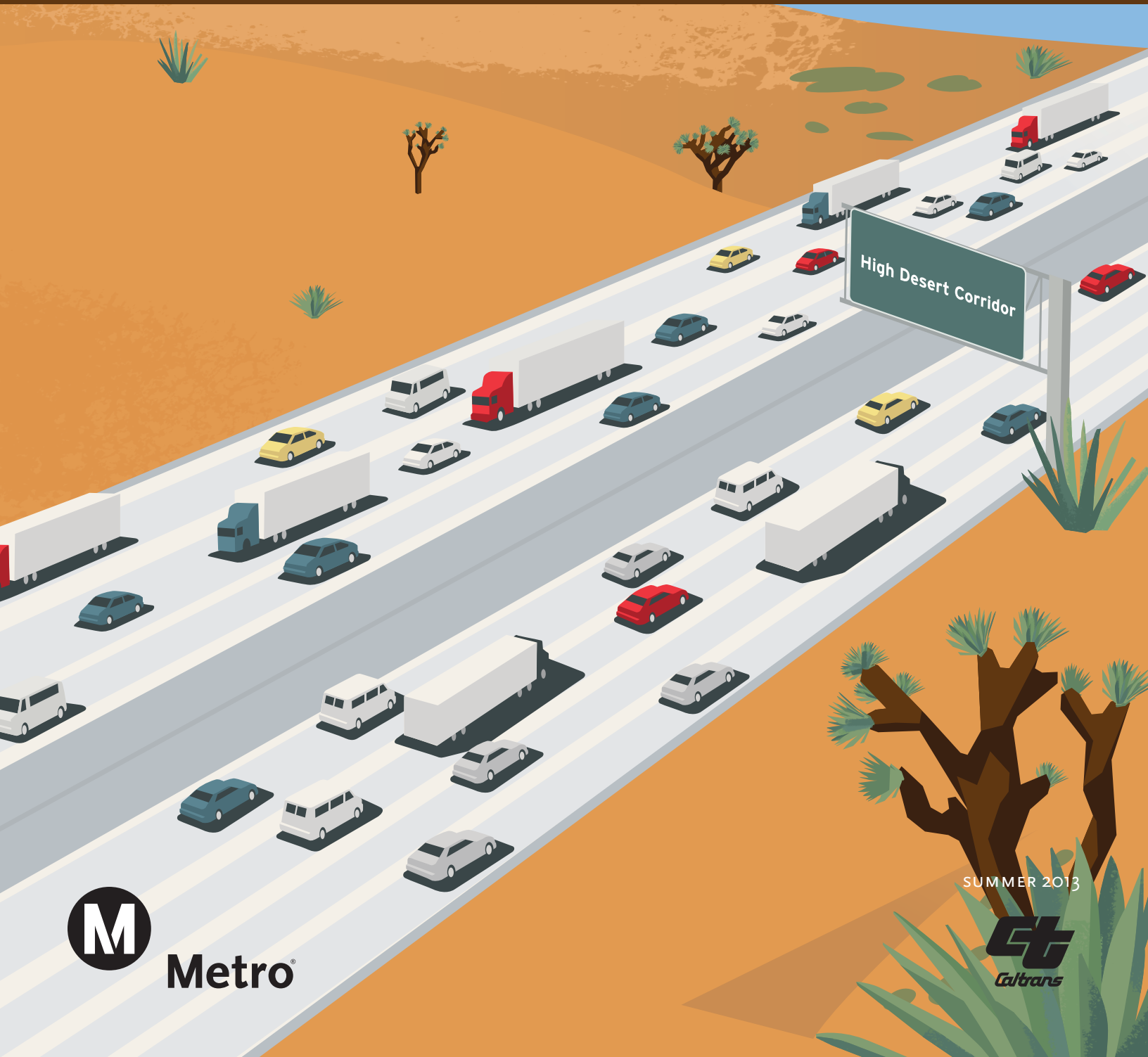


# High Desert Corridor

## Fact Sheet



Metro®

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## 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 with alternatives that connect Antelope Valley in Los Angeles County with Victor Valley in San Bernardino County. Consequently the HDC study will also consider how a high speed rail connection, a bikeway and green energy element can 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 renewable 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.

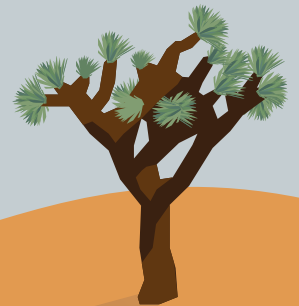
To help address this future funding need, the Metro Board of Directors approved the HDC as one of six projects that may be viable for Public-Private Partnership opportunities. San Bernardino Associated Governments (SANBAG) also designated the HDC as their priority project for Public-Private Partnership 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.

In 2012, Metro's Board amended the project to include a multipurpose corridor that can accommodate a highway, energy production and/or transmission facilities and a high speed rail feeder service line. A Rail Alternatives Analysis is underway, which will consider the high speed rail feeder service options and identify feasible rail connections to the Palmdale Transportation Center in Palmdale and the proposed XpressWest station in Victorville. In addition, efforts are underway to identify local routes for a bikeway that can connect the bicycle master plan routes of the cities and unincorporated areas along the HDC. Several other studies are being completed to evaluate the proposed green energy concepts and financing plans.

The project team, together with the partner agencies, will continue to refine the HDC general corridor alignment to best incorporate and integrate all of the proposed multipurpose components.



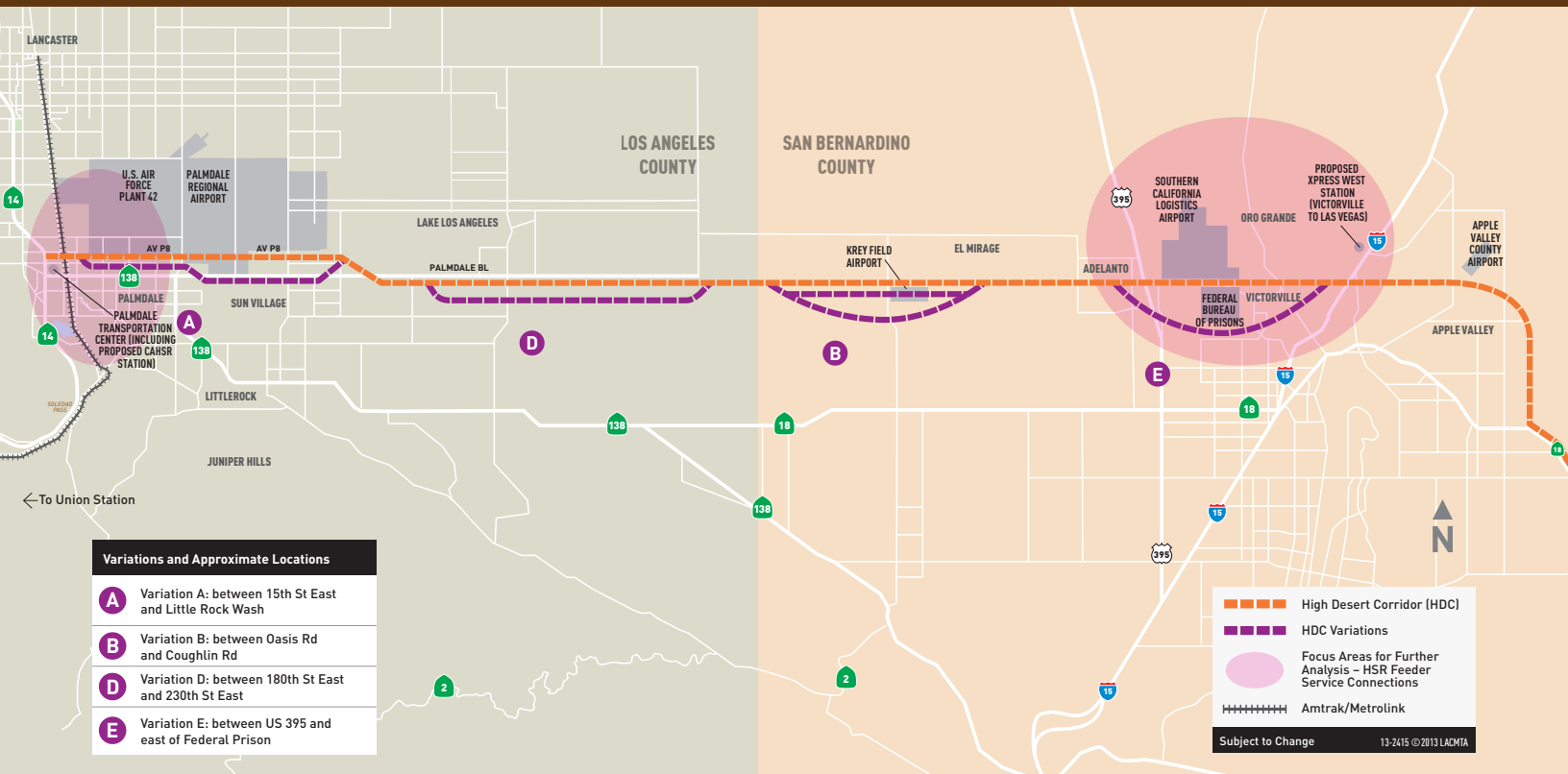
## Main Project Alignment and Study Components

The main corridor for the HDC covers approximately 63 miles, connecting SR-14 and the Palmdale Transportation Center in Los Angeles County with US-395, I-15, Bear Valley Rd and State Route 18 (SR-18) in San Bernardino County. The proposed HDC generally follows Avenue P-8 south of Palmdale Bl in Los Angeles County; in San Bernardino County, the corridor runs slightly south of El Mirage Rd and follows Air Expressway Rd near I-15 before curving south to the SR-18. To accommodate the proposed multipurpose corridor, a 500 foot right-of-way is being evaluated between SR-14 and US-395. East of US-395 the right-of-way is reduced to 300 feet.

In addition to the main corridor described above, four physical variations are also being evaluated as part of the environmental and technical studies to minimize potential impacts and reduce costs:

- > Variation A reduces the number of property impacts
- > Variation B reduces impacts to a local dairy farm
- > Variation D reduces the number of residential relocations

# Project Map



> Variation E reduces impacts to natural resources and helps to address the potential limited right-of-way concerns between the Southern California Logistics Airport and the federal prison site

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

### Highway/Expressway

The HDC proposes a new freeway/expressway that will environmentally clear up to four lanes of travel in each direction. The number of lanes selected will be based upon the traffic analysis. However, if fewer lanes are initially justified, the right-of-way will be preserved for a potential future build-out of a four lane freeway/expressway. This new freeway/expressway will be grade separated and meet all Caltrans' safety, lighting and ramp standards.

### High Speed Rail Feeder Service

There are two proposed high speed rail projects that the HDC is evaluating potential linkages with: the California High Speed Rail and XpressWest. Metro, Caltrans and SANBAG have agreed to study a high speed rail feeder service as part of the HDC that would potentially link these two major rail systems in Palmdale and Victorville respectively, and would also connect with Metrolink in Palmdale. This would create the potential to connect the San Francisco, Central Valley, Los Angeles, Las Vegas and San Diego regions through a high speed rail system.

### Bicycle Route

As part of the proposed HDC, a bikeway is also being proposed for further study in the environmental document. The proposed bike facility would 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 will be considered for potential integration into the HDC. 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

Tolls are being considered for up to 31 miles along the corridor to help create private funding support for the HDC. This section of toll-road could potentially extend 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 Functional Alternatives

The proposed HDC must comply with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Accordingly, the preparation of an Environmental Impact Statement/Report (EIS/EIR) is required and is underway. These environmental documents will evaluate the following five HDC Functional Alternatives in addition to the standard No-build and Transportation System/Demand Management (TSM/TDM) alternatives:

- > No Build Alternative
- > Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative
- > Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18)
- > Freeway/Expressway Alternative with High Speed Rail Feeder Service
- > Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18)
- > Freeway/Tollway Alternative with High Speed Rail Feeder Service
- > Hybrid Corridor Alternative

For detailed descriptions of the alternatives, please visit the project website at [metro.net/hdc](http://metro.net/hdc).

## 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 alternatives, variations, 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](http://interactive.metro.net/projects/high-desert-corridor).

## Contact Us

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

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