbank, Palmdale, over the HDC, and ultimately between Las Vegas and Victorville. The second area of focus is station area planning. Mr. Mack said they have been working closely with the City of Palmdale and California High Speed Rail to ensure that the station area planning make sense from a rail perspective as well as community development perspective. The Regional Transportation Commission (RTC) of Southern Nevada is also an agency they have been working with on the Nevada side of the project to ensure that when the train arrives in Las Vegas, there is good connectivity and they are not creating another transportation problem by dropping off passengers in an unconnected station area site. This potentially involves extension of the Las Vegas monorail, bus system, and cooperation with hotels and resorts for shuttle service. In California and Nevada, the State DOTs are actively involved in areas of the right-of-way where the State DOTs have purview of the right-of-way, not the Federal BLM. Mr. Mack said they are working through the process with the State DOTs for right-of-way acquisition. And lastly, their work continues with the High Desert Corridor JPA on the ridership work, the environmental work and general engineering work to ensure that the rail component of the corridor is designed in a way that is consistent with what has already been designed and approved for their project to ensure interoperability between XpressWest, the High Desert Corridor and ultimately, California High-Speed Rail. Mr. Mack said they continue to monitor federal activity as it relates to the infrastructure plan, and they continue discussion with strategic project investors, both foreign and domestic, public and private, for the development of their financial plan that will allow them to break ground and start construction.</p> <p>Public Comment: Stephen Rogers (Called on after #7 and chose to speak later on)</p>
8.	Presentation from California High Speed Rail on Status of Project	<p>Michelle Boehm, California High Speed Rail, presents on the status of the California High Speed Rail project. (<i>PowerPoint presentation on file</i>)</p> <p>Michelle Boehm commented that the draft State Rail Plan mentioned earlier was released while this meeting has been in</p>

		<p>session and will be available for a 60-day comment period. Ms. Boehm stated that the plan is meant to present a big vision to improve the overall infrastructure and customer service component, and the HDC is part of that vision. She stressed the importance of interstate mobility in California to not only Las Vegas, but for future connections to Arizona.</p> <p>Ms. Boehm reported that construction on high-speed rail is currently under way. They are building the regional connector through the middle of the state that will ultimately connect the two largest metropolitan areas in California, focused around the Bay Area and in Southern California. She reported that the State has begun to contribute initial funds to connectivity projects, positive train control and to Metrolink for the purchase of Tier 4 locomotives. The next focus for that money will be for additional connectivity projects, grade separations and operational improvements to support an integrated regional rail network. Ms. Boehm commented on the economic impact of HSR in California, creating approximately 20,000 job-years of employment and generating \$1.5 billion in labor income, which translates to \$4 billion dollars of economic output.</p>
9.	Update on Southern California Association of Governments EIFD Workshop for HDCJPA Counties/Cities	Mazin Kasey, JPA Administrator, presents an update on the Southern California Association of Governments (SCAG) EIFD Workshop for HDCJPA Counties/Cities. Mr. Kasey reported that SCAG is in the process of hiring a consultant, and once that is done, he will coordinate with them for a presentation at a future JPA meeting.
10.	<p>Recommended Action:</p> <ul style="list-style-type: none"> • Direct staff to initiate discussions for intergovernmental agreement with Nevada stakeholders 	<p>Mazin Kasey, JPA Administrator, presents on the intergovernmental agreement with Nevada stakeholders.</p> <p>On motion by Director Ledford, seconded by Director Kerr, the Board directed staff to initiate discussions for intergovernmental agreement with Nevada stakeholders, by unanimous vote of all members present.</p>
11.	<p>Recommended Action:</p> <ul style="list-style-type: none"> • Request the Federal Railroad Administration to take the lead in the completion of final environmental processes necessary for FRA to issue Record of Decision for the rail portion of the project 	<p>Mazin Kasey, JPA Administrator, presents on the request of the Federal Railroad Administration to take the lead in the completion of the final environmental processes necessary for the FRA to issue Record of Decision for the rail portion of the project.</p> <p>On motion by Director Nasiff, seconded by Director Kerr, the Board approved action to request the Federal Railroad Administration to take the lead in the completion of final environmental processes necessary for FRA to issue Record of Decision for the rail portion of the project, by unanimous vote of all members present.</p>
12.	Public Comment	Stephen Rogers and Blanca Gomez
	Adjourn	There being no further business, the meeting is adjourned at 3:45 p.m.