



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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**April 3, 2024**

Mr. Brian P. Kelly  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Subject: Draft 2024 Business Plan

Dear Mr. Kelly:

The Southern California Association of Governments (SCAG) appreciates the opportunity to provide comments on the California High-Speed Rail Authority's (CHSRA) Draft 2024 Business Plan. SCAG supports completion of the California High-Speed Rail (HSR) project and has shared a strong partnership with CHSRA for many years.

SCAG views the Draft Plan as a well written and comprehensive document that builds on the 2023 Project Update Report (PUR) and 2022 Business Plan and demonstrates progress towards bringing HSR service to California, including near-term improvements to SCAG's regional rail system.

SCAG has the following comments on the Draft Plan:

1. CHSRA's commitment of Prop. 1A funds to Southern California is for two Southern California projects: \$423 million to the LINK US project (Los Angeles Union Station Run-Thru tracks), and \$77 million to the Rosecrans/Marquardt grade separation project in Santa Fe Springs. SCAG reemphasizes that CHSRA secure additional funding from non-Prop 1A sources for additional critical rail infrastructure projects to deliver the balance of CHSRA's commitment to Southern California. Investment in the Southern California bookends and the eventual delivery of high-speed rail to Southern California are crucial components in implementing SCAG's long-range plan, Connect SoCal.
2. As CHSRA works to environmentally clear the Los Angeles to Anaheim project section, SCAG urges CHSRA coordinate with SCAG and its partners (e.g., Orange County Transportation Authority, relevant cities, etc.) on the alternatives analysis to ensure concerns are addressed.
3. SCAG requests that CHSRA coordinate with SCAG and its partners on future studies analyzing how best to connect the Brightline West service to the cities of Palmdale in the Antelope Valley and Rancho Cucamonga in the San Bernardino Valley, particularly as it pertains to future SCAG Connect SoCal updates.

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4. SCAG supports CHSRA's commitment to openness, transparency and strong community partnerships. To that end, SCAG requests the Final 2024 Business Plan include a chapter, or at a minimum address, CHSRA's public engagement plan and information processes. Given the potential significant environmental and public impacts due to the construction and operation of the high-speed rail project, this is an important part of the planning and environmental review process and should be highlighted.
5. SCAG suggests CHSRA provide additional clarifications on plans for integrated fare payment opportunities for the system, highlighting work with the state through Cal-ITP to enhance travel on the system and create connections to the state's transit network. Since ridership is estimated to begin in less than a decade, advance work is needed to ensure seamless payment systems are established and connections across services are forged.

SCAG looks forward to continuing to work with CHSRA and the Southern California MOU partners to deliver short- and long-term passenger rail improvements to our region and state. If you would like to discuss these comments further, please don't hesitate to call me at 213-236-1835.

Sincerely,



KOME AJISE  
EXECUTIVE DIRECTOR