Next stop: we’re planning for multimodal movement in the High Desert Corridor.
## Project Overview

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), Caltrans, 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.

## Project Status

In June 2016, the Final Environmental Impact Report/Environmental Impact Statement (FEIS/FEIR) 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.

Further effort and studies are still required for federal approvals. Coordination with project partners and additional analysis are underway to identify and scope full or partial implementation of the HDC.

## Funding

The planning, technical and environmental studies for the HDC were funded through a variety of sources, including local (Measure R in LA County, Measure I in San Bernardino County), and state and federal funds. Additional funding will be necessary for future phases of the project.

To help address this future funding need, seed funding was included in the LA County voter approved 2016 Measure M expenditure plan. Metro and SBCTA also consider Public-Private Partnerships as a viable opportunity to combine public and private financial resources for the project. Private funding could be generated from sources such as highway tolls, rail revenue, or green energy sources including wind, solar and natural gas.

## Preferred Alternative

The High Desert Corridor 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 (PA) 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.
Roadway
The proposed roadway would begin in Palmdale as a freeway, follow Avenue P-8 in LA County, run parallel to and south of El Mirage Rd when entering San Bernardino County, turn east to Air Expressway Bl near I-15, transition to an expressway at Dale Evans Parkway and end at SR-18/Bear Valley Rd 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
A green energy corridor and provisions for the development of a new transmission corridor could enable electric charging and alternative fueling stations. 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.

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.
Contact Us

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

Email: Isidro Panuco
Project Manager
Metro
One Gateway Plaza, 99-22-9
Los Angeles, CA 90012

Phone: 888.252.7433

Email: hdc@metro.net

Website: metro.net/hdc

Website: dot.ca.gov/dist07/hdc