

We're planning for multimodal movement in the High Desert Corridor.

HIGH DESERT CORRIDOR
Overview Fact Sheet

SUMMER 2015

High Desert Corridor



Metro[®]



Project Overview

The High Desert Corridor (HDC) began as a proposed highway project connecting the counties of Los Angeles and San Bernardino. However, through the leadership of the HDC Joint Powers Authority together with Metro, SANBAG and Caltrans, the HDC has evolved into a proposed multipurpose corridor that could connect Antelope Valley in Los Angeles County with Victor Valley in San Bernardino County. Consequently, the HDC study also considers how a high-speed rail connection, a bikeway and green energy element may be integrated to create a truly sustainable project.

The purpose of the HDC is to improve east-west mobility within the High Desert region of Southern California by addressing present and future travel demands and mobility needs. The HDC also aims to improve travel safety and reliability, while connecting residential, commercial and industrial areas in the Antelope and Victor Valleys, including the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley. The HDC environmental and technical studies will consider the importance of improved access and connectivity to regional transportation facilities, including airports, existing passenger rail and future high-speed rail systems.

As envisioned, the multipurpose nature of the proposed HDC has the potential to bring a number of added benefits, including: creation of valuable jobs in the desert region that could help limit the number of vehicle miles traveled into the Los Angeles basin for work; establish the potential for creation of inland ports along the HDC that would provide needed congestion relief for the region; and stimulate the development of green energy strategies for surrounding land uses and infrastructure.

Funding

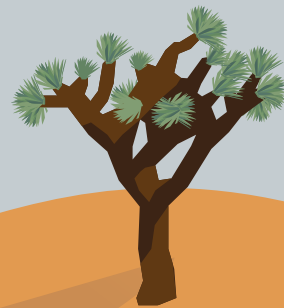
The planning, technical and environmental studies for the HDC are being funded through a variety of sources, including local (Measure R in Los Angeles County, Measure I in San Bernardino County), state and federal funds. These funding sources will carry the project through the environmental study phase; however, it will be necessary to seek additional funding for future phases of the project.

To help address this future funding need, the Metro Board of Directors approved the HDC as one of six projects that may be viable for Public-Private Partnership opportunities. San Bernardino Associated Governments (SANBAG) also designated the HDC as their priority project for Public-Private Partnership consideration. Private funding could be generated from a combination of sources such as tolls, rail revenue, or the revenue from generation and transmission of green energy sources such as wind, solar, and natural gas. In addition, the HDC team is developing a Strategic Assessment and Business Case Development Plan to help identify future project funding.

Project Status

In September 2010, Caltrans, Metro, SANBAG and partner agencies initiated the Draft Environmental Impact Statement/Report (DEIS/EIR) and the Alternatives Analysis (AA) to evaluate alternatives that could address the region's recent population and economic growth, and improve transportation infrastructure to facilitate goods movement.

The DEIS/EIR was released for public review and comment in the fall of 2014. Four public hearings were held in Palmdale, Lake Los Angeles, Victorville and Apple Valley during the 60-day public comment period. Metro, Caltrans, the HDC Joint Powers Authority, and the counties of Los Angeles and San Bernardino, with consideration of the results of the technical analysis of the various alternatives and the comments received during the comment period, identified the Preferred Alternative (PA). In July 2015, the PA was finalized and adopted by Caltrans and the Metro Board of Directors, advancing the alternative for further study in the Final EIS/EIR. The study is expected to be completed in Spring 2016.



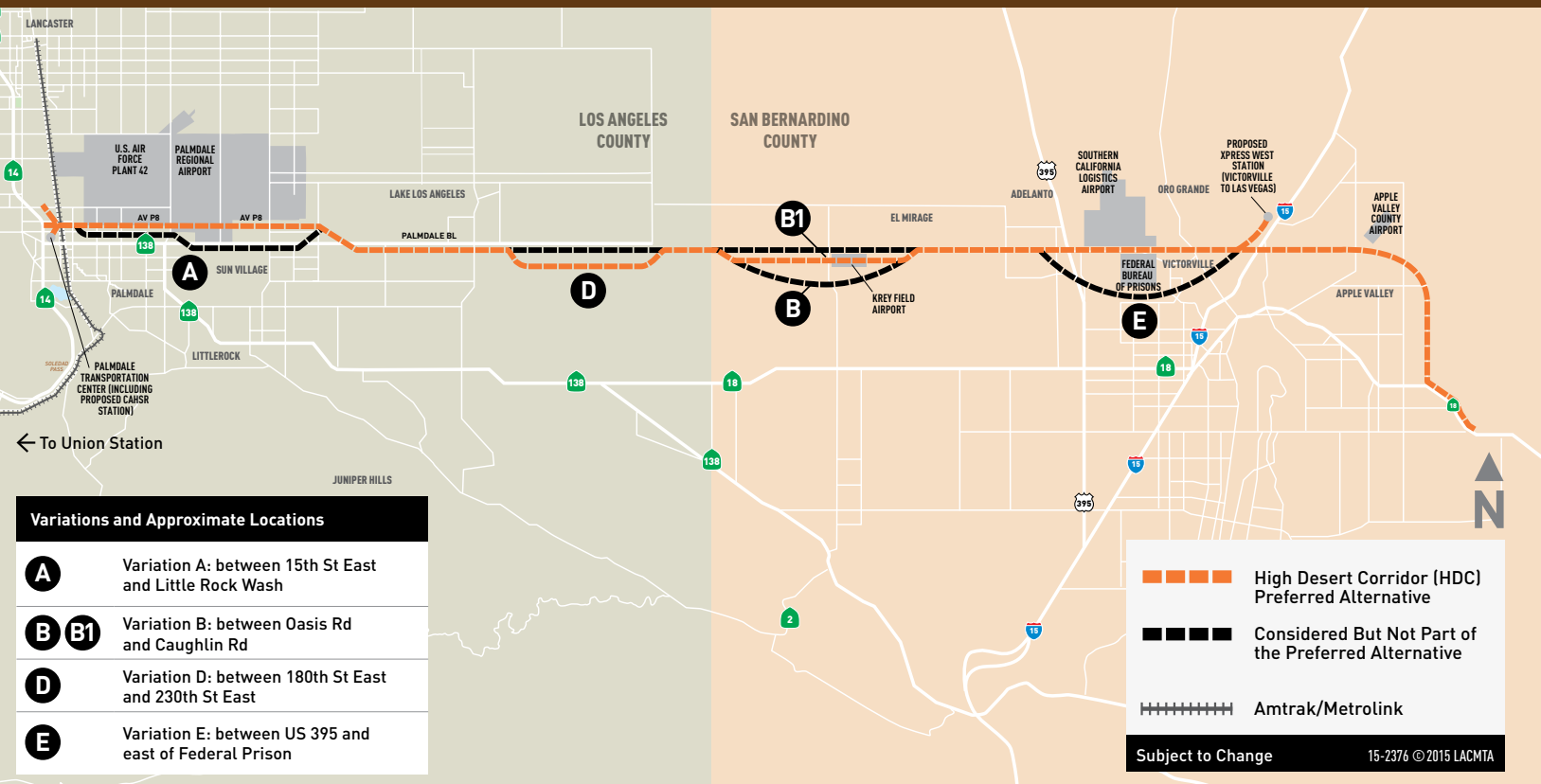
Study Components

The main corridor for the HDC covers approximately 63 miles, connecting SR-14 and the Palmdale Transportation Center in LA County with US-395, I-15, Bear Valley Rd and State Route 18 (SR-18) in San Bernardino County. The Preferred Alternative consists of a freeway/tollway with HSR feeder/connector, bikeway and a green energy generation corridor, with Variations D and B1:

- > Variation D – located in Lake Los Angeles, will reduce the number of residential displacements and avoid an existing vineyard.
- > Variation B1 – located in Adelanto, will avoid impacts to several water wells owned by the Phelan Piñon Hills Community Services District.

The HDC is considering how to integrate the following proposed modes of transportation and additional project features to create a corridor:

Project Map



Roadway

The proposed roadway would begin in Palmdale as a freeway, follow Avenue P-8 in Los Angeles County, run parallel to and south of El Mirage Road when entering San Bernardino County, turn east to Air Expressway Boulevard near I-15, transition to an expressway at Dale Evans Parkway and end at SR-18/Bear Valley Road in the Town of Apple Valley.

HSR Feeder/Connector

The HSR Feeder/Connector service would run between the Palmdale Transportation Center and the proposed XpressWest HSR station in Victorville. The planned future passenger rail network would potentially connect San Francisco, Central Valley, Los Angeles, Las Vegas and San Diego.

> HSR Option 1C to the Palmdale Transportation Center – includes underground segments for both northbound and southbound connections to avoid conflicts with the Union Pacific Rail Road (UPRR), Southern California Regional Rail Authority (SCRRA) tracks near Sierra Highway, Runway Protection Zones at the Plant 42 facility and the St. Clair Parkway Section 4(f) open space property in Palmdale.

Bikeway

As part of the HDC Preferred Alternative, a bikeway is proposed to connect with the existing and proposed network of bike paths in Palmdale and Adelanto. This bike facility would be designed to complement the proposed freeway/expressway and high-speed rail feeder service without impeding on the operational performance or compromising safety.

Green Energy

This project seeks to establish a truly sustainable corridor that addresses the goals set forth in landmark California legislation such as Assembly Bill 32 and Senate Bill 375. To this end, green energy generation, the development of a new transmission corridor and provision for infrastructure to enable electric charging and alternative fueling stations, have been included as part of the Preferred Alternative. Alternative energy sources, such as solar and wind energy generation, will be assessed to determine how the HDC might operate as a self-sustaining, energy neutral corridor. Compatibility of this green energy component with existing major employers in the area, such as the aerospace industry, will also be considered, as will opportunities for Public-Private Partnerships.

Toll-Road

As part of the PA, tolls are being considered for 31 miles along the corridor to help create private funding support for the HDC. This section of toll-road extends from 100th St in Palmdale to US-395 in Adelanto. Further study and evaluation would need to be completed to establish the toll fee and operational features.

HDC GeoSocial Interactive Map

Metro is proud to introduce an exciting interactive web-based tool, our GeoSocial Interactive Map, which provides a dynamic interface with the project map allowing users to find useful project information. This Google-based map tool is designed to allow users to view the project area and zoom into specific areas of interest, such as the Preferred Alternative, cities/towns and proposed freeway on/off ramps. In addition, the interactive map allows users to geo-code comments onto the map and share them via social media sites to inform other users of the map.

We invite you to learn more about the project by exploring the HDC Interactive Map and posting comments and/or photos of your local community that highlight project issues. Feel free to share your posts on Facebook and Twitter.

> Learn more about the HDC with the interactive map.
Get started at: interactive.metro.net/projects/high-desert-corridor.

Contact Us

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