

High Desert Corridor

Welcome

Meeting Agenda:

6:00 -6:30 pm Open House

6:30 – 7:00 pm Presentation

7:00 – 7:30 pm Q/A Session

7:30 – 8:00 pm Open House



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January/February 2012

Purpose of Today's Meeting?

HDC Status:

- Project Background
- Environmental Study Update
 - Alternatives Analysis Results
- Special Studies
- Outreach Program Developments



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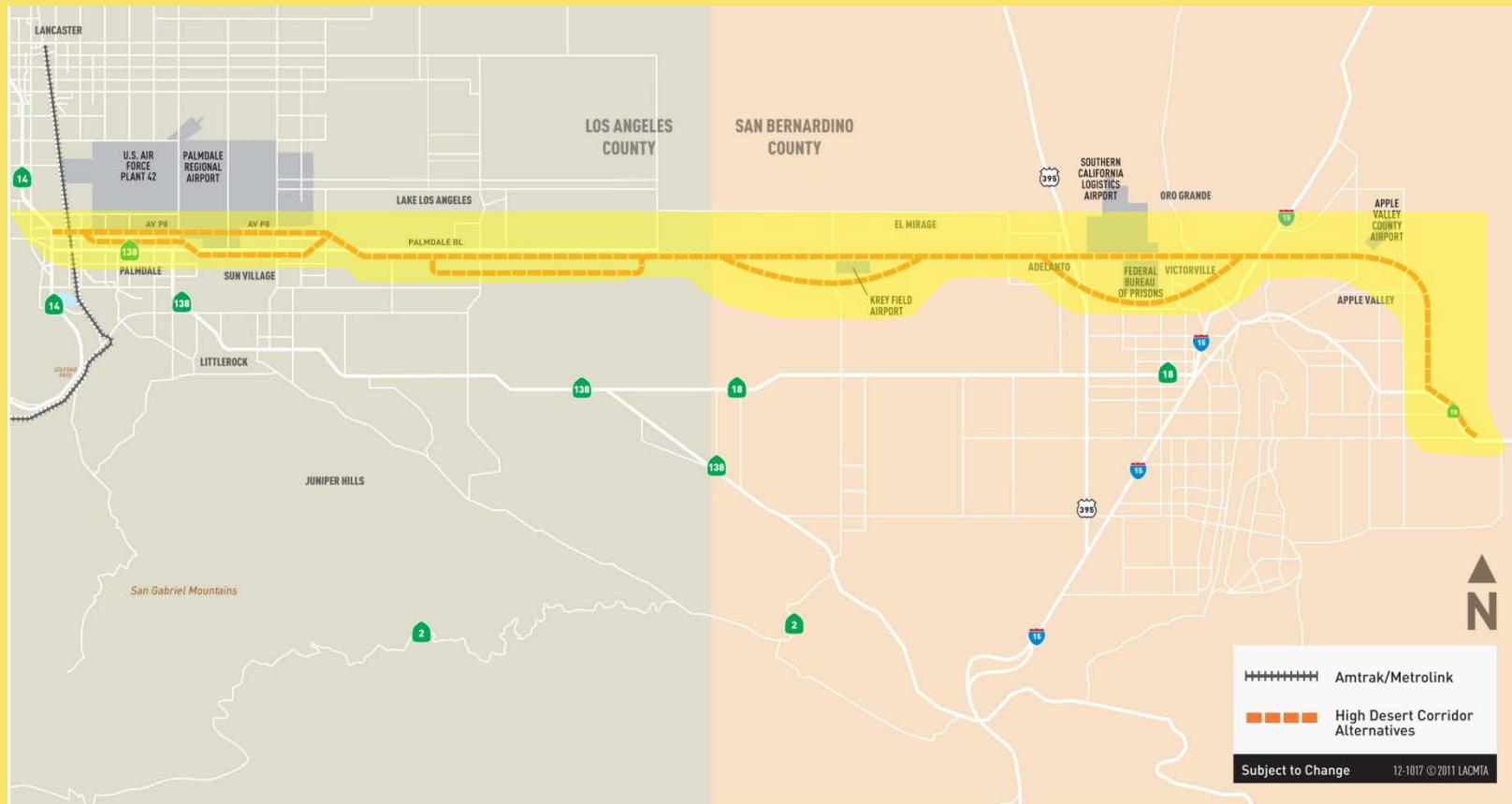


What is the HDC Project ?

The HDC Project proposes to build a new multi-lane roadway connection between Los Angeles County and San Bernardino County through the High Desert area.

Components of the proposed project may include:

- Freeway
- Expressway
- Toll Road
- Green Energy Corridor
- High Speed Rail Feeder Service
- Right-of-Way



Why do we need the HDC?

1. Address Significant Regional Growth and Increase Roadway Capacity:

- Population in the Antelope Valley projected to exceed 900,000 by 2030
- Victor Valley population is projected to exceed 650,000 by 2030



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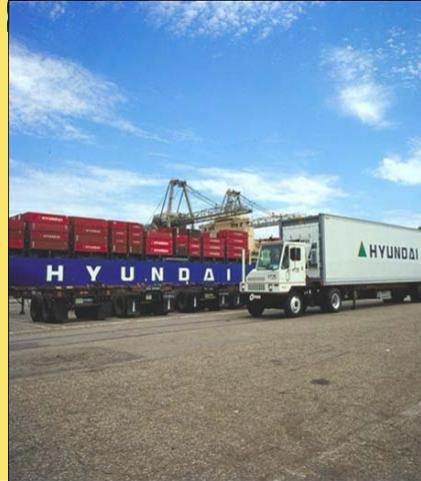
Why do we need the HDC?

2. Improve Goods Movement Connections

- Inadequate east/west capacity
- SR-138, California Goods Movement
- Regional airports in Palmdale and Victorville
- Traffic congestion and travel times

3. Improve Safety

- Highway is ill-suited for projected traffic demands
- Flooding
- SR-18, SR-14, I-15 are subject to closure in an Emergency

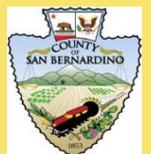
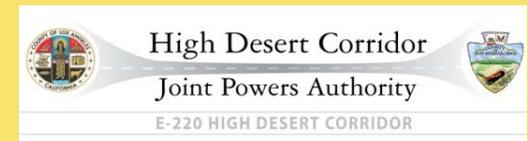


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Project Partners

- Metro
- Caltrans
- HDC Joint Powers Authority (JPA)
- SANBAG
- SCAG
- Lancaster
- Palmdale
- Adelanto
- Victorville
- Town of Apple Valley
- Counties of Los Angeles and San Bernardino



ENVIRONMENTAL PROCESS



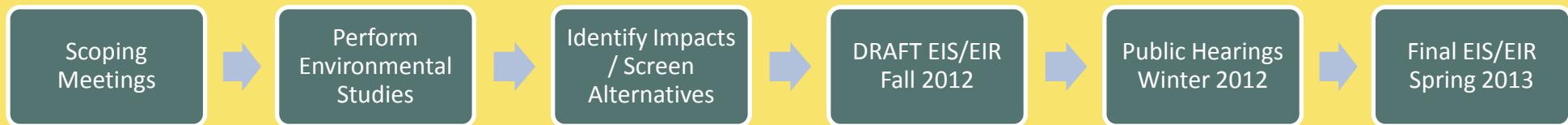
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What is the Environmental Process?

- State = CEQA – California Environmental Quality Act (EIR)
- Federal = NEPA – National Environmental Policy Act (EIS)

Preliminary Engineering



Public Involvement

Environmental Evaluation Categories

Transportation	Water Resources	Land Use & Economic Development
Visual & Aesthetics	Ecosystems/ Biological Resources	Displacement/ Relocation of Uses
Air Quality	Noise & Vibration	Community & Neighborhood
Cultural/Historic Resources	Energy Use	Economic & Fiscal Impacts
Safety & Security	Parks & Other Community Facilities	Section 4f
Geotechnical, Seismic, Hazardous Materials	Cumulative Impacts	Environmental Justice
Construction	Climate Change	Growth Inducing Impacts



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ALTERNATIVES SCREENING

Functional Alternatives and Physical Variations



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HDC Alternatives Analysis Results

Alternatives Analysis Results:

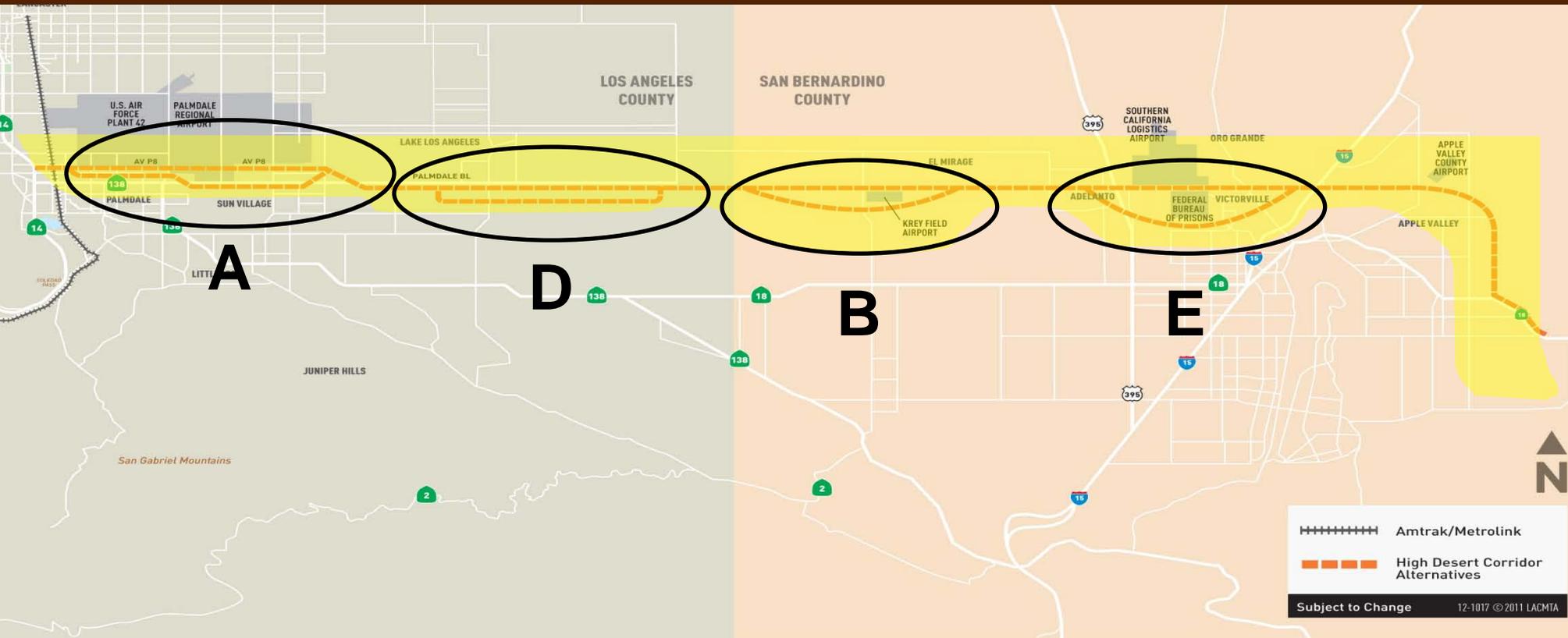
- Physical Variations:
 - Variation A
 - Variation B
 - ~~Variation C~~
 - NEW Variation D
 - NEW Variation E
- Functional Alternatives:
 - Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18)
 - Freeway/Expressway Alternative with High Speed Rail Feeder Service Right-of-Way
 - Freeway/Tollway Alternative (Avenue P-8, I-15, and SR-18)
 - Freeway/Tollway Alternative with High Speed Rail Feeder Service Right-of-Way
 - ~~Corridor Improvements Alternative (Avenue P-8, SR-138 and SR-18)~~
 - Hybrid Corridor Alternative



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Physical Alternatives and Variations



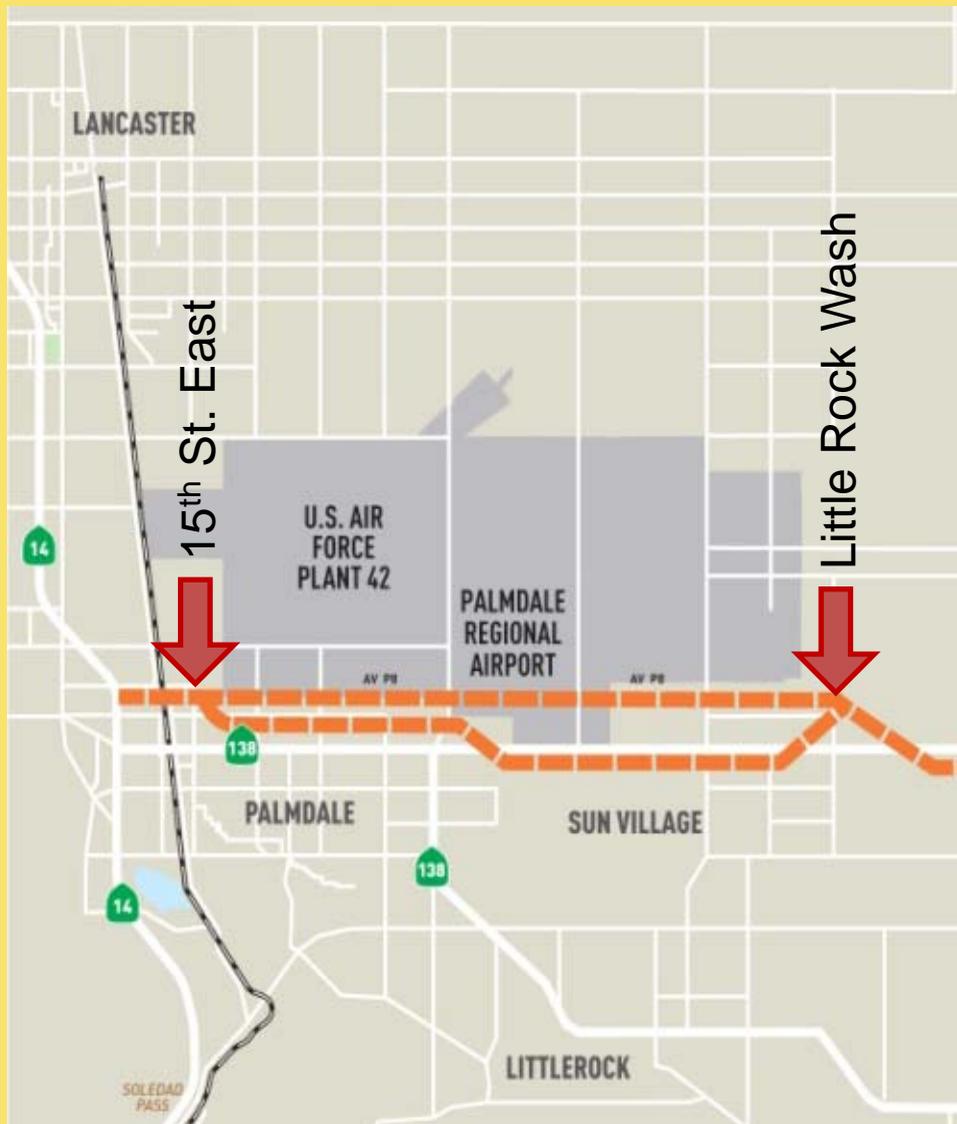
Variation A - Helps reduce property impacts

Variation B - Helps reduce impacts to local dairy farm

Variation D - Helps reduce number of residential relocations

Variation E - Helps reduce impacts to natural resources

Variation “A”



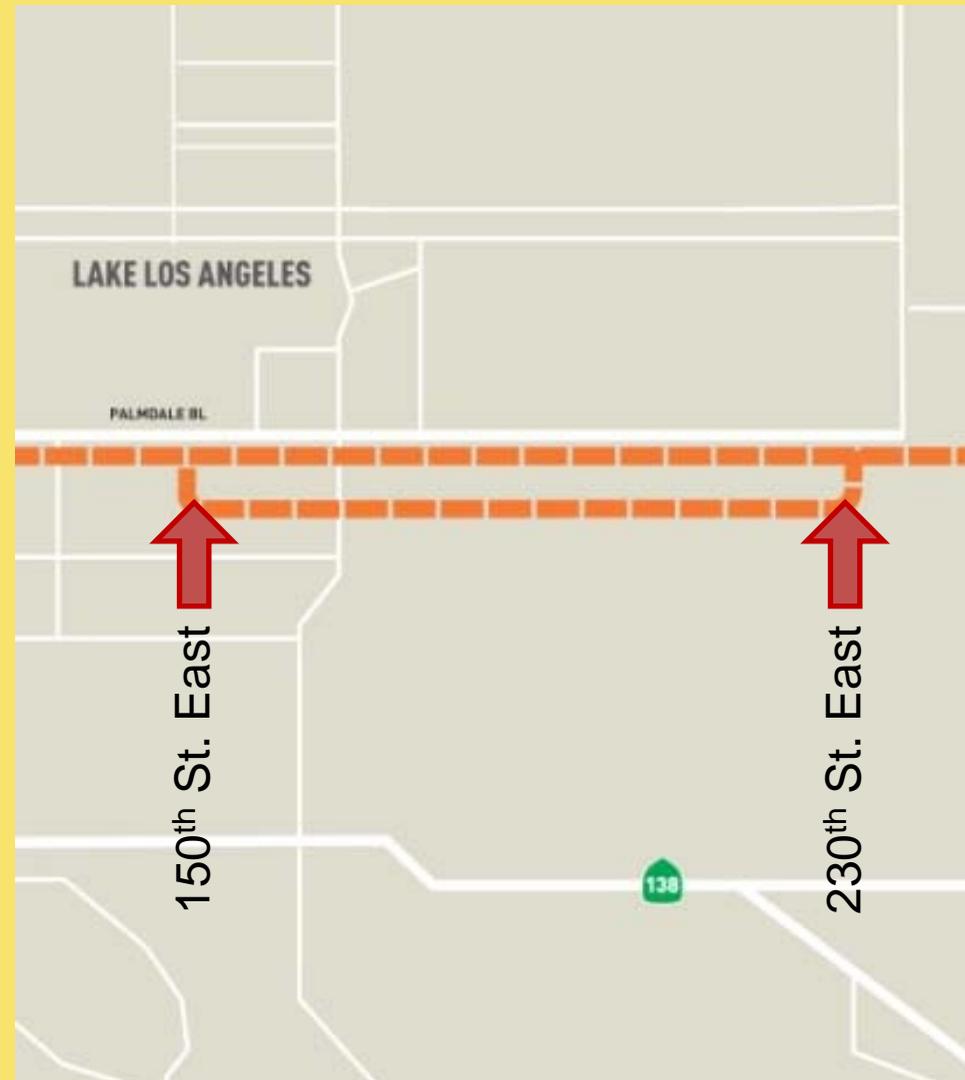
Located in the City of Palmdale, this variation would run slightly south of the main alignment, approximately between 15th St East and Little Rock Wash



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New Variation “D”



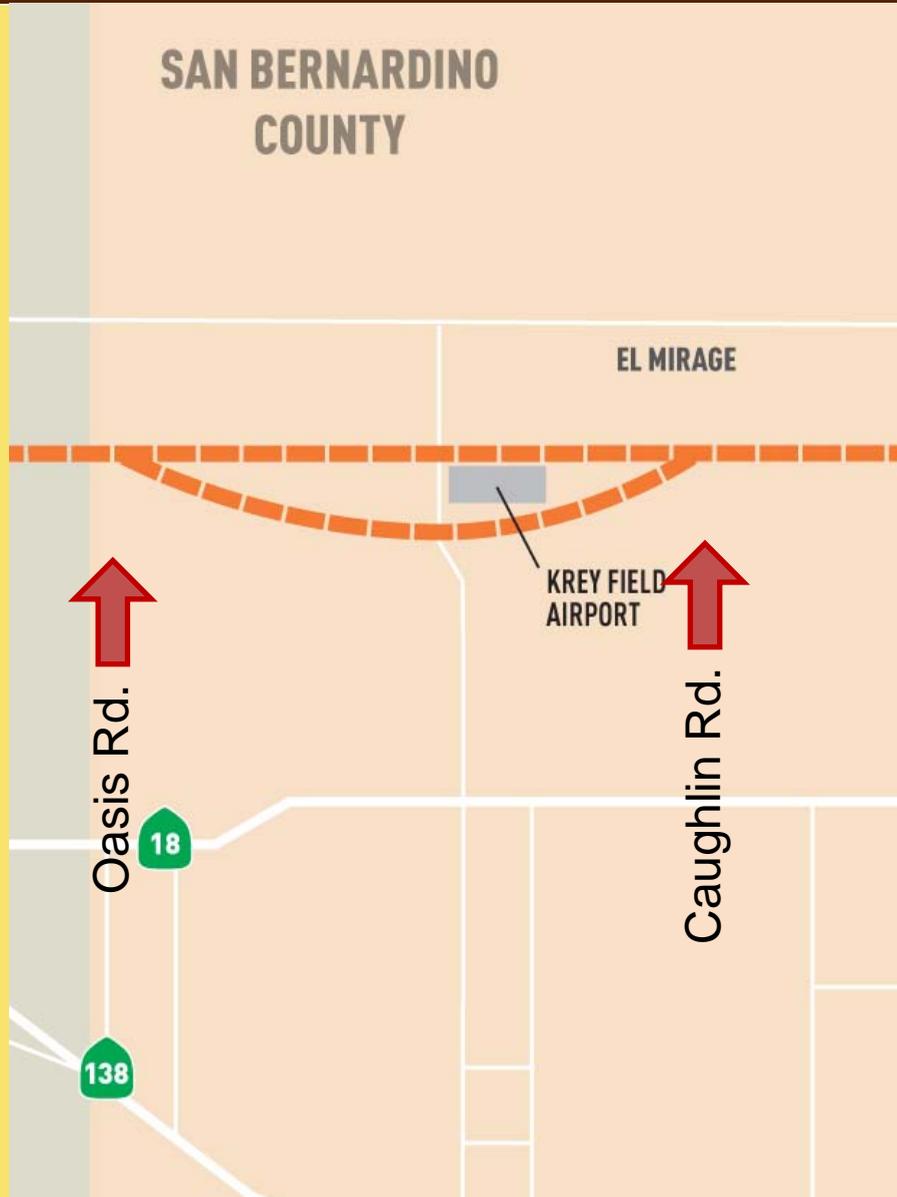
Located near the community of Lake Los Angeles, this variation would run slightly south of the main alignment, just south of Avenue R, approximately between 150th St East and 230th St East.



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Variation “B”



This variation would run slightly south, of the main alignment between Oasis Rd and Caughlin Rd.



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New Variation “E”



Located near the cities of Adelanto and Victorville, this variation would run just south of the federal prison.

- Right-of-way issues
- Impacts to natural resources

Environmental Alternatives Considered

- No Build
- Transportation System/Demand Management (TSM/TDM)



Traffic Analysis

- Considers current traffic patterns and forecasts future volume
- Determines the number of lanes needed
- Identifies proposed on/off ramps
- Target 2020 (opening year) and 2040 (horizon year)
- Traffic forecasts and operational analysis will be completed soon

Proposed On/Off Ramps



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What are the Funding Options?

- Public Private Partnership (P3) leveraging opportunities:
 - Toll Road
 - Green Corridor
 - Goods Movement Corridor
- HDC identified by Metro Board as a high potential project for PPP
- Developing business case model/strategic assessment
- SANBAG has identified HDC as number one PPP priority



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Green Energy Component

- Field review for potential sites
- Analyze suitable Green Energy Technologies
- Evaluate market opportunities
- Financial analysis for each viable alternative



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COMMUNITY INVOLVEMENT AND NEXT STEPS



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Community Involvement

- Community Outreach Program:
 - 12 Community Meetings and 29 Briefings
 - Approximately 1,100 attendees
 - 137 Facebook Fans
 - 107 Twitter Followers
 - NEW HDC “Geo-Social” Interactive Map
 - Explore
 - Alternatives
 - Freeway ramps
 - Post comments and share on Facebook and Twitter



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HDC Next Steps

- Anticipated Schedule:
 - Early 2012: community meetings, project update
 - Lake LA, Tues. Jan. 24 - 6-8 pm
 - Palmdale, Thurs. Jan. 26 - 6-8 pm
 - Victorville, Tues., Jan. 31 - 6-8 pm
 - Adelanto, Wed., Feb. 1 - 6-8 pm
 - Fall 2012: Draft EIS/EIR
 - Winter 2012: High Desert Corridor Public Hearings
 - Spring 2013: Final EIS/EIR



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How to Stay Involved

- **Mail:** Robert Machuca, Metro Project Manager
One Gateway Plaza, MS 99-22-9
Los Angeles CA 90012
- **Toll-free helpline:** (888) 252-7433
- **Email:** comments to Metro, hdc@metro.net
- **Project Websites:**
 - **Metro** metro.net/hdc
 - **Caltrans** dot.ca.gov/dist07/travel/projects/high-desert-corridor/
- **Facebook:** [facebook.com/metrohdc](https://www.facebook.com/metrohdc)
- **Twitter:** @metrohdc



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QUESTIONS & ANSWERS



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