

High Desert Corridor
Joint Powers Authority

November 30, 2012

Meeting Materials

Item 2

Approval of Minutes of January 5, 2012

**HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS MEETING
Thursday, January 5, 2012
2:00 p.m.**

**Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012**

	Directors Present	Brad Mitzelfelt , Supervisor, San Bernardino County First District (Chairman); Michael Antonovich , Supervisor, Los Angeles County Supervisor (Vice Chairman); Norman L. Hickling , Deputy to Supervisor Antonovich; Ryan McEachron , City of Victorville; James Ledford , City of Palmdale
	Directors Absent	Ronald D. Smith , City of Lancaster; Rick Roelle , Town of Apple Valley
	Alternates Present	Michael Cano , Los Angeles County
1.	Call to Order	<p>Vice Chairman Antonovich called the meeting to order at 2:25 p.m. A roll call vote was taken and a quorum was present. Chairman Mitzelfelt arrived at 2:28 p.m.</p> <p>Chairman Mitzelfelt states today's meeting is to receive an update from the team of Metro and Caltrans and their consultants on the impressive progress made since the last meeting in June. He states they remain on schedule even as they prepare to provide the JPA's May 2010 request to add study elements within this EIR for a green energy corridor and a feeder connector to Metrolink and high speed rail projects. A series of public hearings will begin later this month and they want to be sure the JPA understands the process and potential public issues and that they have a chance to ask questions.</p> <p>Self introductions were made.</p>
2.	Approval of Minutes	<p>Chairman Mitzelfelt asks if there are any changes to the minutes.</p> <p>On motion of Director McEachron, seconded by Director Ledford, the minutes of the June 6, 2011 Board meeting were approved unanimously as submitted.</p>
3.	Director Reports	<p>Chairman Mitzelfelt asks if there are reports from the Directors. There are none.</p> <p>Chairman Mitzelfelt reported that based on the JPA's June 6th vote that any North/South Alignment of the High Speed Rail Authority should terminate at a station in Palmdale. He</p>

		<p>says he wrote to the California High Speed Rail Authority of their opposition to re-opening study of an alignment alongside the I-5. He states Laurie Hunter, Staff Assistant, testified at the Authority Board Meeting as part of Director Ledford's coalition (note: a copy of the letter was in each Director's packet).</p> <p>In September, he states he traveled to Washington, DC on other Desert business and spoke informally about the High Desert Corridor with local legislative staff and their County lobbyist.</p> <p>He states he gave a PowerPoint presentation to the Women's Transportation Seminar (WTS) in Orange County Chapter in October to an event very well attended by the private sector. In November, a presentation to the Baldy View Chapter of the BIA was given by Laurie and he gave a very thorough report as well. He states he also gave a keynote address to the CDAWG Mojave Desert Air Quality Management District for a conference in Big Bear recently, where many desert jurisdictions came together and it was a good touchstone in anticipation of the coming year with a lot of the air quality and regional planning issues they are facing. He states he is an officer of the MDAQMD Board which is the group that organizes this working group and they take opportunities where they can to educate the public and their colleagues in the public and private sector.</p> <p>In December, he states he met with Bakersfield Senator Jean Fuller to acquaint their neighbor to the North with the project. He mentions his work to make sure the High Desert Corridor and High Speed Rail connector feeder potential concept was included in SCAG's Draft Constrained Regional Transportation Plan and Goods Movement Plan.</p> <p>On May 13, 2010, Chairman Mitzelfelt states he was authorized to sign an agreement with Metro with provisions on their assistance on the EIR as part of their work program. Chairman Mitzelfelt asks Metro HDC Project Manager, Robert Machuca, to come forward for a ceremonial signing of a MOU on the work related to the EIR, which was previously authorized by the JPA. The Chair notes the MOU has been reviewed by their JPA legal advisor and their JPA Counsel Michelle Blakemore.</p>
4.	Membership Roster Update	<p>Secretary Laura Welch states two updates were made to the roster changing the title of Director Ryan McEachron to Mayor of City of Victorville and Director Rick Roelle to Council member for Town of Apple Valley. No other changes are noted by the Board members.</p> <p>Chairman Mitzelfelt states he was notified that the City of Adelanto has identified Mayor Cari Thomas as the new representative for the HDCJPA.</p>

		<p>Laurie Hunter states this has not occurred yet, however, an appointment item will be presented to the Board of Supervisors in the near future, and the appointment will be confirmed by the City of Adelanto.</p> <p>Chairman Mitzelfelt states the HDCJPA roster will be updated once the appointment is approved.</p>
5.	Legislative Report	<p>Chairman Mitzelfelt reports Metro and SANBAG will try to adopt the same Legislative Platform for each agency's government affairs teams to work from. He also recognized Doug Failing's New Executive Officer for Highways – Lan Saadatnejadi and thanked her for ensuring the JPA platform was coordinated/input in this process.</p> <p>Chairman Mitzelfelt introduces Raffi Hamparian, Manager of Metro's Federal Affairs Program, gave a status report of the Surface Transportation Bill reauthorization.</p> <p>Mr. Hamparian states they have a new authorization bill in the Senate which is called "Map 21". He states there are three fundamental reforms, three core programs that have been changed and about 90 programs have been consolidated into approximately 30 programs. He states there is a National Highway Performance Program, funded at about \$20 billion per year; a Transportation Mobility Program, a National Freight Network Program. For their purposes, they are pleased that the legislation that was adopted unanimously on the EPWA Committee led by Senator Boxer includes projects of national and regional significance which was the program created in safety lu by Congress and signed into law by President Bush in 2005. This program has delivered over \$100 million into the Alameda Corridor project, over \$100 million into the Desmond Bridge and \$100 million to the I-405 project. What they don't know is what will occur in the House. He states Chairman Mica has had several hearings, but those hearings have not resulted in bill language yet, but is expected in February. He states terms are currently being negotiated but they are currently \$12 to \$15 billion dollars short and no one was figured out how to fill this gap as of yet. He also states a big victory is the success they had with the TIFIA program which is a hallmark of public/private partnership effort. He states there were a number of TIFIA reforms they wanted. The program was originally funded at \$112 billion. He states that is about \$112 million per year, and TIFIA loans out at about 10 to 1. He states they were not too focused on the mode, whether highway or transit, but their goal was good projects move forward in the TIFIA Program. Regardless of the project, he states they are going to have projects in their region that are prepared to partaken in the TIFIA program ie. financial plans, environmental documents, etc.</p> <p>Michael Cano comments that for future authorizations, they</p>

		<p>would need to be sure their project is eligible for as many categories as possible whether it is for freight, toll, commuter or multi-modal related. He states they need to strategize with Mr. Hamparian and SANBAG on how to position this project.</p>
6.	<p>1. <u>Transfer of \$800,000 in Federal Demonstration funds to Caltrans</u> a. Rescind May 13, 2010 authorization for Chairman Mitzelfelt to execute an agreement transferring authorization for \$800,000 in federal demonstration funds to LACMTA for use in the feasibility study and EIR with Caltrans b. Authorize Chairman Mitzelfelt to execute an agreement transferring authorization for \$800,000 in federal demonstration funds to Caltrans for use in the High Desert Corridor EIR/S under contract with LACMTA</p>	<p>Laurie Hunter, HDCJPA Special Advisor, states this MOU deals with the transfer of an \$800,000 earmark for environmental work done on the High Desert Corridor west of the US 395. She states this separates out a section of the MOU from Metro and creates an opportunity to contract directly with Caltrans.</p> <p>On motion by Director Mitzelfelt, seconded by Director Ledford, the Board unanimously approved action to</p> <ul style="list-style-type: none"> a. Rescind May 13, 2010 authorization for Chairman Mitzelfelt to execute an agreement transferring authorization for \$800,000 in federal demonstration funds to LACMTA for use in the feasibility study and EIR with Caltrans b. Authorize Chairman Mitzelfelt to execute an agreement transferring authorization for \$800,000 in federal demonstration funds to Caltrans for use in the High Desert Corridor EIR/S under contract with LACMTA
7.	<p>EIR/EIS Progress Report and Discussion/Possible Action about Tolling Authority Policy and Range of Options</p>	<p>Chairman Mitzelfelt introduced Doug Failing, Executive Director of Highways for Metro, to introduce Items 7 - 9.</p> <p>Mr. Failing introduces his team as follows (#7): Robert Machuca, Lan Saadatnejadi, Ron Kosinski and Don Sepulveda.</p> <p>He introduces Ron Kosinski, Environmental Deputy for Caltrans and District 7, to update the JPA on where they are at with the EIR/EIS (Item #7).</p> <p>Mr. Kosinski introduces Steve Navatne, Osama Megala and Karl Price.</p> <p>Mr. Kosinski presents the Alternatives Analysis Report (a copy is on file).</p> <p>Laurie points out particularly to Director McEachron and Director Mitzelfelt that there is an upcoming hearing south of the SCLA (between I-15 and 395) and this may create a stir locally in the path of where that alternative is. She asks Mr. Kosinski how they should respond if they get questions or complaints.</p> <p>Mr. Kosinski says they added the route when there appeared to be some width constraints between the prison and the SCLA and says he believes Victorville has succeeded in developing a plan. He states since it was in and the studies were under way, and if they were to have a rail option, they decided to leave it in the EIR for now and see how the studies go. He states they can feasibly drop the southerly route if necessary.</p>

		<p>Laurie states the Cities of Adelanto and Victorville have opposed the lower loop. She states they have the alternative taken care of in the section above, but she states the public should know the cities oppose the lower loop.</p> <p>Ron states that the process is to provide good documentation on these variations and they don't want to make a decision until they have good input.</p> <p>Laurie states they need to look at every alternative. She says she is not recommending where or if to toll, but that the JPA would benefit from studies of various scenarios in making the final decisions and that it is important the EIR include a tolling option for federal requirements. She says they may get a lot of questions on the tolling.</p> <p>Mr. Kosinski stated they could work to include tolling in the EIR now.</p> <p>Director McEachron states they will always be against the tolling in the SCLA area.</p> <p>Mr. Kosinski clarified it is just an option at this point.</p> <p>Mr. Failing agrees it is an important issue and states they are very aware of the City of Victorville's concerns. He states they want to ensure they have a strong enough environmental document that it will withstand future challenges, so they want to be sure they have looked at the possibility of tolling at I-395 and I-15.</p> <p>As far as responses to the public regarding the tolling and the southerly corridor, a good stance may be to state they as an agency are opposed to that; and that the agencies conducting that, Caltrans and Metro, are aware of their concerns, but that the agencies need to include this in their document to ensure they have a viable environmental document. He says he would also recommend that they go on record to state concerns to the agencies.</p>
8.	<p>Recommendation to Request that Caltrans Incorporate Green Energy Corridor and Transit/Rail Feeder High Speed Rail Connector as Elements of EIR/EIS</p>	<p>Doug Failing, MTA, states they are looking for a recommendation from the JPA. First, he states they are clearing a 500 foot right of way since there are a number of proposed solar generation sites in the High Desert none of which have access to grid, so they are building a roadway which creates access to grid at two ends. So, the opportunity to include information and language that looks at this as a green corridor where they can do their own energy generation but also create a clean energy to grid system, that helps them generate potential revenue as part of the P3 programs. He states they are looking for a recommendation as to if that should be included in the study.</p> <p>The second piece is that Director Antonovich has an item at MTA where Don Sepulveda is looking at upgrading the Metrolink system between Palmdale Station and downtown Los Angeles. He questions if they should go further than looking at an envelope and</p>

		<p>instead consider a direct high speed feeder service connection between Palmdale Station and ultimately Desert Xpress as a part of their corridor. He states, of course, their Board would need to authorize them to expend the additional funds, but inquires of the Board if that is something the JPA would want them to pursue.</p> <p>On motion by Chairman Mitzelfelt, seconded by Director McEachron and carried unanimously, the JPA directs Caltrans to incorporate the green energy corridor and transit and/or rail feeder High Speed Rail Connector as elements of the EIR/EIS, seconded by Director McEachron, and carried unanimously.</p>
9.	Progress Report Re: P3 Business Case Study	<p>Doug Failing introduces Kathleen Sanchez, MTA, to present P3 Business Case Study.</p> <p>Kathleen Sanchez makes her presentation (Note: copy of the PowerPoint presentation is on file).</p>
10.	Progress Report on Outreach Program	<p>Doug Failing introduces Ann Kerman, Director of the Outreach Program for MTA to give a progress report on the Outreach Program.</p> <p>Ms. Kerman, states this is a very challenging project being that it is 63 miles so they have done some very traditional outreach but they are relying heavily on creative online and social media to bring this project to the public's attention.</p> <p>She introduces the Outreach Team members, Susan Gilmore, Director of Constituent Programs and Danielle Valentino, Community Relations Manager and consultant team, Ariano Associations.</p> <p>She states to date they have had 27 briefings with the public, elected offices and key stakeholders and they have met with over 500 individuals in their project outreach to date. She states they had a Victorville meeting in 2010 where they used the internet to broadcast the meeting live and 200 people joined the meeting. In November they held a webinar to explain the project to the public with over 118 viewers. She states they have 120 Facebook fans; 87 active Twitter followers and are going back out to the public the end of this month to have meetings in Los Angeles and San Bernardino Counties, with briefings in both counties to ensure all elected officials are up-to-date.</p> <p>Ms. Kerman demonstrates an Interactive Geo Social Map which should be very useful for this project and is located at www.metro.net/projects/high-desert-corridor/. A copy is also on file. This website also allows the user to provide comments on Facebook and Twitter which is a useful tool for them because the people that live in the community can provide good feedback. She states the map should be launched in the next couple of weeks and says they believe this will become a viral experience and engage the community. She states outreach meetings are set for January 24, 26, 31 and February 1 in the related communities.</p>

11.	DesertXpress Update	Andrew Mack, Chief Operating Officer of DesertXpress, gives an update on the DesertXpress project. (Note: a copy of the Power Point presentation is on file).
12.	Discussion re: Metrolink/High Speed Rail Authority Connectors	<p>Alternate Member Michael Cano states there was a lot of push by Vice Chairman Antonovich in the last six months, along with support of counties in the region, to have High Speed Rail look not just at the Central Valley segments of construction between Bakersfield and Chowchilla, but to also look at ways to invest early and locally in Southern California to upgrade current quarters to have Metrolink service and potentially raise those speeds up to high speed rail standards which are 110 or greater. Today at SCAG, he states there was an effort to try to codify a Memorandum of Understanding, which needs more work, but essentially there is now agreement coming from the High Speed Rail Authority to invest about a billion dollars worth of funding into projects locally that would include grade separations, double tracking and different improvements that potentially could create an accelerated transit network in Southern California. With the high speed 220 mph segment being constructed in central California, this would greatly improve their ability to bring higher speed trains from L. A. into Palmdale which would then help feed into this desert express system. He states there has been much effort on the part of several agencies, cities and both counties. He states this discussion has really taken off and they have a chance to secure the funding, hopefully, in February. He says they would then have all agencies ratify the MOU, which protects what they need to protect, but will also allow High Speed Rail to partner with them to bring this funding into Southern California. He states the work they have to do is to make sure that they are not just looking at what exists today, but also this gap closure, feeder connector into Victorville for the Desert Xpress which would create a brilliant vision for people in Nevada and California.</p> <p>Chairman Mitzelfelt states there was a document in SCAG today that was somewhat discussed that will be presented to the Transportation entities relative to working under the auspices of the RTP and SCAG whereby the High Speed Rail Authority could partner with the Southern California entities to facilitate access to a High Speed Rail System. He states at this point, Supervisor Antonovich has successfully helped bring them into that discussion and we do have this MOU. He states some of the attachments in the MOU talked about potential early investment opportunities, which, of courses, needs to be looked at by all of the transportation planning entities, but says he did express their desire to include the potential for a feeder connection potentially from Victorville to MTA into Metrolink as part of the opportunities they can explore and that that be included in the negotiations for the MOU in moving forward in Southern California, so hopefully, that is well received.</p>
13.	Set Next meeting date/ adjourn	There is no general public comment. There being no further business, the meeting adjourned at 3:54 p.m. and a future meeting will be set as needed.