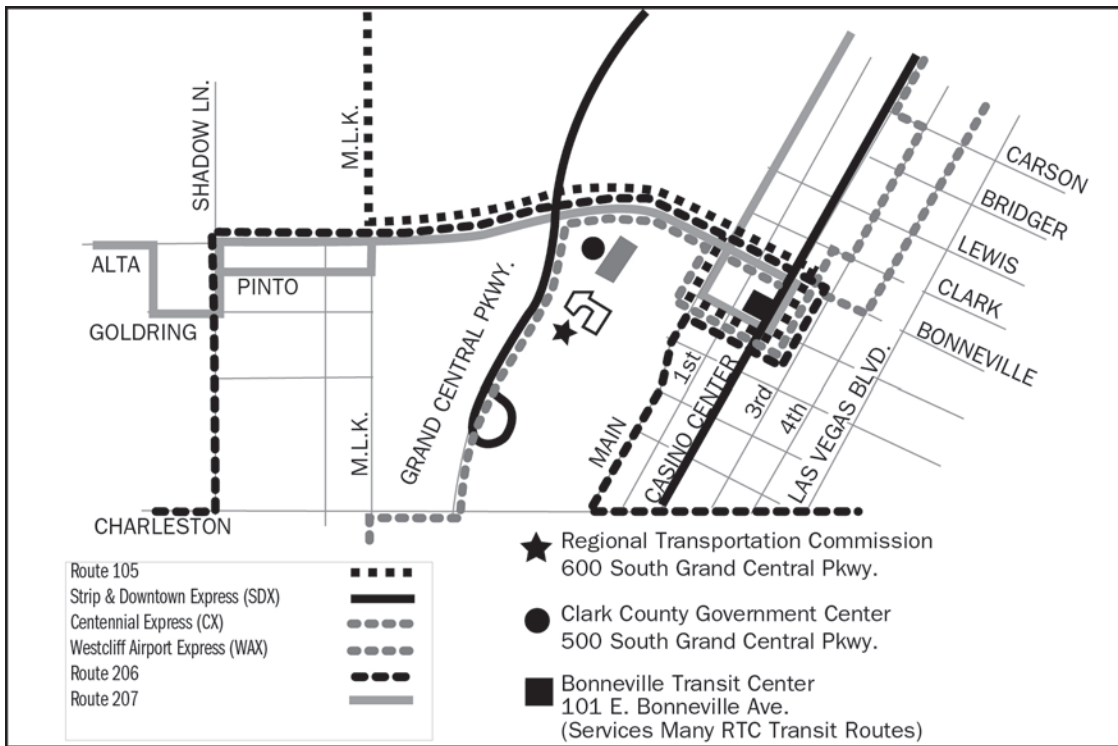


**NOTICE AND AGENDA OF  
PUBLIC MEETING**

**NEVADA HIGH-SPEED RAIL AUTHORITY**

**10:00 A.M. JULY 18, 2017**

**RTC/RFC D ADMINISTRATION BUILDING  
600 S. GRAND CENTRAL PARKWAY, ROOM 108  
LAS VEGAS, NV 89106  
(702) 676-1500**



*This agenda with full backup is available at the Regional Transportation Commission Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada; the Regional Transportation Commission's website, <http://www.rtcnv.com>; or by contacting Tammy McMahan at (702) 676-1538.*

**THIS MEETING HAS BEEN PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS:**

Clark County Government Center  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

City of Henderson  
Office of the City Clerk  
240 Water Street  
Henderson, NV 89015

CC Regional Justice Center  
200 Lewis Ave.  
Las Vegas, NV 89155

RTC  
600 S. Grand Central Pkwy.  
Las Vegas, NV 89106

RTC website  
[www.rtcnv.com](http://www.rtcnv.com)

Nevada Public Notice website  
<https://notice.nv.gov>

BY: \_\_\_\_\_

DocuSigned by:  
*Tammy McMahan*  
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**Items 2 through 3 are items for possible action. Items 1 and 4 are discussion items and no action can be taken.** Please be advised that the Nevada High-Speed Rail Authority has the discretion to take items on the agenda out of order, combine two or more agenda items for consideration, remove an item from the agenda or delay discussion relating to an item on the agenda any time.

1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION: No action can be taken on any matter discussed under this item, although the Authority can direct that it be placed on a future agenda.
2. APPROVAL OF THE MINUTES: Meeting of November 9, 2016 (FOR POSSIBLE ACTION)
3. RECEIVE A PROGRESS REPORT FROM THE FRANCHISEE, XPRESSWEST (FOR POSSIBLE ACTION)
4. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION: No action can be taken on any matter discussed under this item, although the Authority can direct that it be placed on a future agenda.

During the initial Citizens Participation, any citizen in the audience may address the Authority on an item featured on the agenda. During the final Citizens Participation, any citizens in the audience may address the Authority on matters within the Authority’s jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Authority can direct that the matter be placed on a future agenda.

Each citizen must be recognized by the Chair. The citizen is then asked to approach the microphone at the podium, to state his or her name, and to spell the last name for the record. The Chair may limit remarks to three minutes’ duration, if such remarks are disruptive to the meeting or not within the Authority’s jurisdiction.

The Regional Transportation Commission keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary.

The Regional Transportation Commission appreciates the time citizens devote to be involved in this important process.

**The Regional Transportation Commission Meeting Room and Conference Room are accessible to the disabled. Assistive listening devices are available for the hearing impaired. A sign language interpreter for the deaf will be made available with a forty-eight hour advance request to the Regional Transportation Commission offices. Phone: (702) 676-1500 TDD (702) 676-1834**

Slip Sheet

# NEVADA HIGH-SPEED RAIL AUTHORITY

## AGENDA ITEM

<b>SUBJECT:</b> CITIZENS PARTICIPATION
<b>PETITIONER:</b> BOARD MEMBERS NEVADA HIGH-SPEED RAIL AUTHORITY
<b>RECOMMENDATION BY PETITIONER:</b> THAT THE NEVADA HIGH-SPEED RAIL AUTHORITY CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
<b>GOAL:</b> SUPPORT THE IMPLEMENTATION OF NEVADA HIGH-SPEED RAIL SYSTEM

**FISCAL IMPACT:**

None

**BACKGROUND:**

In accordance with State of Nevada Open Meeting Law, the Nevada High-Speed Rail Authority (Authority) shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Authority's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the Authority can direct that it be placed on a future agenda.

Slip Sheet

**MINUTES  
NEVADA HIGH-SPEED RAIL AUTHORITY  
NOVEMBER 9, 2016**

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*These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting recordings on file at the Regional Transportation Commission.*

**THIS MEETING WAS PROPERLY NOTICED AND POSTED  
IN THE FOLLOWING LOCATIONS ON OCTOBER 31, 2016**

Clark County Government Center  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

City of Henderson  
Office of the City Clerk  
240 Water Street  
Henderson, NV 89015

CC Regional Justice Center  
200 Lewis Ave.  
Las Vegas, NV 89155

RTC  
600 S. Grand Central Pkwy.  
Las Vegas, NV 89106

RTC website  
[www.rtcnv.com](http://www.rtcnv.com)

Nevada Public Notice website  
<https://notice.nv.gov>

**CALL TO ORDER**

Mr. George Smith, Chair, called the meeting to order at 10:02 a.m. in Meeting Room 296 of the Regional Transportation Commission Administration Building.

**MEMBERS PRESENT:**

George Smith, Chair  
Fred Dilger  
Tina Quigley  
Hualiang (“Harry”) Teng  
Peter Thomas

**MEMBERS ABSENT:**

None

**RTC STAFF:**

Angela Castro, Senior Director of Government Affairs, Media & Marketing  
David Clyde, Government Affairs and Legal Supervisor  
Tammy McMahan, Management Analyst  
Brittany Walker, Legal Intern

**INTERESTED PARTIES:**

Andrew Mack, XpressWest  
Dave Brough, D.A.V.E.  
Bill Stremmel, CyberTran International, Inc.

**NHSRA Item #2  
July 18, 2017**

<p><b>Item:</b> 1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION</p>
<p><b>Comments:</b> Chair George Smith, Nevada High-Speed Rail Authority, said: <i>First thing we'll do is open up for public comment as part of our agenda. Please note that the comments are limited to what's on the agenda right now. We'll ask that you speak on those comments today. We ask that you limit your comments to three minutes. We'll have time at the end of the meeting so you can speak on open comments. Any open comments for what's on the agenda?</i></p> <p>Mr. Dave Brough asked: <i>Why don't you give us time to look at the agenda?</i></p> <p>Chair Smith replied: <i>It was published.</i></p> <p>Mr. Brough asked: <i>Where?</i></p> <p>Mr. David Clyde, Government Affairs and Legal Supervisor, Regional Transportation Commission of Southern Nevada, answered: <i>The agenda is published online according to Open Meeting Law and also on our website.</i></p> <p>Chair Smith went on to say: <i>Any comments on the open comments section on what's on the agenda?</i></p> <p>No further questions were posed and no additional comments were made.</p>
<p><b>Motion:</b> No motion was necessary.</p>
<p><b>Vote/Summary:</b> No vote was taken.</p>

<p><b>Item:</b> 2. APPROVAL OF THE MINUTES: Meeting of May 31, 2016 (FOR POSSIBLE ACTION)</p>
<p><b>Comments:</b> Chair George Smith, Nevada High-Speed Rail Authority (NHSRA or Authority), asked if there were any questions or comments on the minutes of the NHSRA meeting of May 31, 2016. Mr. Fred Dilger, Nevada High-Speed Rail Authority, made a motion to approve. The Authority voted on the motion and approved the same.</p> <p>Mr. Dave Brough, a member of the public attending the meeting, followed up the vote with a comment: <i>All in favor say "nay" ... [inaudible]... "Nay."</i></p> <p>In response, Chair Smith said: You don't get a vote on the minutes.</p>
<p><b>Motion:</b> Mr. Fred Dilger, Nevada High-Speed Rail Authority, made a motion to approve the minutes.</p>
<p><b>Vote/Summary:</b> 5 Ayes. 0 Nays. The motion carried.</p>

<p><b>Item:</b> 3. RECEIVE A PROGRESS REPORT FROM THE FRANCHISEE, XPRESSWEST (FOR POSSIBLE ACTION)</p>
<p><b>Comments:</b> Following a detailed PowerPoint presentation [attached], Mr. Andrew Mack, Chief Operating Officer,</p>

XpressWest, provided a progress report on the development of a high-speed rail system connecting California and Nevada, project financing, and the status of project milestones since the Nevada High-Speed Rail Authority (NHSRA) May 9, 2016 meeting.

### **Project Overview**

Mr. Mack explained that the project's overall goal was the connection of Los Angeles, California (Los Angeles) and Las Vegas, Nevada (Las Vegas) through three commuter rail connections in Burbank, Palmdale, and Victorville, all cities located in the state of California.

### ***Connecting Las Vegas and Los Angeles Union Station***

- Project I: Build the initial system between Las Vegas and Victorville close to the critical mass of Southern California to address the immediate need
  - A National Environmental Policy Act (NEPA) analysis had been completed on this part of the project.
- Project II: Extend the system to Palmdale to interface with existing commuter rail service
  - Mr. Mack stated that the second part of the project included the High Desert Corridor which is considered a multipurpose roadway with highway, rail system, bicycle, and green energy components.
- Project III: Provide one-seat high-speed rail service between Los Angeles Union/Burbank and Las Vegas
  - The XpressWest system would share tracks with the California high speed rail system for the high-speed section of the network. A connection to Palmdale would be made via the existing Metrolink commuter rail service in that city.

### ***The High Desert Corridor Environmental Impact Statement***

The XpressWest Chief Operating Officer stated that the California Department of Transportation (Caltrans) and the High Desert Corridor Joint Powers Authority (High Desert Corridor JPA) had issued the final environmental impact statement (EIS) in June 2016. He mentioned that the Federal Highway Administration had designated Caltrans as the lead agency regarding the development of the High Desert Corridor project. Mr. Mack noted that the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the High Desert Corridor JPA had administered the environmental study at the staff level. Although XpressWest was not leading the study, the company had been cooperating with Caltrans, High Desert JPA, and LA Metro in the effort.

Mr. Mack then went on to read the EIS' "purpose and need" statement as follows: To improve west-east mobility through the High Desert region of Southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys.

Next, the Chief Operating Officer stated that one of the EIS objectives was to provide improved access and connectivity to regional transportation facilities including airports and existing and future passenger rail systems. These rail systems include the proposed California high-speed rail (HSR) system and the proposed XpressWest HSR system. Mr. Mack considered this goal as important because it would seem to indicate support for the proposed XpressWest high-speed rail project. To illustrate this point, he noted that Caltrans, High Desert Corridor JPA, and LA Metro had the option of recommending that the high-speed rail system not be built.

Noting that one of the EIS objectives was to "improve regional goods movement network," Mr. Peter Thomas, Nevada High-Speed Rail Authority, asked Mr. Mack if the HSR would involve freight transport. Mr. Mack stated that it would not at this time. The XpressWest Chief Operating Officer understood that



the primary objective of the High Desert Corridor was to alleviate congestion and facilitate the smoother, quicker movement of traffic by getting some vehicles off highly congested state freeways and on to the corridor. Mr. Mack explained that the mention of freight transport could be a way to convey that if there were fewer cars on the freeways, there could be more capacity for the movement of goods.

Mr. Harry Teng, Nevada High-Speed Rail Authority, pointed out that a high-speed rail system could possibly involve the transport of lightweight commodities. Mr. Mack agreed, but emphasized that XpressWest was solely focused upon passenger movement at the current time. He did acknowledge that light freight movement might be a possibility in the future if circumstances warranted.

#### ***Identification of the Preferred Alternative***

Mr. Mack reiterated that Caltrans and LA Metro considered various build and “no build” scenarios. The entities eventually identified the preferred build alternative in the High Desert Corridor EIS that met the project’s “purpose and need” as follows:

- The Freeway/Tollway with High-Speed Rail Alternative (including Variations D and B1)
- HSR Option 1C to connect to the Palmdale Transportation Center
- HSR main alignment to connect to the Victorville XpressWest rail station
- Bike path between 20<sup>th</sup> Street East and U.S. 395 with funding to provide an extension along local streets to the Palmdale Transportation Center
- Green energy production and transmission facilities within study area footprint

Within this build alternative, the XpressWest Chief Operating Officer stated that there were alternatives related to alignment within the rail corridor from Victorville to Palmdale.

#### ***Investment Grade Ridership and Revenue Study***

Mr. Mack mentioned that the High Desert Corridor Joint Powers Authority had executed a contract with Stear Davies and Gleave to complete an analysis termed an “Investment Grade Ridership and Revenue Study” for the proposed high-speed rail that would connect Southern California and Las Vegas. Furthermore, the Chief Operating Officer shared that XpressWest had executed a joint funding agreement related to the study with the High Desert Corridor JPA, the California High Speed Rail Authority, and the San Bernardino Association of Governments. He characterized this as a unique partnership involving state and local public agencies and a private company all involved an intensive revenue study. Mr. Mack went on to say that the study methodology, survey instruments, and assumptions were coordinated with and fully vetted by the above-mentioned funding partners, LA Metro, and the Southern California Association of Governments (SCAG).

Chair George Smith, Nevada High-Speed Rail Authority, asked Mr. Mack about the cost of the study. Mr. Mack answered that he was not exactly sure about the funding breakdown, but the estimate was one of a little more than \$1 million. He added that all of the funding partners had contributed money toward the cost.

Mr. Peter Thomas, Nevada High-Speed Rail Authority, followed by inquiring as to how long it would take to complete the study. Mr. Mack responded that the expected public release date might be in January 2017. Next, Chair Smith inquired as to which entity would release the document. The XpressWest Chief Operating Officer explained that the High Desert Corridor JPA was the lead agency and the entity would coordinate the release with other study partners.

*Study Elements*

*Ridership of Five Service Scenarios*

Mr. Mack shared that the Investment Grade Ridership and Revenue Study would involve an analysis of five service scenarios:

- HSR Las Vegas to Victorville
- HSR Las Vegas to Palmdale with a connection to Metrolink
- HSR Las Vegas to Burbank
- HSR Las Vegas to Anaheim
- HSR Las Vegas to Anaheim with high-speed rail connectivity to Central and Northern California

The XpressWest Chief Operating Officer went on to say that the in-scope market (the potential market that would be attracted to high-speed rail service) would consider the following distinct segments:

- Residents of Southern California going to Las Vegas
- Residents of Northern California going to Las Vegas
- Residents of Las Vegas going to California
- Non-residents tourists traveling via California (other U.S. and international)

Mr. Mack said that the study would involve the examinations of factors relevant to a high-speed rail system including, but not limited to, the following:

- Ridership
- Fare level
- Total Revenue
- Sensitivity analyses against alternative assumptions and external factors such as gas prices

Additionally, the Chief Operating Officer stated that one of the goals of this study was to highlight the significance of interoperability among all railway systems.

Mr. Thomas asked if the study would examine the elasticity of the fare level versus the ridership. Mr. Mack responded that this data would be evaluated.

Mr. Teng then inquired as to how study researchers would determine the number of people who would actually travel to each proposed transit station. Mr. Mack explained that the researchers had separated out Southern California counties by zip codes and each zip code area had been assigned station access points. With this arrangement, each person in a given zip code had multiple choices regarding transit stations.

The XpressWest Chief Operating Officer went on to say that in-depth analyses about prospective rider preferences and the factors that determine a transportation choice were very important elements of the study. Two primary instruments were employed to glean insights and gather information. First, study researchers discussed rider preferences with focus groups based in Los Angeles, Las Vegas, San Francisco, California, Central California, and Orange County, California. These individuals were encouraged to share their transportation values and how those standards shaped their particular travel choices. The second means involved a transportation preference survey.

Mr. Dave Brough, a member of the public attending the meeting, called out: *"Where is it?"*

***Coordination with Project Stakeholders***

Mr. Mack listed the federal, regional, state, municipal, and corporate project stakeholders and made some comments as to their recent actions as follows:

### *Federal Agencies*

- Federal Railroad Administration (FRA)
  - XpressWest is working with the FRA regarding safety elements and the “Buy America” requirements.
- Bureau of Land Management (BLM)
  - The BLM controls the I-15 right-of-way and any right-of-way on federal lands that are in the path of a possible high-rail speed rail corridor.
- Federal Aviation Administration (FAA)
  - At the NHSRA May 2016 meeting, Mr. Mack had reported that a number of FAA permits had to be renewed since XpressWest was planning to build an elevated structure for the train coming into Las Vegas. The Chief Operating Officer announced that all FAA permits had been resubmitted and approved.

### *Regional Entities*

- Southern California Association of Governments
  - The XpressWest Chief Operating Officer related that the company had been coordinating with SCAG regarding the entity’s Regional Transportation Plan (RTP).
- Regional Transportation Committee of Southern Nevada (RTC)
  - Mr. Mack reported that XpressWest was working with the RTC regarding the Commission’s Transportation Investment Business Plan and the RTC’s RTP.

### *State Entities*

- Caltrans/Nevada Department of Transportation
  - The Chief Operating Officer said that these entities controlled state rights-of-way that were in the path of the proposed high-speed rail corridor.
- High Desert Corridor JPA
  - Mr. Mack stated that this entity was the oversight body for the High Desert Corridor.
- California High Speed Rail Authority (CHSRA)
  - The XpressWest official announced that since the NHSRA May 2016 meeting, the CHSRA had issued a new business plan which had a focus upon HSR in the northern area California. He stated that despite this focus, there was continued cooperation between the company and CHSRA. He added that the environmental evaluation related to the Palmdale to Burbank segment was still on track for completion in mid-to-late 2017. Also, XpressWest was actively coordinating with the CHSRA regarding the further development of the Palmdale Transportation Center.
- LA Metro
  - Mr. Mack reiterated that the agency had been focusing upon work related to the High Desert Corridor EIS and the Investment Grade Ridership and Revenue Study.
  - LA Metro’s Office of Extraordinary Innovation personnel had been evaluating the High Desert Corridor as a candidate for a public-private partnerships (P3) project.
  - Additionally, Mr. Mack noted that a California ballot initiative entitled “Measure M” had passed on November 8, 2016. This involved a ½ cent extension of a sales tax that was scheduled for expiration. The XpressWest Chief Operating Officer commented that Measure M had passed with a 70 percent margin which would seem to indicate that Southern Californians strongly supported transportation infrastructure. Mr. Mack noted that the favorable results suggested that the state’s residents would back the funding of an enhanced Metrolink connection into Palmdale and the planned development of the High Desert Corridor.

### *Municipalities*

- City of Palmdale, California
  - The XpressWest Chief Operating Officer informed the NHSRA that Palmdale already had a transportation center which is a small train station. The city was undertaking three land/transportation studies. XpressWest was sharing information with the appropriate Palmdale personnel to ensure that the company's planned station would be integrated with the city's transportation center and readily accessible.

### *Corporation*

- Metrolink
  - Mr. Mack related that the Metrolink CEO is very focused on the potential for service improvements due to the passage of Measure M.

### ***Project Financing and Implementation***

Then, Mr. Mack talked about the history and current state of financing for the company's high-speed rail project. He recounted that XpressWest had partnered with China Rail International (CRI) in September 2015 to advance the work that his corporation had already completed. This agreement was terminated in June 2016 since the established milestones had not been reached. The Chief Operating Officer indicated that the inability to reach these goals involved complex matters. An aspect of the problem lay in the fact that CRI was a foreign entity which had not previously operated in the United States and was trying to secure the approvals and find staff to work in America. Also, the perception that CRI was an exclusive partner to XpressWest was to the company's detriment. It had resulted in a chilling effect for other would-be funding partners. XpressWest officials had determined that it would be in the best interest of the project to pursue other collaborations and partnerships. Mr. Mack added that the formation of such business relationships would take time due to the need to research the options and ensure that any business relationships were authorized.

### *Fixing America's Surface Transportation (FAST)*

As part of project financing and implementation, Mr. Mack described how provisions in the FAST Act could positively impact high-speed rail networks. The Chief Operating Officer mentioned that the law featured a new master credit agreement. Also, the legislation was more transparent in nature regarding loan applications. Furthermore, the XpressWest Chief Operating Officer stated that the FAST Act afforded priority for the funding of projects that increased transportation-oriented development, improved rail stations, and included the installation of positive train control systems.

### *Build America Bureau*

Next, Mr. Mack described the Build America Bureau, an agency created to consolidate U.S. Department of Transportation credit programs and guide interested parties through the federal credit approval process.

### *Implementation Milestones*

Mr. Mack moved on to describe several implementation milestones and provide updates for each. These projects include:

- High Desert Corridor JPA Investment Grade Ridership and Revenue Study which was expected to be available for public release in January 2017
- High Desert Corridor Final Environmental Impact Statement which had been issued in June 2016
- California High Speed Rail Environmental Impact Statement, Palmdale to Burbank and LA, which was scheduled for dissemination during fall 2017
- Project Financing and Implementation Approvals which were expected in mid-year 2017

*Comments, Questions, and Answers*

Chair Smith believed that the high-speed rail project had three primary components: ability to commence the project, ability to build the system, and financing options for the work. He asked Mr. Mack for an update on all these elements.

Regarding the project construction start matter, Mr. Mack said that there were a number of environmental-related information requirements to be met before any ground disturbing activities could begin. The Chief Operating Officer informed the NHSRA that the likely most significant environmental regulation was related to the National Historic Preservation Act, Section 106 provision. To comply with the law's mandates, XpressWest was currently collaborating with various agencies to inventory and document the potential cultural resources that might possibly be affected by the project. Mr. Mack said that his corporation had hired a consultant to handle this work. Chair Smith went on to inquire as to the length of time to complete the environment-related activities. Mr. Mack estimated that the process would likely take eight months, per current schedule, but it might be finished sooner or later depending upon the review of the relevant records and any comments from the involved federal and state agencies.

Chair Smith then inquired as to how prepared XpressWest was to build. The XpressWest Chief Operating Officer said that the company was currently refining the high-speed rail system's design in the site of direct environmental impact. Mr. Mack explained that the High Desert Corridor EIS had involved an analysis of areas where the system would have a direct impact and places where it could pose potential impacts. He defined "direct impact areas" as those sites where XpressWest anticipated the building of infrastructure and facilities. The XpressWest official described the buffer zones on either side of the right-of-way for the system's path as examples of potential impact areas. Mr. Mack said that XpressWest was aiming to refine designs within the direct impact range in the attempt to avoid additional work that might arise if the company took more significant action in the potential areas of impact. The XpressWest officer concluded his remarks on this matter by noting that construction could not occur until a record of decision on the Palmdale to Victorville section was issued.

Mr. Thomas wondered if XpressWest would have to show potential funding partners that the company could provide enough financing to be "shovel ready" in order to generate interest in the project. Mr. Mack said that XpressWest had already provided money for certain predevelopment activities and remained committed to the project.

Mr. Teng wondered if the Metrolink connection from Palmdale to Burbank to Los Angeles would require an environmental impact statement. Mr. Mack responded that an EIS would only be necessary if capital improvements or other changes were being made to Metrolink's infrastructure. The XpressWest Chief Operating Officer said that environmental evaluations and approvals were currently not required regarding this particular matter per the initial phase of the study. Mr. Mack did note that environmental approvals would have to be secured if infrastructure improvements were deemed appropriate in the future.

Mr. Teng went on to say that it appeared that the XpressWest train's speed would be the same as that of Metrolink vehicles and the XpressWest train would increase in terms of the rate of speed when it was operating on the proposed California High-Speed Rail infrastructure. Mr. Mack confirmed these assertions.

Ms. Tina Quigley, Nevada High-Speed Rail Authority, understood that the site for a proposed Las Vegas-based stadium was in the same location of XpressWest's planned terminal. In light of this, Ms. Quigley asked about contingency plans. Mr. Mack responded that the EIS had approved two stations for Las Vegas with one, the so-called "southern station," being in the area where the stadium might be built and

the other facility being situated at the CityCenter hotel/casino/condominium complex. He shared that XpressWest officials had been discussing a course of action if the stadium is to be constructed. Ms. Quigley asked Mr. David Clyde, RTC Government Affairs and Legal Affairs Supervisor, if the stadium bill had made allowances for a future transfer terminal. Mr. Clyde answered that the bill had been written so that the possibility of a transfer terminal would be taken under consideration if the stadium was built.

There were no further questions or comments.

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

**Item:**

4. DISCUSSION OF MEETING SCHEDULE

**Comments:**

Chair George Smith, Nevada High-Speed Rail Authority (Authority), announced that the Authority would meet again in approximately six months.

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

**Item:**

5. CONDUCT A COMMENT PERIOD FOR CITIZENS' PARTICIPATION

**Comments:**

Chair George Smith, Nevada High-Speed Rail Authority, invited any interested persons to make comment.

Mr. Richard Velotta made the following public comment: *My name is Richard Velotta. I work for the Las Vegas Review-Journal as a journalist, and I don't normally talk during public comments, but I just wanted to put on the record that I felt that the access to this meeting was substandard to RTC's general, what they usually do for the public meetings.*

Mr. Dave Brough made the following public comment: *My name is Dave Brough. You know me and you know of me. I was an applicant here and I'm wondering why there haven't been any hard questions.*

*These people came in here a year ago promising the world. They had \$100 million in financing. They had a partner who was well-experienced, well-versed in high-speed rail, and yet, today, you hear "oh, we ditched them." You asked a very important question, Mr. Thomas. He said, "Where's the money? Have you got the money?" He waffled around. You're not asking for a balance statement or you're not asking for any financing indication. You guys are just antsy-pantsy about this whole thing.*

*November, a year ago, one of our applicants, Jerry Roane of TriTrak, out of Austin, Texas, he came here and he presented a certificate showing he had half a billion dollars in financing that would bring his project all the way to San Diego. You blew him off. You didn't even ask any technical questions and here is a project that came with patents and well-financed. Same with mine. Patents. Same with Jerry or with Ben Missler.*

*So what are you really all about? Are you not going to ask the hard questions? I called Mr. Mack a liar a*

*year ago. I'm calling him a liar again. I want you guys to do something. You should have come into this meeting prepared to ask Mr. Mack, "look—put up or shut up." But you didn't. What's going on? What are you really running here? Do they have a railroad that they're selling or is it just a scam? In that regard, what I have is an offer to settle. We're ready to sue you people. We're offering to engage in a good faith discussion, in settling what we feel is a billion dollar loss on our part. So the choice is yours—do we tie it up for months or years or whatever with litigation or do we do engage in good faith discussions leading to a settlement? We're offering to settle for \$30 million. Any questions?*

*Mr. Bill Stremmel made the following public comment: I'm Bill Stremmel of CyberTran, which is developing an automated, ultra-light rail transit system based in the Bay Area. I had submitted to Mr. Mack a couple years ago when the federal railroad financing began to come into question on the Buy America provision. He didn't open my letter that I sent via LinkedIn. I think it's more prescient now, especially in view of last night's results, that it's "either/or." Either if you're going to go for using foreign equipment, whether it's from this, the China company or elsewhere, they are going to have to come through with a big chunk of change. Or, if you're going to have any kind of taxpayer financing, then it's going to have to be the equipment and much of the materials, and the components are going to have to be sourced from a domestic U.S. manufacturer, and that was the stress of the president-elect's campaign, as we all know.*

*But aside from any proprietary considerations, I have heard from a number of railroad engineers' concerns about the Palmdale to Burbank segment of the high-speed rail — that there's some very significant engineering challenges, particularly with the tunnels. They're saying those trains are not going to be able to go nearly as fast as was predicted because of the headwinds, because you got a pressure differential between Burbank down over near sea level and then up at Palmdale on the high desert. And the California authority has subsequently shortened the diameter of the tunnels from 30 to 28 feet, which is only going to accentuate the headwind issue. Which takes us back to the problem, is basically the bugaboo, is that with a conventional train, as Mr. Mack has plans to run to a higher speed, you still cannot get over Cajon Pass, you know, where the I-15 transits from here and main population areas in Southern California. So you're having to consider this convoluted dog-leg of a route going west and then coming back down, which adds a significant amount of time and also in the interim transfer. And for every transfer, any kind of study indicates that you'll lose half of your potential patronage.*

*You do a subsequent transfer, then you lose half of that whether it's between similar conveyances or between peoples' individual cars and then the trains are proposed to run initially between Vegas and Victorville. So I would, again, like to propose to Mr. Mack, at least consider, if not ours, there's other personal rapid transit systems for doing at least the feet or the ends of stations, that might help you reduce the impact of the station from having to have so much parking, might make it more amenable to joint development and such. Anyway, just to put some different dimensions and perspectives that are now confronting us in this new day. Thank you.*

No other comments were made.

**Motion:**

No motion was necessary.

**Vote/Summary:**

No vote was taken.

Minutes – Nevada High-Speed Rail Authority  
Meeting of November 9, 2016  
Page 11 of 11

## ADJOURNMENT

The meeting adjourned at 11:01 a.m.

Respectfully submitted,

DocuSigned by:

*Tammy McMahan*

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Tammy McMahan, Recording Secretary

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Marek Biernacinski, Transcription Secretary





Presentation to the Nevada High Speed Rail Authority  
Board of Directors

November 9, 2016

Las Vegas, NV



Agenda  
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- I. General Project Status Report
  - I. Investment Grade Ridership and Revenue Study
  - II. High Desert Corridor Final Environmental Impact Statement
  - III. Coordination with Project Stakeholders
- II. Project Financing
- IV. Milestone Status

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## Connecting Las Vegas and LA Union Station

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- Project I: Build the initial system between Las Vegas and Victorville - close to the critical mass of SoCal to address the immediate need.
- Project II: Extend the system to Palmdale to interface with existing commuter rail service
- Project III: Provide one-seat high speed rail service between Los Angeles / Burbank and Las Vegas.



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## Project Status Report – High Desert Corridor EIS

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- Final Environmental Impact Statement Issued By Caltrans and the High Desert Corridor JPA in June, 2016
- Purpose and Need: To improve west-east mobility through the High Desert region of southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys. The proposed project is intended to achieve the following objectives:
  - Increase capacity of west-east transportation facilities to accommodate existing and future transportation demand
  - Improve travel safety and reliability within the High Desert region
  - Improve the regional goods movement network
  - Provide improved access and connectivity to regional transportation facilities, including airports and existing and future passenger rail systems (which include the proposed California high-speed rail (HSR) system and the proposed XpressWest HSR system)
  - Contribute to state greenhouse gas (GHG) reduction goals through the use of green energy features

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## Project Status Report – High Desert Corridor EIS

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### Identification of the Preferred Alternative

- Caltrans, as lead agency under NEPA, as assigned by FHWA, and in cooperation with LAMETRO, identified a Preferred Alternative that meets the project's Purpose and Need, as discussed in Section 1.2 of the Final EIR/EIS and consists of the following elements:
  - The Freeway/Tollway with HSR Alternative (including Variations D and B1)
  - HSR Option 1C to connect to the Palmdale Transportation Center
  - HSR main alignment to connect to the Victorville XpressWest rail station
  - Bike path between 20th Street East and US 395 (with funding to provide an extension along local streets to the Palmdale Transportation Center)
  - Green energy production and transmission facilities within study area footprint

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## Project Status Report Investment Grade Ridership and Revenue Study

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- The High Desert Corridor Joint Powers Authority executed a contract with Stear Davies and Gleave to complete an investment grade ridership and revenue study for high speed rail connecting Las Vegas with California.
- A joint funding agreement was executed between XpressWest, the High Desert Corridor Joint Powers Authority, California High Speed Rail Authority, and the San Bernardino Association of Governments.
- The study methodology, survey instruments, and assumptions were coordinated with and fully vetted by the funding partners, LAMETRO and the Southern California Association of Governments.

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## Project Status Report Investment Grade Ridership and Revenue Study

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- The study analyzes ridership of 5 service scenarios:
  - HSR Las Vegas to Victorville
  - HSR Las Vegas to Palmdale with a connection to Metrolink
  - HSR Las Vegas to Burbank
  - HSR Las Vegas to Anaheim
  - HSR Las Vegas to Anaheim with HSR connectivity to Central and Northern CA
- The in-scope market considers the following distinct segments:
  - Residents of Southern California going to Las Vegas
  - Residents of Northern California going to Las Vegas
  - Residents of Las Vegas going to California
  - Non-resident tourists travelling via California (other US and international)
- Results will include ridership, fare level and total revenue along with sensitivity analyses against alternative assumptions and external factors

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## Project Status Report Investment Grade Ridership and Revenue Study

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### Market Engagement and Feedback: How do People Choose?

- Focus groups conducted in LA, Las Vegas, SF, Central CA, Orange County
- 4,000 completed stated preference surveys



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## Coordination with Project Stakeholders

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- Federal Railroad Administration
- Bureau of Land Management
- Federal Aviation Administration
- California High Speed Rail Palmdale to Anaheim
- SCAG
- RTC Southern Nevada
- Caltrans / NDOT
- City of Palmdale
- LAMETRO
- Metrolink
- HDC JPA

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## Project Financing and Implementation

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- In September 2015, XpressWest and CRI commenced joint venture activities intended to advance the substantial work already completed by XpressWest.
- In June 2016, XW terminated the agreement with CRI.
- We are in, and will continue to be in, detailed discussions with multiple parties regarding the project's financing and includes both public and private sources of debt and equity.
- These discussions require extensive due diligence over multiple months.

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## Project Financing and Implementation

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- **FAST Act**  
Includes provisions that positively impact High Speed Rail
  - Newly created authority to enter into a master credit agreement with loan applicants
  - Projects that increase transportation oriented development, improve rail stations, and include the installation of positive train control systems are given priority
  
- **Build America Bureau**  
*“On July 17, the President announced a government-wide initiative to increase infrastructure investment and economic growth by engaging with state and local governments and private sector investors to encourage collaboration, expand the market for public-private partnerships (PPPs) and put federal credit programs to greater use. Starting with the transportation sector, this initiative will harness the potential of private capital to complement government funding.”*
  
- **Current Debt and Equity Alternatives**

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## Implementation Milestones: Status Check

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- **HDC JPA Investment Grade Ridership and Revenue Study:**
  - January 2017
  
- **High Desert Corridor Final Environmental Impact Statement:**
  - Complete
  
- **California High Speed Rail EIS Palmdale to Burbank and LA:**
  - Fall 2017
  
- **Project Financing and Implementation Approvals:**
  - Mid 2017

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Red Slip Sheet



# NEVADA HIGH-SPEED RAIL AUTHORITY

## AGENDA ITEM

<b>SUBJECT:</b> FRANCHISEE REPORT
<b>PETITIONER:</b> BOARD MEMBERS NEVADA HIGH-SPEED RAIL AUTHORITY
<b>RECOMMENDATION BY PETITIONER:</b> THAT THE NEVADA HIGH-SPEED RAIL AUTHORITY RECEIVE A PROGRESS REPORT FROM THE FRANCHISEE, XPRESSWEST (FOR POSSIBLE ACTION)
<b>GOAL:</b> SUPPORT THE IMPLEMENTATION OF NEVADA HIGH-SPEED RAIL SYSTEM

### **FISCAL IMPACT:**

None

### **BACKGROUND:**

Section 8.7 of Senate Bill 457, passed during the State of Nevada's 78th legislative session, states that the Nevada High-Speed Rail Authority (NHSRA or Authority) is responsible for selecting "a franchisee for the construction and operation of a high-speed rail system, to be commonly known as the Nevada High-Speed Rail System." At the NHSRA November 18, 2015 meeting, the Authority selected XpressWest as the franchisee and directed XpressWest to provide progress reports every six months.

An XpressWest representative will provide a progress report to the Authority.

*NHSRA Item #3  
July 18, 2017*

tdm

Non-Consent

Slip Sheet

# NEVADA HIGH-SPEED RAIL AUTHORITY

## AGENDA ITEM

<b>SUBJECT:</b> CITIZENS PARTICIPATION
<b>PETITIONER:</b> BOARD MEMBERS NEVADA HIGH-SPEED RAIL AUTHORITY
<b>RECOMMENDATION BY PETITIONER:</b> THAT THE NEVADA HIGH-SPEED RAIL AUTHORITY CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
<b>GOAL:</b> SUPPORT THE IMPLEMENTATION OF NEVADA HIGH-SPEED RAIL SYSTEM

**FISCAL IMPACT:**

None

**BACKGROUND:**

In accordance with State of Nevada Open Meeting Law, the Nevada High-Speed Rail Authority (Authority) shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Authority's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the Authority can direct that it be placed on a future agenda.

Slip Sheet