

High Desert Corridor
Joint Powers Authority

June 27, 2018

Meeting Materials

Item 6

Discussion and Possible Action:

Direct Staff to Hold a Workshop on the High
Desert Corridor



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

Date: June 27, 2018

Subject:

High Desert Corridor Joint Powers Authority Workshop

Recommendation:

Direct staff to work with the appropriate stakeholders, including, but not limited to, Los Angeles County Metropolitan Transportation Authority, San Bernardino County Transportation Authority and California Department of Transportation, to schedule a workshop. The purpose of the proposed workshop is to provide board members a historical overview of the formation of the JPA, a status update on the freeway component of the project, status of state and federal grant applications, status of the rail component of the High Desert Corridor including stakeholders California State Transportation Authority, Metrolink, California High Speed Rail Authority and XpressWest.

Background:

The High Desert Corridor (HDC) began as a proposed highway project connecting the counties of Los Angeles and San Bernardino. It later evolved into a multipurpose corridor that could connect Antelope Valley in Los Angeles County with Victor Valley in San Bernardino County. Project partners include Metro, San Bernardino County Transportation Authority (SBCTA), California Department of Transportation, Lancaster, Palmdale, Victorville, Adelanto and the Town of Apple Valley, which are members of the High Desert Corridor Joint Powers Authority (HDCJPA).

The purpose of the HDC is to improve east-west mobility within the High Desert region of Southern California. The project aims to improve travel safety and reliability, while connecting residential, commercial and industrial areas in the Antelope and Victor Valleys, inclusive of the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley.

In June 2016, the Final Environmental Impact Report/ Environmental Impact Statement (FEIR/FEIS) received State CEQA approval. The FEIS/FEIR selected a 63-mile multi-modal facility as the preferred alternative (PA). The PA included a six- to eight-lane freeway and tolled segment between 100th St East and US-395, high speed rail service (HSR) in the median, a bicycle path and green energy production/transmission corridor parallel to the freeway.

The planning, technical and environmental studies for the HDC were funded through a variety of sources, including local sources and state and federal funds. Funding for the project was included in the LA County voter approved 2016 Measure M expenditure plan. Additional funding, including a public and private resources as well as federal approvals will be necessary for future phases of the project.

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