



# DESERTXPRESS HIGH SPEED TRAIN

## LINKING VICTORVILLE, CALIFORNIA AND LAS VEGAS, NEVADA

The Federal Railroad Administration (FRA) will be holding three public scoping meetings as part of the preparation of an Environmental Impact Statement (EIS) for the proposed DesertXpress high speed train project. The project includes passenger stations, a maintenance facility, and a new railroad line along the I-15 corridor between Victorville, California and Las Vegas, Nevada.

DesertXpress Enterprises, LLC (the project Applicant) proposes to construct and operate a privately financed interstate high-speed passenger train, with a proposed station in Victorville, California and a station in Las Vegas, Nevada, along a 200-mile corridor, within or adjacent to the I-15 freeway for about 170 miles and adjacent to existing railroad lines for about 30 miles.

**The project would involve construction of a fully grade-separated, dedicated double track passenger-only railroad along an approximately 200-mile corridor, from Victorville California to Las Vegas, Nevada.** The project would include the construction of a passenger station, as well as a maintenance, storage and operations facility in Victorville and one passenger station in Las Vegas.

- The proposed Victorville Station would be located along the west side of I-15 between the two existing Stoddard Wells interchanges.
- The Maintenance, Storage and Operations facility is proposed to be located in the City of Victorville on a site that lies within the Victorville Valley Economic Development Area.
- The Las Vegas passenger station would be located at one of three possible locations: 1) near the south end of the Las Vegas Strip; 2) in the center section of the Strip; or 3) in Downtown Las Vegas. A light maintenance, cleaning, and inspection facility would also be built near the Las Vegas station.

### SCOPING AND COMMENTS

The public scoping meetings will be held to solicit public and agency input into the development of the scope of the EIS and to advise the public that **outreach activities conducted by the FRA will be considered in the preparation of the EIS.** Federal cooperating agencies for the EIS are the Surface Transportation Board (STB), the Federal Highway Administration (FHWA) and the Bureau of Land Management (BLM). Comments and suggestions are invited from all interested agencies and the public to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. **FRA is interested in determining the existence of areas of environmental concern where there may be the potential for identifiable significant impacts.**

*Comments on the scope of the EIS can be submitted through August 15, 2006. Send comments to*

Mr. David Valenstein, Environmental Programs Manager, Office of Railroad Development, Federal Railroad Administration, 1120 Vermont Avenue, (Mail Stop 20), Washington, DC 20590.

**The public meetings will be held on the following dates and locations. Please call (877) 222-7520 in advance if you need Spanish translation or other special needs.**

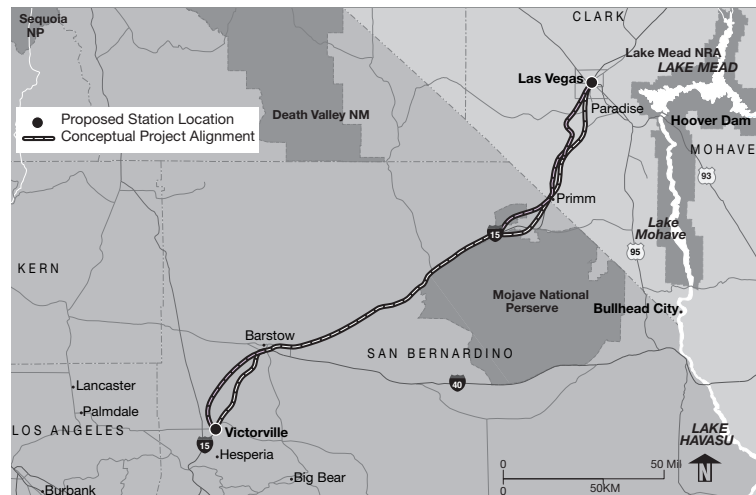
**July 25, 5-8 pm** The White House, 3260 Joe Brown Drive, Las Vegas, Nevada

**July 26, 12-2 pm** Ramada Inn, 1571 E Main Street, Barstow, California

**July 26, 5-8 pm** San Bernardino County Fairgrounds, Building 3, 14800 Seventh Street, Victorville, California

### DESERT EXPRESS PROPOSED SEGMENTS

The project alternatives have the same stations and maintenance facility. The railroad alignment between Victorville and Las Vegas can be divided into 6 distinct segments. Within each segment, several alternatives are being considered as discussed below.



### NO BUILD

A No-Build alternative will be studied as the baseline for comparison with the proposed project. The No-Build Alternative represents the highway (I-15) and airport (McCarran) system physical characteristics and capacity as they exist at the time of the EIS (2006).

### SEGMENT 1:

#### **Victorville to Lenwood (south of Barstow, California):**

Alternative A would depart the Victorville Station in a south-westerly direction before turning north and generally following the existing BNSF Railway Company (BNSF) railroad corridor and Route 66 to a point just south of Barstow. Alternative B would depart the Victorville Station and head north generally following the west side of the I-15 corridor.



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The alignment would diverge from the I-15 corridor near Hodge Road and head northerly to a point just south of Barstow near the exiting BNSF railroad corridor. Alternative B would be approximately 6.8 miles shorter than Alternative A.

### SEGMENT 2:

**Lenwood (south of Barstow) to Yermo, California:** From a point south of Barstow, the railroad alignment would head north for about five miles, cross the Mojave River and turn east through the City of Barstow. Through Barstow the alignment would utilize an existing, but abandoned, former Aitchison Topeka & Santa Fe railroad corridor along the north side of the Mojave River, for approximately three miles before reaching the vicinity of the I-15 / Old Highway 58 interchange on the east side of Barstow. From this point the alignment would head east along the north side of I-15 corridor through the town of Yermo to a point just east of the agricultural inspection station on the I-15 Freeway.

### SEGMENT 3:

**Yermo to Mountain Pass:** There are two alignment alternatives in this segment: Alternative A entirely within the median of the I-15 freeway; and Alternative B along the north side of the I-15 corridor.

### SEGMENT 4:

**Mountain Pass to Primm, Nevada:** Alternative A would leave the I-15 freeway corridor and head south for approximately four miles before returning to the I-15 freeway corridor south of Primm. A portion of this alignment may encroach on the Mojave Desert Preserve, about one half mile south of the I-15 freeway. Alternative B would leave the I-15 freeway corridor

and head north before returning to the I-15 freeway corridor south of Primm. A 4,000-foot long tunnel would be necessary for Alternative B.

### SEGMENT 5:

**Primm to Jean, Nevada:** Alternative A would be entirely within the median of the I-15 freeway. Alternative B would continue along the east side of the I-15 freeway corridor between Primm and Jean.

### SEGMENT 6:

**Jean to Las Vegas, Nevada:** Alternative A would continue in the median of the I-15 freeway into the Las Vegas passenger station. Alternative B would cross the I-15 freeway corridor from the east side to the west side and continue along the west side of the I-15 freeway corridor into the Las Vegas passenger station. Alternative C would diverge to the east and generally follow the existing Union Pacific railroad corridor into the Las Vegas passenger station. To reach the downtown Las Vegas passenger station Alternative A would leave the median of the I-15 freeway corridor near Oakey Boulevard and diverge to the east to follow the Union Pacific railroad corridor to Bonneville Street. Alternatives B and C would follow the west side of the I-15 freeway corridor and cross at Oakey Boulevard to the east to join the Union Pacific railroad corridor to Bonneville Street.

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