

**MOTION**  
**Director Antonovich**

**Support of Palmdale Station on California High Speed Rail Alignment**

The sudden decision by the California High Speed Rail Authority (CAHSRA) to “re-study” the I-5/Grapevine alternative for the alignment between Bakersfield and Los Angeles after this alignment defies logic and jeopardizes Southern California’s ability to gain the next segment of the HSR system.

The Antelope Valley, due to its status as the fastest-growing region of Southern California and its current population of 450,000, represents over 10% of estimated HSR ridership according to the CAHSRA – a total that does not include increased ridership from the proposed High Desert Corridor and DesertXpress projects that will link Palmdale to Victorville and Las Vegas. Furthermore, Palmdale Airport, which will play a vital role in distributing Southern California’s air traffic, will rely upon the HSR system connecting Central Valley and Los Angeles to this facility.

After the CAHSRA awarded Palmdale a station along the alignment, the Antelope Valley then invested millions of dollars in preparation for the coming system, including the implementation of a Palmdale Transportation Center along the current Metrolink and future HSR right-of-way.

The CAHSRA’s recent attempt to renege on its commitment to the Antelope Valley will squander that investment and support, incur up to a two-year delay in the environmental process; create unnecessary disarray in Southern California; and provide Northern California with a leg-up in securing the next segment of CAHSRA.

The decision by the CAHSRA on whether or not to include the I-5/Grapevine alternative will be made at its September 2011 meeting. The City of Palmdale has joined me in making a formal request to the CAHSRA Chair and CEO that this meeting be held in the Antelope Valley so as to provide maximum public comment by this community to the CAHSRA Board in support of the Palmdale Station and the alignment through the Antelope Valley.

Furthermore, future decisions by the CAHSRA Board relating to whether or not the next HSR segment will extend south to Los Angeles or north to San Jose will be made by a Board that just lost a prominent member (Curt Pringle) from Southern California. To restore balance to the board and to protect the interests of Los Angeles County, the MTA Board should take an official position to support replacing Mr. Pringle with a Los Angeles County representative.

**I THEREFORE MOVE** that the MTA Board:

- (1) Takes an official position of **“SUPPORT”** for the Palmdale Station and for the Bakersfield to Palmdale to Los Angeles alignment of the High Speed Rail system;
- (2) Requests that the September 2011 CAHSRA Board meeting be held in the Antelope Valley;
- (3) Communicates the positions in part (1) and (2) via Board Letter to Governor Brown, CAHSRA Chair Tom Umberg, CAHSRA CEO Roelof van Ark, the CAHSRA Authority Board and the Los Angeles County State Legislative Delegation; and
- (4) Makes a formal request to Governor Brown that the replacement for former CAHSRA Board member Curt Pringle be someone from Los Angeles County.