

We're envisioning a green energy corridor in the High Desert.

HIGH DESERT CORRIDOR
Green Energy Fact Sheet

SUMMER 2015



Metro®



Overview

The High Desert Corridor (HDC) project is a proposed multipurpose transportation corridor that would connect SR-14 in Los Angeles County with US-395, I-15 and SR-18 in San Bernardino County. This proposed 63-mile corridor would connect some of highest growth potential residential, commercial and industrial areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley.

Opportunity for a Self-Sustaining Energy Corridor

In addition to transportation alternatives being considered for the High Desert Corridor, the idea for incorporating green or renewable energy generation and/or transmission has also generated interest from the project partners. Including the concept of green energy early into the project definition allows for the environmental documents to evaluate the potential for a self-sustaining HDC project that could also generate revenue opportunities and support public-private partnership funding scenarios.

As a part of the environmental evaluation process, a Green Energy Feasibility Study was updated and completed in June 2014 to assess the potential opportunities and constraints of various alternative energy technologies as they relate to the proposed HDC project. A number of technologies were gauged and explored as to their ability to provide a cost benefit to the overall project. The types of green energy considered in the feasibility study included: water, solar, wind, geothermal, biomass and compressed natural gas (CNG).

What is Renewable Energy?

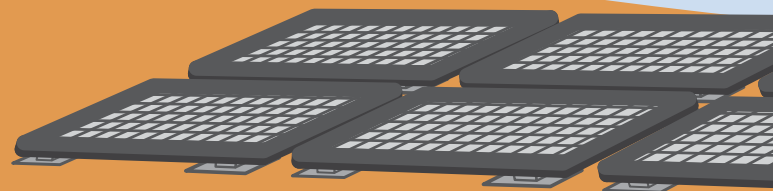
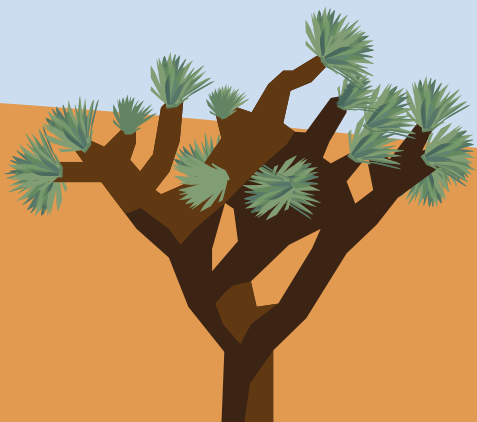
Renewable energy is energy derived from a renewable resource – a source that can be regenerated without the risk of depletion. In contrast, a resource that does not have the capability to replenish rapidly or naturally is considered a nonrenewable resource. Conventional energy is widely used today. Fossil fuel-refined projects, which include coal, oil and petroleum-based fuels (e.g. gasoline, diesel and propane) are nonrenewable resources.

Currently over 90 percent of the nation's energy supply comes from nonrenewable resources. Including a green or renewable energy component as part of the HDC project would help set a new standard in transportation planning and support the Southern California region in its ongoing efforts to comply with updated air quality and sustainability legislation.

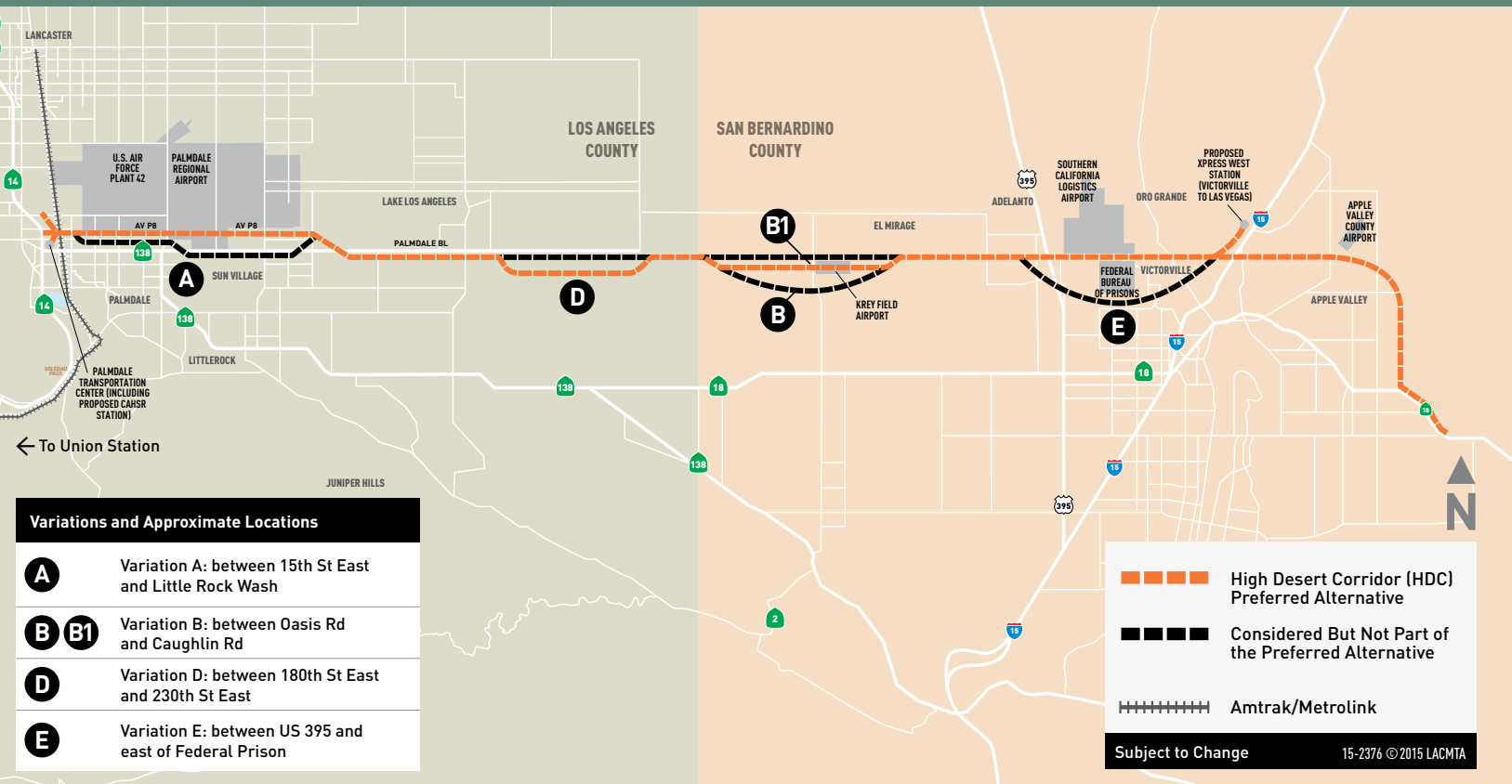
Benefits of Renewable Energy

In addition to the environmental benefits, there are a number of economic benefits that could be derived from the use of renewable energy on the HDC project. These include:

- > Job creation, primarily in renewable energy project development and construction.
- > Reduction in utility demand, especially during peak periods when renewable energy can generate power.
- > Reduces the need for new power plant development.



Project Map



Variations and Approximate Locations	
A	Variation A: between 15th St East and Little Rock Wash
B B1	Variation B: between Oasis Rd and Caughlin Rd
D	Variation D: between 180th St East and 230th St East
E	Variation E: between US 395 and east of Federal Prison

HDC Preferred Alternative

In anticipation of 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 completed the HDC Draft Environmental Impact Statement/Report (EIS/EIR) in late 2014. The environmental effort is to study alternatives for improving traffic congestion, goods transportation and air quality in the region.

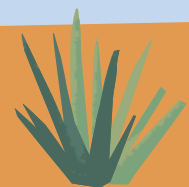
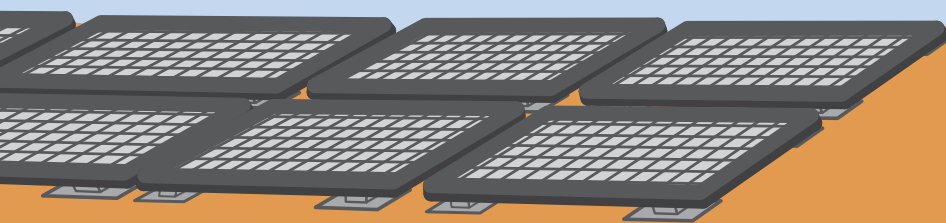
> Metro and Caltrans studied five functional alternatives and four physical variations in the Draft EIS/EIR and identified the Preferred Alternative (PA) in July 2015. The PA is a multipurpose alternative that includes freeway/tollway with high-speed rail in the median along with the green energy corridor and the bikeway. Two previously considered variations (Variations D and B1) are also included as part of the alignment.

- 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.

Next Steps

The PA will be carried to the Final Environmental Impact Statement/Report (Final EIS/EIR), which is anticipated to be released during Spring 2016. The environmental documents for the HDC include all the technical studies, including the Green Energy Feasibility Study Report. This report discusses the various available technologies and their suitability for the HDC project. However, the environmental documents will only clear the provisions for a future green energy component as part of the overall HDC project. Additional coordination and collaboration will need to occur with the private sector and funding partners to define what, if any, alternative energy projects may be developed. At that time a separate environmental document will need to be completed to clear any proposed projects.



Contact Us

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

-  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/disto7/hdc
-  [@metrohdc](https://twitter.com/metrohdc)
-  facebook.com/metrohdc

