



**ITEM ID:** 2024-304-0

**TRANSMITTAL DATE:** October 18, 2024

**MEETING DATE:** October 25, 2024

**TO:** Board of Directors

**FROM:** Paul Hubler, Chief Strategy Officer

**SUBJECT:** Update on Cooperative Planning Initiatives between SCRRA and DesertXpress Enterprises, LLC, a Nevada limited liability company dba Brightline West ("BLW")

**Issue**

A Memorandum of Understanding (MOU) is in effect to guide the process and outcomes for coordination between the Brightline West (BLW) System and the Metrolink system, particularly related to transfers between the Brightline West System, which is planned to operate between Las Vegas, Nevada and the Rancho Cucamonga Station located on Metrolink's San Bernardino Line, providing connections to Metrolink's network.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with private and other public partners to provide a seamless connection between the Southern California region through the Metrolink network and Las Vegas through the BLW service, thus providing better and more sustainable alternatives to driving and air travel in a highly traveled corridor.

## **Background**

BLW proposes to construct a privately owned and operated electrified high-speed passenger railroad between Southern California and Las Vegas, Nevada. The fully grade-separated line will be constructed and operate primarily within the center median of Interstate 15 (I-15). The high-speed rail service will operate for 218 miles between Rancho Cucamonga and Las Vegas (the "BLW System"), with a one-way trip taking about two hours with maximum speeds of up to 200 miles per hour. BLW is working closely with the California State Transportation Agency (CalSTA), the California Department of Transportation (Caltrans), the Nevada Department of Transportation, the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), and other stakeholders to advance the implementation of the BLW System.

The Authority's Board authorized the Metrolink CEO at its meeting on September 23, 2022 to sign an MOU to identify and advance discussions about topics related to maximizing the benefits for both organizations and their respective passengers who will transfer between BLW and Metrolink trains at Rancho Cucamonga Station. A thoroughly integrated effort on the part of both BLW and the Authority is required for seamless connection between Brightline West and Metrolink services.

## **Discussion**

Since the last update to the Board on May 24, 2024, SCRRA and BLW have been coordinating on several workflows with activity mostly focused on Brightline-initiated initiatives.

### **Rolling Stock Procurement**

On May 1, 2024, after a multi-year competitive procurement process, Brightline announced that Siemens Mobility (Siemens) was selected to build ten trainsets for the Brightline West high-speed rail project. Brightline West staff have shared information about the vehicle contract. The contract includes the manufacture of 10 "American Pioneer 220" (AP 220) train sets, which are an evolution of the proven Velaro platform, currently operating in Europe. The contract also includes a 30-year rolling stock maintenance contract that will be performed at Brightline West's Vehicle Maintenance Facility in Sloan, NV. On September 9, Siemens Mobility announced that production of the AP220 high speed train sets will occur at a new 300,000 square-foot production center at Horseheads, New York.

The AP 220 is designed for operational speeds up to 220 miles per hour and are designed to meet regulations and requirements of the United States market, including Buy America. These trains feature extra wide bodies and exceed requirements of the Americans with Disabilities Act (ADA), allowing for guests in wheelchairs to move with ease from car to car. The seven-car trains will carry between 434-450 passengers, depending on final configuration. For comparison, a typical Metrolink bilevel trainset with six passenger cars (including one configured as a cab car) carries 750 seated passengers.

### **Design Coordination at Rancho Cucamonga Station**

Authority staff in the Program Delivery Department continued to coordinate with BLW to provide support for right of entry (ROE) for initial investigations by BLW for geotechnical, utilities potholing, and survey. Design coordination meetings were held to identify Southern California Edison (SCE) meter ownership and relocation at Rancho Cucamonga Station.

Authority staff is continuing to hold coordination meetings with BLW staff on the design and construction of the BLW project along the 8th Street corridor. BLW is advancing design of the station and the rail corridor.

### **Next Steps**

Authority staff will continue to coordinate assessments of passenger demand compared to passenger capacity. Discussions related to BLW system staffing and loading of luggage on trains will continue.

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Approved by: Paul Hubler, Chief Strategy Officer

### **Attachment(s)**

[Presentation - Brightline West Coordination](#)