

Revised Support Material Agenda Item No. 25

Board of Directors Meeting

**September 2, 2020
10:00 AM**

MEETING ACCESSIBLE VIA ZOOM AT: <https://zoom.us/j/98712422052>

Teleconference

Dial: 1-669-900-6833
Meeting ID: 987 1242 2052

DISCUSSION CALENDAR

Transit

25. XpressWest - Privately Funded High-Speed Rail between Las Vegas and Rancho Cucamonga

Receive presentation from DesertXpress Enterprises, LLC, doing business as XpressWest, regarding a privately funded high-speed passenger rail connection between Las Vegas, Nevada, and the Rancho Cucamonga Metrolink station, predominately utilizing the Interstate-15 transportation corridor.

The PowerPoint presentation was revised. Attached is the updated version.



SEPTEMBER 2020



*Project Overview
Victor Valley to Rancho Cucamonga*



AGENDA

- 1. Workstreams Since Signing MOU in July**
- 2. Rail Alignment**
- 3. Operating Plan**
- 4. Station**
- 5. Next steps**

1

Engineering

- Completed 15% design for Victor Valley to Rancho Cucamonga project
- Located & developed initial site layout in Hesperia

2

Ridership Study

- Completed ridership study with Steer, leading transit consultant
- Highlights strong commuter rail solution with station in Hesperia

3

Station Concept

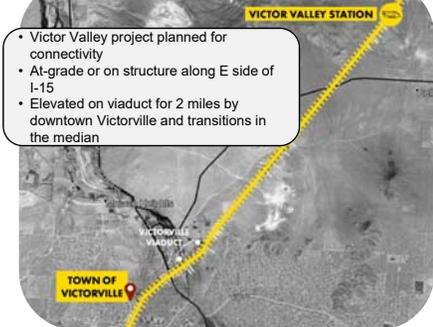
- Worked with SBCTA, City of Rancho Cucamonga and Grimshaw to create master concept layout for multi-modal transit station

4

Stakeholder Engagement

- Continued to meet with key stakeholders to progress various aspects of development

1 Victor Valley Station to Downtown Victorville



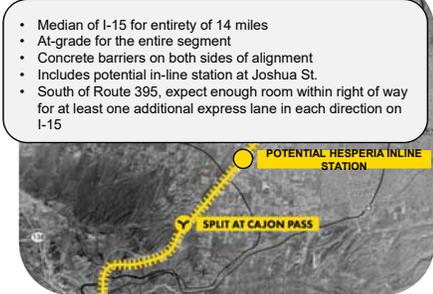
- Victor Valley project planned for connectivity
- At-grade or on structure along E side of I-15
- Elevated on viaduct for 2 miles by downtown Victorville and transitions in the median

3 I-15 N/S Split at Cajon Pass to I-15/I-215 Interchange



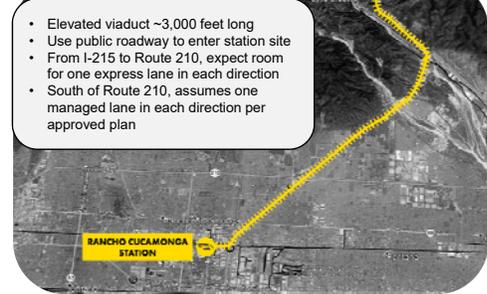
- 13-mile segment on uneven terrain
- Rail shifts along I-15 NB on retained fill
- Train technology proven on steep grade
- Room for at least one express lane running from the split at Cajon Pass down to the I-15/I-215 split

2 Downtown Victorville to I-15 N/S Split at Cajon Pass



- Median of I-15 for entirety of 14 miles
- At-grade for the entire segment
- Concrete barriers on both sides of alignment
- Includes potential in-line station at Joshua St.
- South of Route 395, expect enough room within right of way for at least one additional express lane in each direction on I-15

4 I-15/I-215 Interchange to Rancho Cucamonga Station

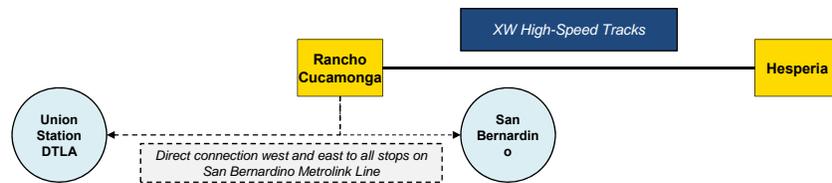


- Elevated viaduct ~3,000 feet long
- Use public roadway to enter station site
- From I-215 to Route 210, expect room for one express lane in each direction
- South of Route 210, assumes one managed lane in each direction per approved plan



Commuter service caters to commuters between Victor Valley and any stop along the San Bernardino Metrolink line

- Train travel time from Hesperia to Rancho Cucamonga of under 30 minutes vs. 40-45-minute drive
- Plan to align arrivals / departures with Metrolink service in Rancho Cucamonga
- Mobility option for people traveling between Rancho and Victor Valley, but also caters to people traveling from the Victor Valley to other areas along the San Bernardino Metrolink line (e.g. San Bernardino Depot/Downtown, LA Union)
- Right of way available to additional freeway lanes in tandem with rail corridor
- Rail service along fully electrified system is an environmentally friendly commuter alternative to driving
- Additional population or commuter growth above expectations can be serviced through existing train capacity without a need for any infrastructure or trainset expansions



New transit hub located just south of existing eastbound Metrolink tracks

- High-speed tracks are 30' elevated
- Metrolink tracks unchanged
 - Access eastbound Metrolink tracks from retail area and/or from high-speed tracks that are above
 - Access westbound Metrolink tracks through existing Metrolink tunnel
- Connectivity to Ontario International Airport will be adjacent to eastbound Metrolink tracks



Note: Initial concept plan is subject to change as design advances.

- 1**

Caltrans/CalSTA

 - Submitted initial engineering for design review
 - Advancing right-of-way discussions

- 2**

Metrolink

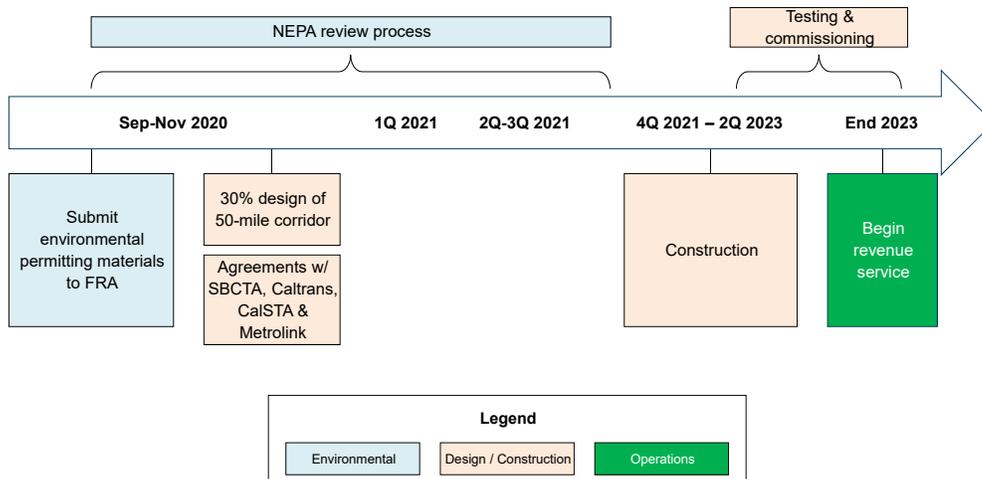
 - MOU to cooperate across our transit systems
 - Enhance the rider experience and attract new riders for both systems

- 3**

FRA

 - Commenced discussions on the project in early August
 - Expect to formally submit application in near-future

Intend to work towards a 2021 groundbreak





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