



High Desert Corridor Joint Powers Authority



July 13, 2011

E-220 HIGH DESERT CORRIDOR

TO: Members of the California High Speed Rail Authority (CHSRA)

Subject: OPPOSE Re-opening and Re-studying the Previously Rejected I-5 Grapevine Route

As Chairman of the High Desert Corridor Joint Powers Authority (HDC JPA) I am writing to advise you of the position taken by our Board on June 6, 2011, that any North/ South alignment of the CHSRA from Kern County should include a station in Palmdale. Therefore, we oppose any expenditure of time and money reopening the previously adopted route in order to re-study an alignment that bypasses the Antelope Valley population center.

The High Desert Corridor E-220 is a 50-mile expressway, a Public Private Partnership that we want to include HSR between Palmdale and Victorville. The HDC plans are to connect the Victor Valley population—almost as large as the AV population—to the CHSRA system in Palmdale.

\$33 Million in LA County Measure R funds, and \$10 Million federal funds are currently being used for the HDC EIR. LACMTA has contracted with Caltrans District 7 for our EIR, which is on schedule to be completed mid-year 2013. The HDC accesses the I-5 by connecting the SR-14 in Palmdale 50 miles east to the I-15, and the EIR right-of-way is 500 feet wide to accommodate HSR in the expressway alignment. The economic development planning at the western and eastern ends both count on HSR for job creation, tourism and commuter purposes.

Language for the Antelope Valley route via Palmdale was specifically included in the Proposition 1A language approved by the voters in 2008. We believe that violation of the intent and spirit of Prop 1A alone should be enough to prevent your spending money on a decision that was ratified by the Authority in the study you adopted more than two years ago—a study that rejected the I-5 Route in favor of one that would support a population anticipated to connect HSR to almost 2 million residents by 2035.

Our plans, and our community support, were generated assuming your plans and actions were valid, bonafide, and permanent. For the I-5 study to go forward would jeopardize the HDC's visionary and jobs creation future, and withdraw an important basis of the community support that is unified through the JPA.

Please reconsider your May action, and rescind any action to re-study the AV route. Thank you for your attention to our concerns.

BRAD MITZELFELT
Chairman

Cc: Vice Chair Michael D. Antonovich and Members of the JPA Board

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