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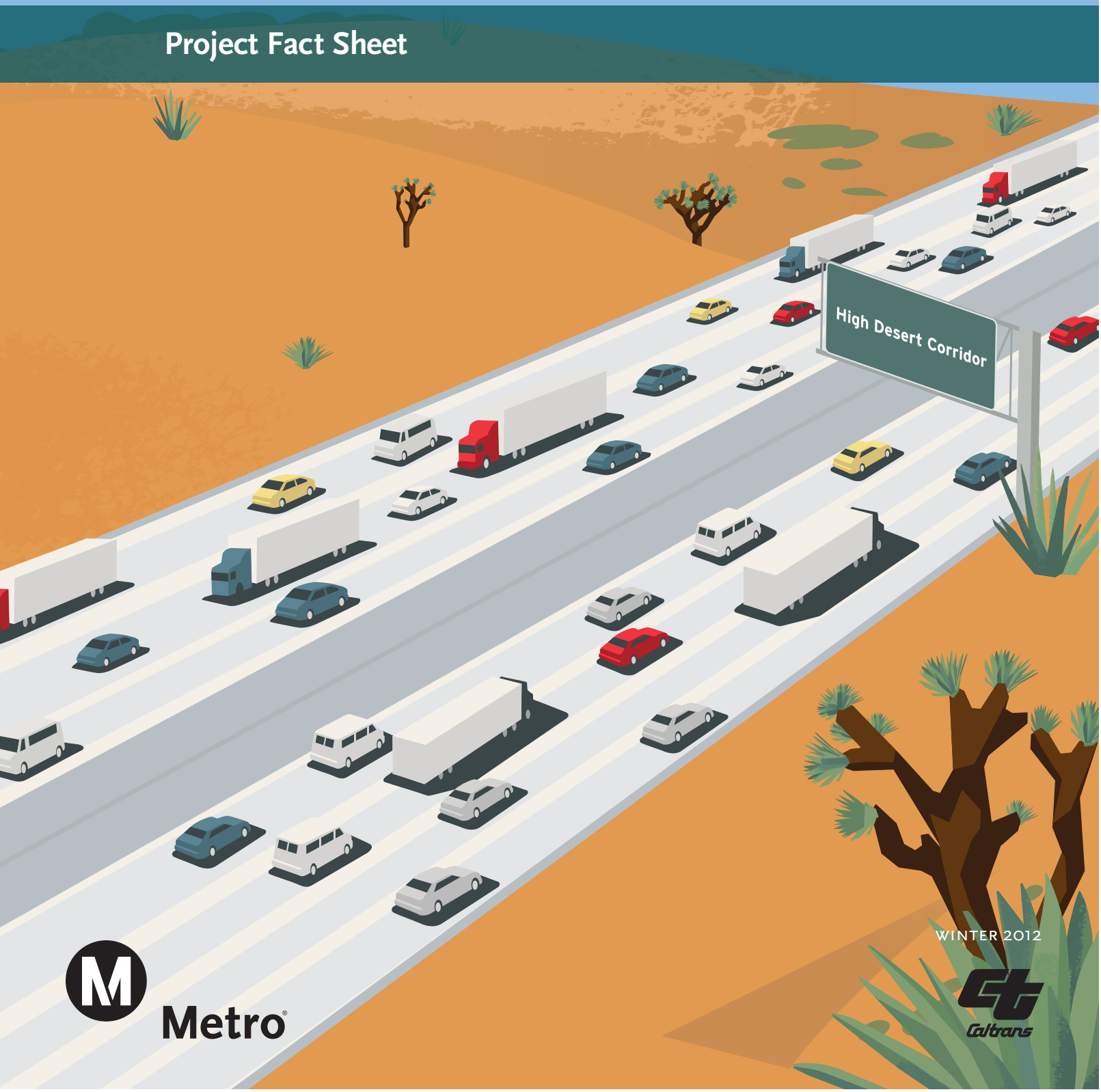
High Desert Corridor

Project Fact Sheet



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Project Overview

The High Desert Corridor (HDC) project proposes a new multipurpose transportation link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County. This project would connect some of the fastest growing residential, commercial and industrial areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley. While recent economic conditions have slowed growth throughout California, projections show that there will be significant growth in the HDC area again in the future.

In anticipation of this future growth, combined with existing congestion on east/west corridors such as I-210, I-10, SR-60 and SR-138, the California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (Metro) partner agencies initiated the HDC Environmental Impact Statement/Report (EIS/EIR) in September 2010. The purpose of this environmental effort is to study alternatives that improve east/west capacity, safety, goods movement, connectivity to airports, and rail, while also contributing to the state's greenhouse gas reduction goals.

Project Status

During spring 2012, the Metro Board of Directors recognized the HDC as a "Strategic Multipurpose Corridor" that may accommodate a highway, a green energy production and/or transmission facility and a High Speed Rail (HSR) feeder service line from Victorville to Palmdale. In addition, a bike route has been included for further analysis. The addition of these new components to the original study has resulted in the need to update and refine specific technical studies, which are already underway.

New components of the HDC Strategic Multipurpose Corridor include:

Rail

Recognizing the HDC as a multipurpose corridor with potential to connect to the ever-growing regional rail system, further studies will examine the potential for a High Speed Rail (HSR) Feeder service between Palmdale and Victorville. This feeder service would have the potential to connect to the XpressWest System – a planned high-speed rail service from Victorville to Las Vegas. Towards this goal, the HDC team is already conducting studies to identify viable routes to connect to both the Metrolink station in Palmdale, and the future XpressWest station in Victorville.

Green Energy Production /Transmission Facility

The new HDC environmental studies will explore opportunities for a sustainable and environmentally responsible project, particularly through use of wind and solar energy. If proven viable, the HDC may be able to use green energy and contribute to state greenhouse gas reduction goals.

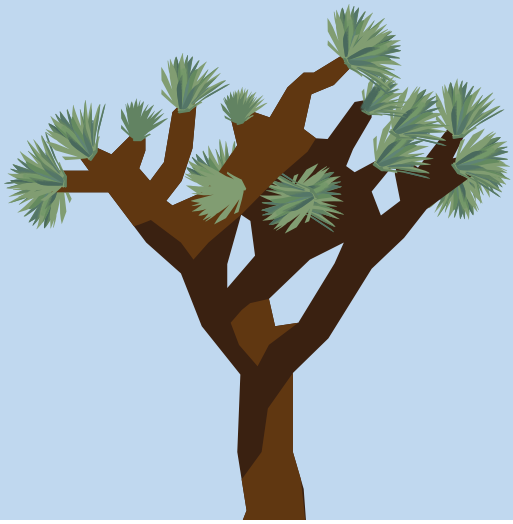
Bike Route

Another exciting component to the HDC Multipurpose Corridor project is an effort to enhance bicycle facilities along the HDC, approximately from 100th St to US-395. Coordination has already started to identify local routes for an ideal bike connection between city and unincorporated area bicycle master plans.

Funding

The HDC is funded with Measure R in Los Angeles County, Measure I in San Bernardino County, State and Federal funds. These funding resources will carry the project through the technical and environmental study phases. However, funding for construction and operations still needs to be secured.

With leadership from the HDC Joint Powers Authority, Metro and Caltrans have embraced the concept of a multipurpose corridor that has the potential to attract Public-Private Partnership funding opportunities. Private funding could be generated from a combination of sources such as rail, tolls (approximately between 90th and US-395) and generation and/or transmission of green energy. In addition, Metro is developing a *Strategic Assessment and Business Case Development Plan* to identify project funding strategies.



Project Alternatives Under Study

No-Build Alternative

The No-Build (No Action) Alternative is exactly as it sounds – it proposes that no new corridor be built. Simply, the No-Build alternative represents future travel conditions without the HDC project, and is the baseline against which the other alternatives are measured.

Transportation System/Demand Management (TSM/TDM) Alternative

The TSM/TDM alternative proposes a collection of several smaller, lower cost roadway improvements throughout the project area, rather than a singular large, new corridor. The TSM/TDM alternative focuses on making minor improvements that would connect SR-14 with SR-138, and then extend east to connect with US- 395, I-15 and SR -18. These smaller elements would include:

> An eight-lane grade-separated freeway from SR-14 to 30th St East.

> A transition to a four-lane at-grade expressway from 30th St East to Longview Rd.

> A four-lane at-grade highway connecting to SR-138 and extending east to US-395 along SR-18.

> A six-lane arterial highway along SR-18 (Palmdale Rd) from US -395 to I-15.

> Minor roadway and signal improvements along SR-18 from I-15 to Bear Valley Rd.

Except for the freeway portion between SR-14 and 30th St East, these TSM/TDM roadway improvements would maintain at-grade intersections with local roads and driveway access.

Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18) (With 4 Variations)

This Alternative consists of a combination of a controlled-access freeway and an expressway. It generally follows Avenue P-8 in Los Angeles County, and south of El Mirage Rd in San Bernardino County, later extending to Air Expressway Rd near I-15 and curving south to terminate at Bear Valley Rd. This alternative, unlike the previous two, will also consider incorporation of green technologies and a new bike route. There are four slight variations that are being considered for this alternative, each representing a difference in how the freeway/expressway would curve and bend throughout the alignment:

Variation A

Near the City of Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15th St East and Little Rock Wash.

Variation B (south)

East of the county line, the freeway/expressway would flare out slightly south of the main alignment between Oasis Rd and Coughlin Rd.

Variation D

Near the community of Lake Los Angeles, the freeway/expressway would dip slightly south of the main alignment, just south of Avenue R approximately between 180th St East and 230th St East.

Variation E

Near the cities of Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.

Freeway/Tollway Alternative (Av P-8, I-15 and SR-18)

This Alternative follows the same physical alignment as the Freeway/Expressway Alternative with the addition of sections of the alignment operating as a tollway. The incorporation of green energy technologies and a bike route will also be considered.

Freeway/Expressway Alternative with High Speed Rail Feeder Service

This Alternative is the same as the Freeway/Expressway Alternative, with the addition of a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The incorporation of green energy technologies and a bike route will also be considered in this alternative.

Freeway/Tollway Alternative with High Speed Rail Feeder Service

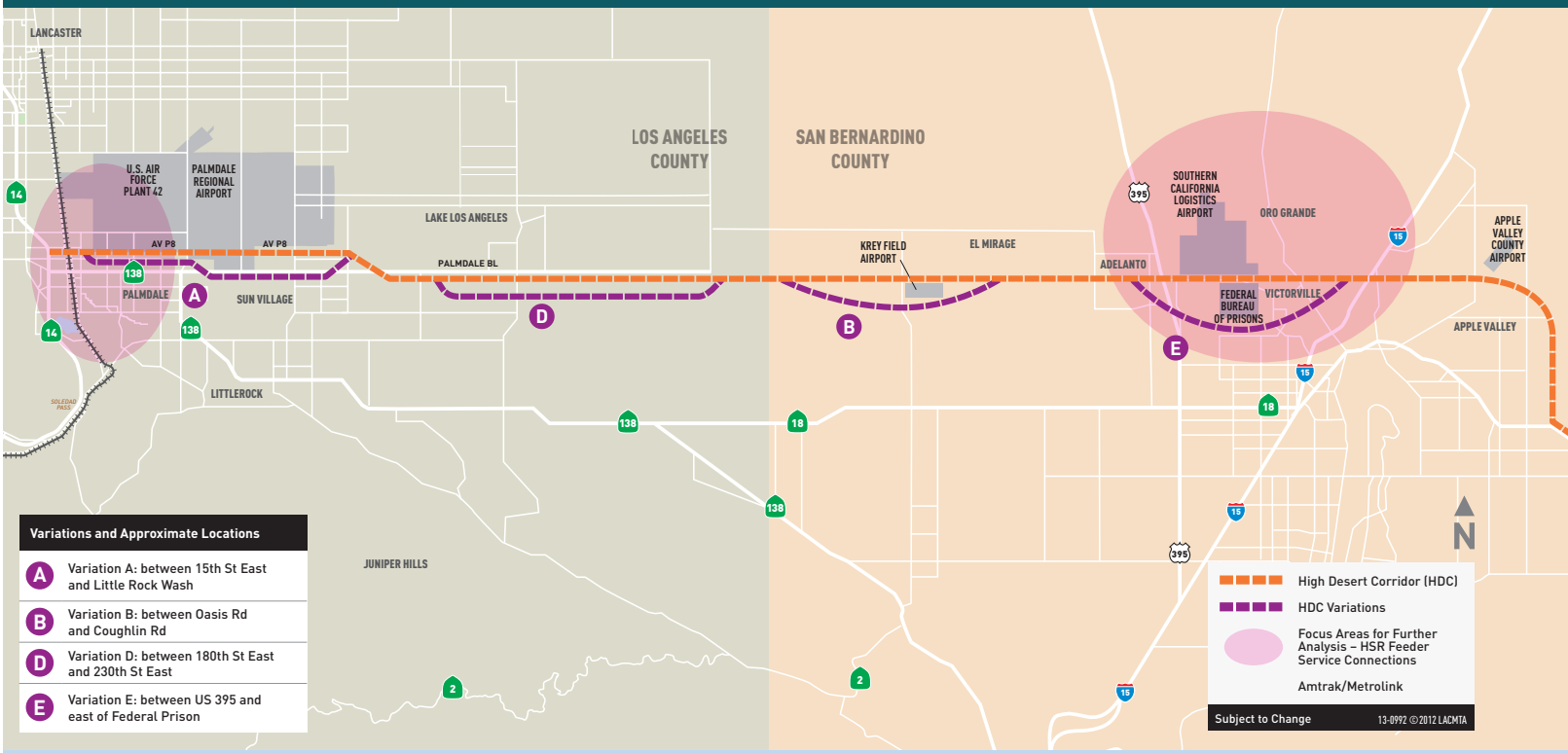
This Alternative is the same as the Freeway/Tollway Alternative, with the addition of a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The incorporation of green energy technologies and a bike route will also be considered.

Hybrid Corridor Alternative

This Alternative would consist of a combination of all of the previously identified alternatives – resulting in a solution that is pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies, and public input.

Further details on the alternatives are available at the project website *metro.net/hdc*.

High Desert Corridor Map



Preliminary Schedule

Open Houses to provide project updates	**early 2013**
Draft EIS/EIR	**late 2013**
DEIS/EIR Public Hearings	**early 2014**
Final EIS/EIR	**late 2014**

Next Steps

The HDC project team is currently conducting technical studies as part of the EIS/EIR process. Once the technical studies are completed, the Draft EIS/EIR will be published and circulated for community review and comment. The Draft EIS/EIR is expected to be circulated in late 2013. Additional meetings will take place throughout the corridor, with project updates published on the project website.

Contact Us

Please use the following contact tools for additional information, questions, or comments:

Mr. Robert Machuca
Project Manager
Metro
One Gateway Plaza, 99-22-9
Los Angeles, CA 90012

888.252.7433

hdc@metro.net

metro.net/hdc

Caltrans: dot.ca.gov/dist07/travel/projects/138hdc

@metrohdc

facebook.com/metrohdc

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