

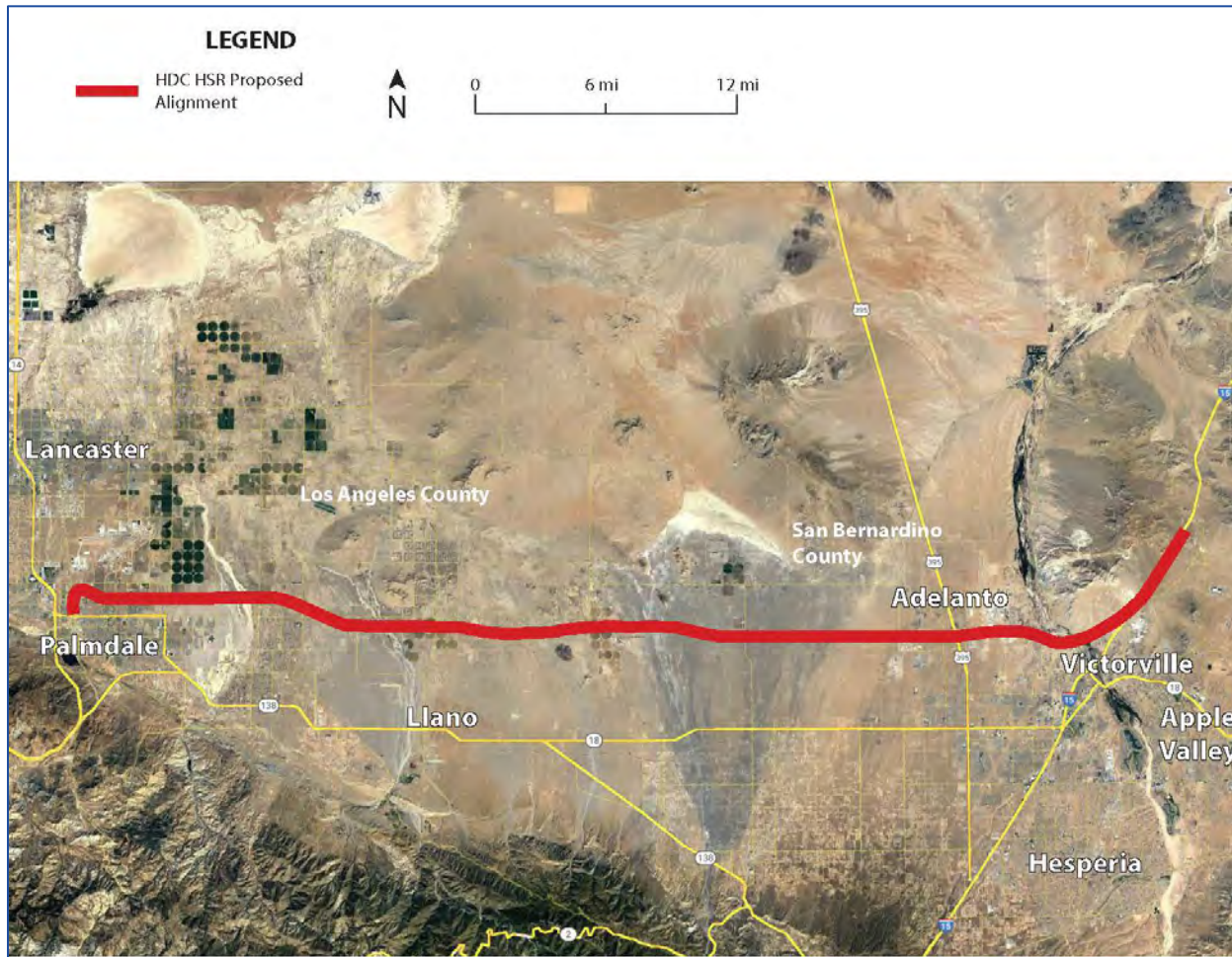


**HIGH DESERT  
CORRIDOR**  
JOINT POWERS AGENCY

# High Desert Corridor High Speed Rail Briefing with Alignment Maps

September, 2024

# HDC JPA Governance



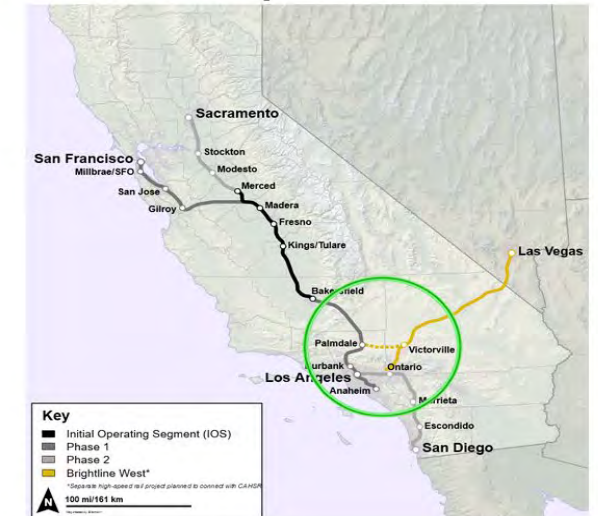
- ✓ The High Desert Corridor Joint Powers Agency (HDC JPA) Members include:
  - 1) Los Angeles County
  - 2) Los Angeles County Metropolitan Transportation Authority (LA Metro)
  - 3) Cities of Lancaster & Palmdale in LA County and Adelanto & Victorville in San Bernardino County
- ✓ LA County provides contracted services for Legal Counsel, Procurement, and Audit/Controller functions
- ✓ LA Metro provides oversight for Measure M Funds, Engineering/Design, and Planning
- ✓ The HDC JPA serves 1+ million people who live and work within the High Desert and beyond
- ✓ HDC JPA utilizing DBE goals adopted by LA Metro
- ✓ All the communities are considered disadvantaged requiring equity focused investment



# HDC High Speed Rail Connects CA High Speed Rail & Brightline West



Location Map



# HDC High Speed Rail Connects CA High Speed Rail & Brightline West



- ✓ 54-mile High Speed Intercity Rail Connector Project
- ✓ EIR/EIS Completed in 2016
- ✓ 8+ year public process, with Federal Railroad Administration as Federal Cooperating Agency
- ✓ HDC Seeking NEPA/Record of Decision approvals
- ✓ Two Environmentally Cleared Stations by:
  - CAHSR Palmdale, LA County, 2021
  - Brightline West, Victor Valley, San Bernardino County, 2023
- ✓ Measure M Expenditure Plan local revenue allocations of:
  - \$170M FY2019-21 - Project Development Activities
  - \$1.863B in FY2063-67 - Construction
- ✓ To date, ALL funds expended are local and state



# Project Benefits



- ✓ Significant investment in historically underserved and underinvested High Desert communities
- ✓ Vital new transportation mode for some of the fastest growing areas in Southern California
- ✓ Zero-emission rail technology reduces annual greenhouse gas emissions by 41,000 metric tons by 2035 contributing to improved air quality
- ✓ More than \$1.2 billion in annual economic activity generated during development and construction
- ✓ Job creation closer to and within high growing communities in Southern California's High Desert
- ✓ Increased access to affordable housing, jobs, entertainment, and cultural opportunities across while reducing vehicle miles traveled

# Recent Milestones



- ✓ January 2023: Metro allocates \$8.5M in Measure M funds to match federal & state grants.
- ✓ January 2023: Draft Service Development Plan submitted to FRA by Metro/HDC
- ✓ February 2023: FRA NEPA Workshop.
- ✓ April 2023: \$8M CalSTA Transit & Intercity Rail Capital Program grant award for 30% Engineering & Design.
- ✓ Dec 2023: \$500,000 FRA Corridor Identification & Development Program award, Stage 1.
- ✓ April 2024: HDC JPA signs Union Labor agreements for the High Speed Intercity Rail Project with CA Trades Councils for construction and Rail Labor Coalition for Operation & Maintenance.
- ✓ May 2024: HDC JPA and Metro Boards approve FY25 budget for Project Development Activities, \$6.174M



# HDC High Speed Rail Signs Union Labor Agreements



# Current Status



- ✓ HDC JPA is included in the Federal Railroad Administration Corridor ID Program, Stage 1
- ✓ LA Metro & HDC are finalizing the HDC Intercity Rail Service Development Plan & Funding Plan, key to receiving federal & state funds
- ✓ HDC JPA is working on the National Environmental Policy Act (NEPA) process with the FRA, as well as an addendum to California Environmental Quality Act (CEQA) clearance received in June 2016
- ✓ The project is expected to receive the Record of Decision (ROD) & Notice of Determination (NOD), opening the way for project design and engineering



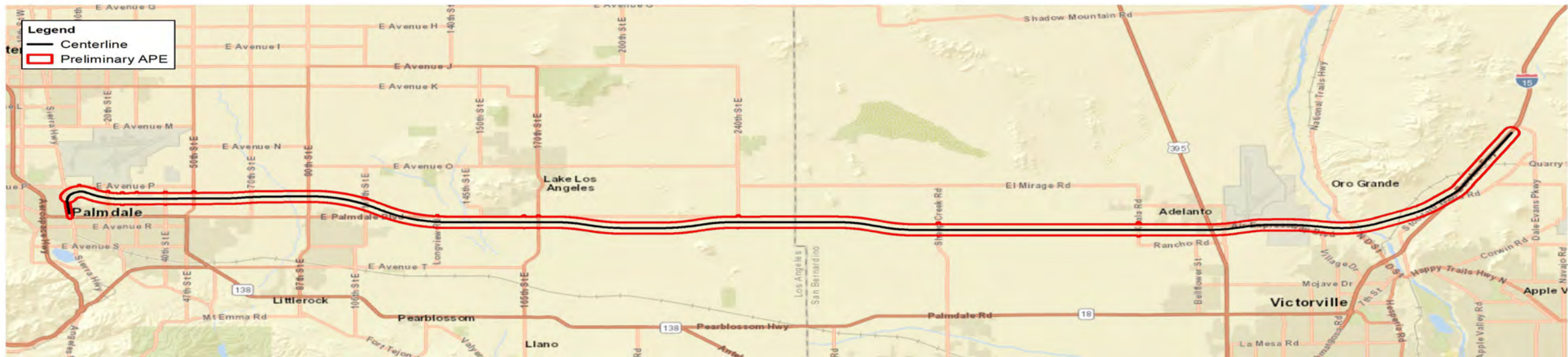
# Upcoming Activities

- ✓ LA Metro and HDC prepare Final Draft Service Development Plan for FRA review and approval
- ✓ Continued Collaboration with CA HSR and Brightline West for Station Integration Planning
- ✓ Complete HDC Project NEPA environmental clearance & obtain Record of Decision (ROD)
- ✓ Seek additional federal and state grant funds
- ✓ As the Project advances, will contract staff to prepare the 30% engineering design documents
- ✓ Enhancing the organizational and governance structure of HDC JPA w/Financial Advisors, Engineering Design Advisors, Safety/Risk Management, DBE Contract Compliance



# Station Integration with CA High Speed Rail & Brightline West

- ▶ **HDC Project serves as the strategic connector boosting ridership on both CA HSR and Brightline**
- ▶ **Palmdale Station Connection (West End)** – Updated design based on coordination with California HSR to accommodate the Palmdale Station design environmentally cleared in 2021.
- ▶ **Victor Valley Station Connection (East End)** – Updated design based on coordination with Brightline West to connect with I-15 in-line median station at Dale Evans Parkway in Apple Valley cleared by FRA in 2023





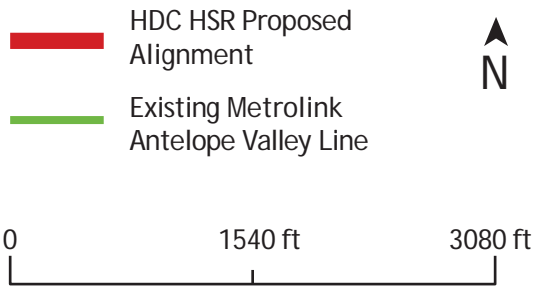
# HDC High Speed Rail Segment 1 Description: Palmdale Station

## Antelope Valley (Segment 1) – Slides 10, 11, 12 & 13

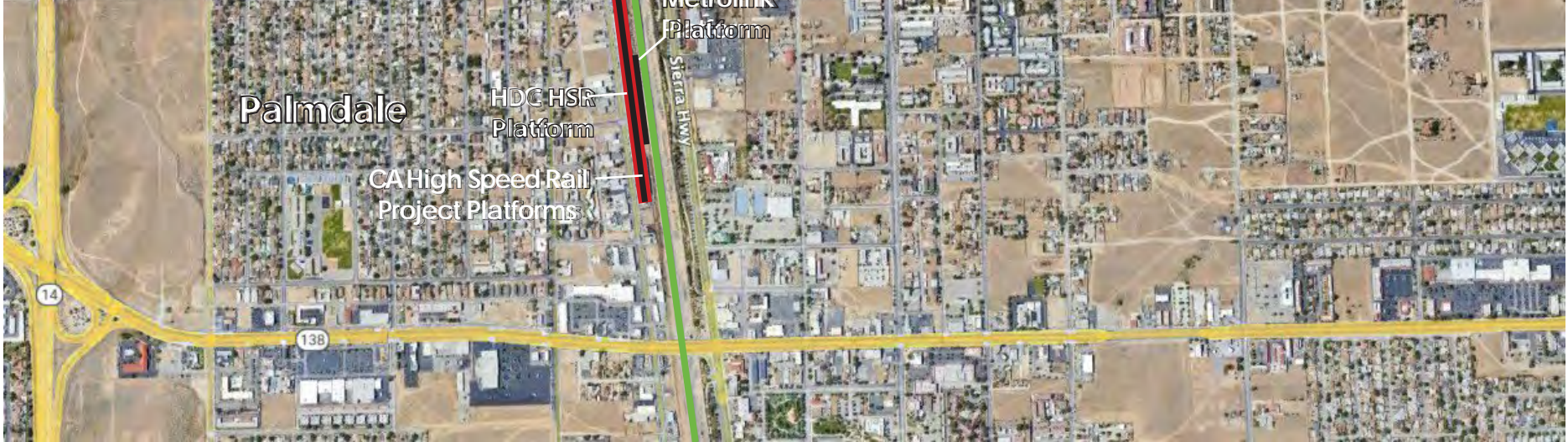
- ▶ The new Palmdale Transportation Center would connect Metrolink Antelope Valley Line, CA HSR segments north to Bakersfield and south to Burbank, and Brightline West to Las Vegas through the Victor Valley station.
- ▶ Palmdale Station was environmental cleared by CA High Speed Rail Authority, 2021, City of Palmdale creates new Specific Plan for the new Transportation Center, 2021
- ▶ **Palmdale Station – HDC JPA Station Platform.** The current project design would locate the HDC Palmdale Station platform approximately 1,500 feet south of the existing Palmdale Transportation Center and within the footprint of the approved California HSR Palmdale Station. The 700-foot-long Palmdale Station platform would be located between the existing Metrolink railroad ROW and 6th Street East and would be oriented north to south between E Avenue Q and Avenue Q3 within the approved California HSR Palmdale Station.
- ▶ The western terminus of the HDC alignment would be in the City of Palmdale between the existing Metrolink railroad right-of-way (ROW) and 6th Street East, approximately 300 feet north of the 6th Street East/E Avenue Q-6 intersection. The current rail alignment would travel north and at-grade and would transition to an elevated structure near the intersection of 6th Street E/East Avenue Q. This structure would continue north through the existing Palmdale Transit Center area and would curve east over Sierra Highway, the Union Pacific Railroad (ROW), and 8th Street East, and would transition back to at-grade before crossing 10th Street East. From here, the rail alignment would continue southeast at-grade until entering the rail alignment corridor evaluated in the HDC EIR/EIS near 25th Street East.



# LEGEND

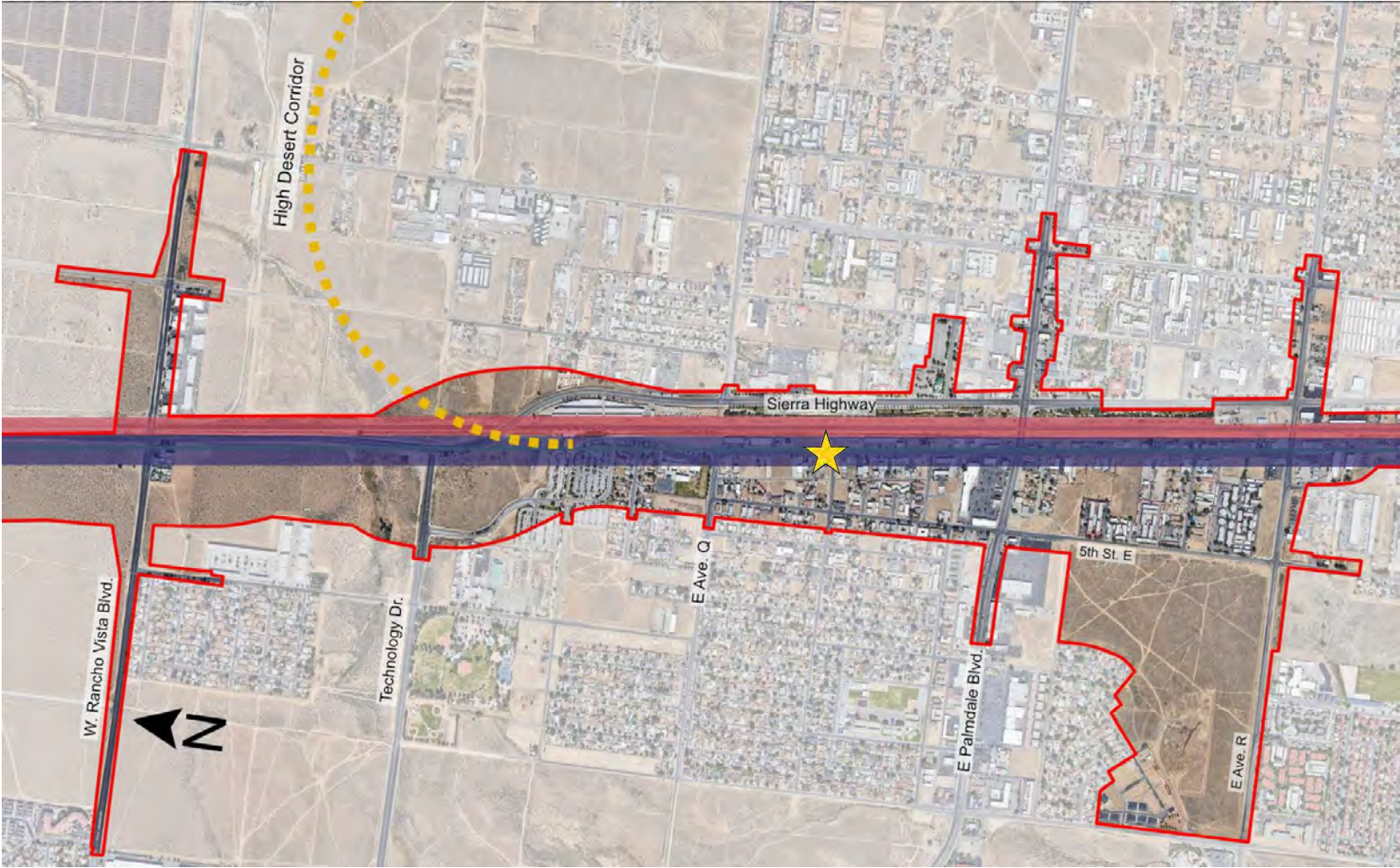


HDC HSR = High Desert Corridor High Speed Rail Project





# Palmdale Station Approved EIR Footprint, CA HSRA





# Palmdale Station Configuration







# HDC High Speed Rail Segment 1 Description: Antelope Valley

## Antelope Valley (Segment 1) – Slide 14

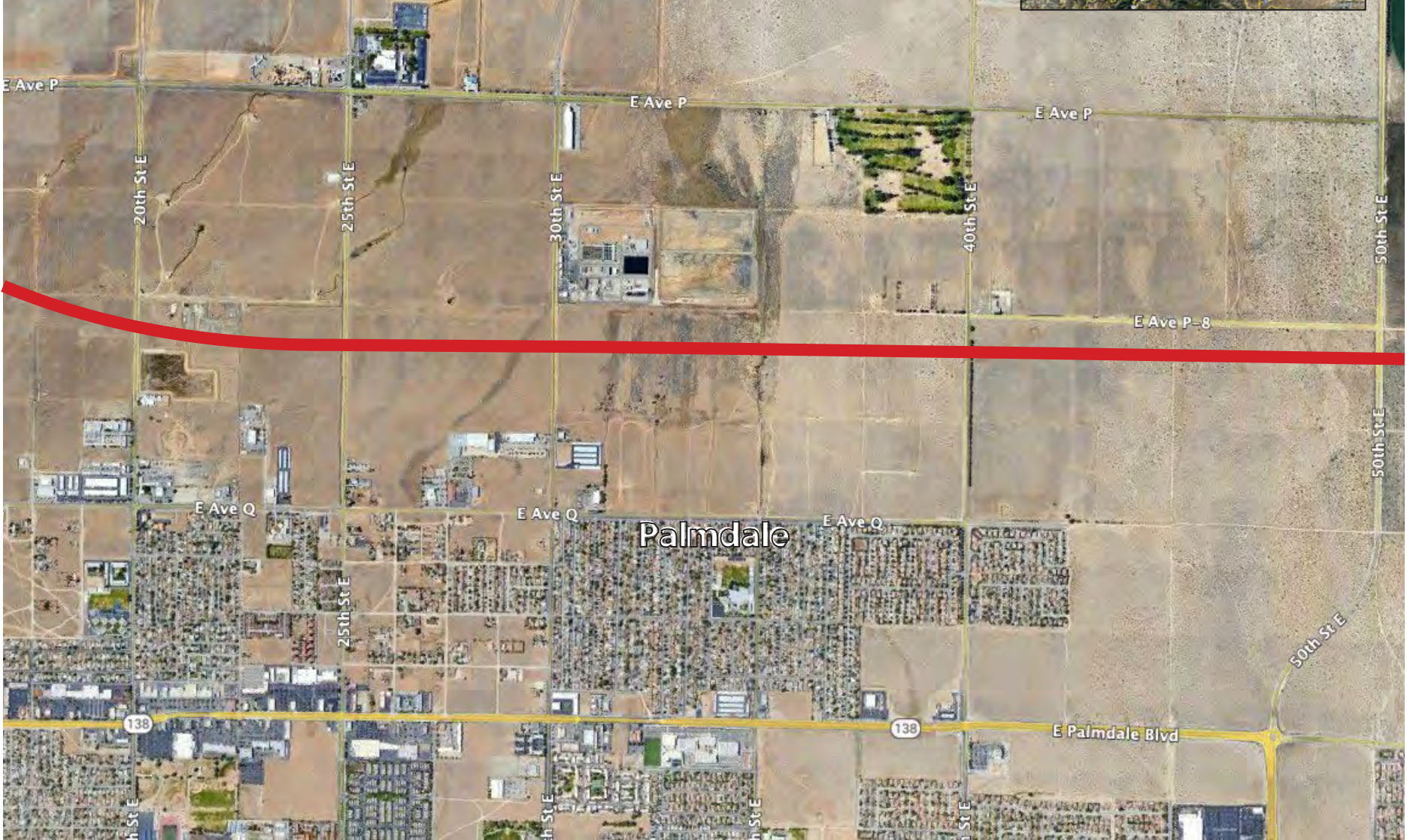
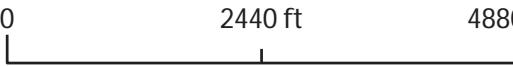
- ▶ The Antelope Valley Segment currently consists of a 9-mile rail alignment that would travel East through Palmdale into unincorporated Los Angeles County.

# LEGEND

 HDC HSR Proposed Alignment

 N

0      2440 ft      4880 ft







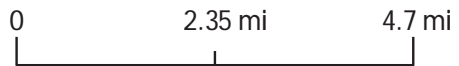
# HDC High Speed Rail Segment 2 Description: High Desert

## High Desert Segment – Slides 16 & 17

- ▶ The High Desert Segment consists of 26 miles of rail alignment between 90th Street East in Los Angeles County and US 395 in San Bernardino County. The primary rail alignment would be north of State Route 138 and State Route 18 (SR-18) and south of Saddleback Butte State Park and the El Mirage Dry Lake Off-Highway Recreation Area and pass through El Mirage Valley to the City of Adelanto.



# LEGEND

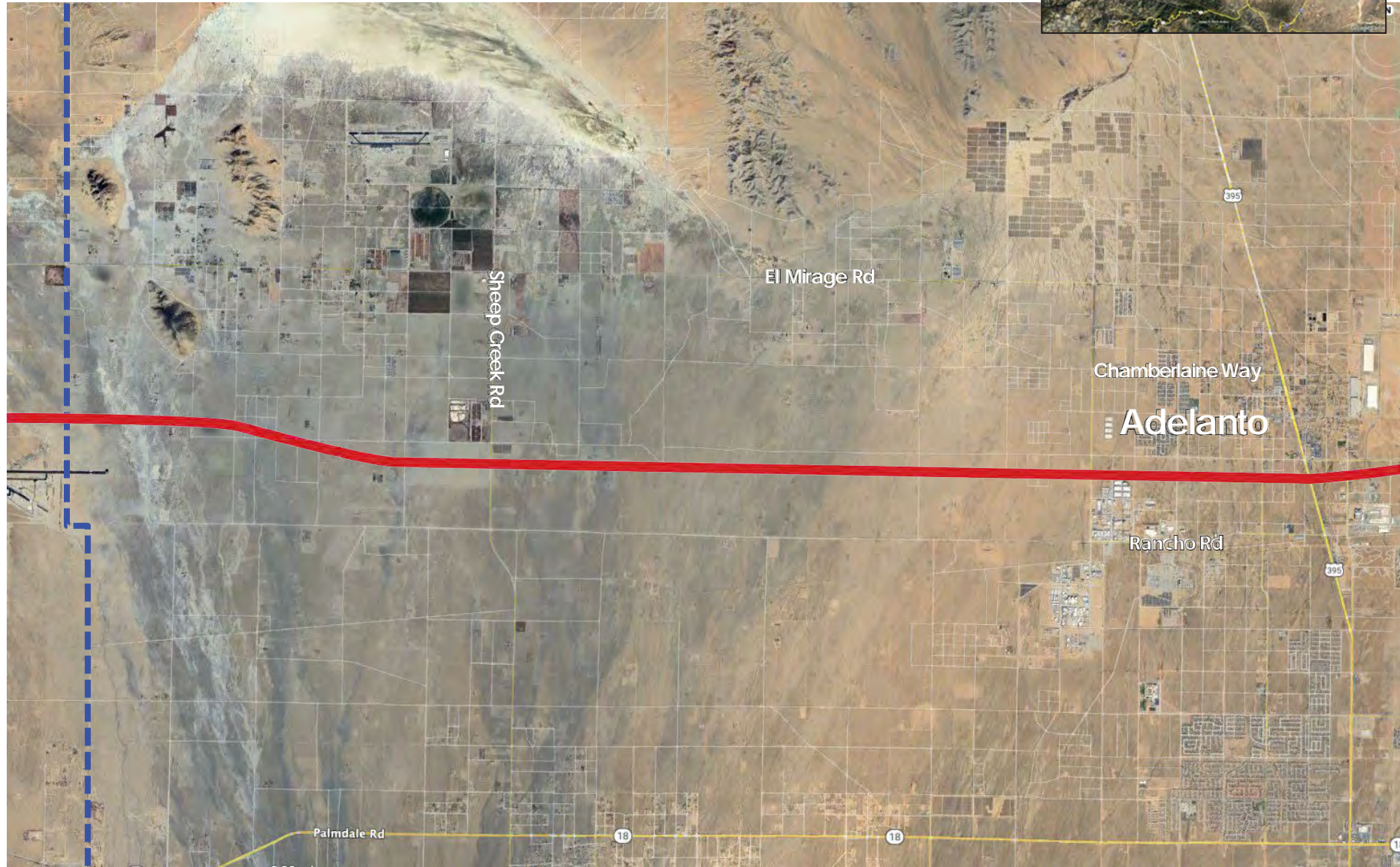
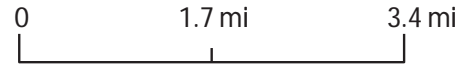
-  HDC HSR Proposed Alignment
-  County Line





# LEGEND

-  HDC HSR Proposed Alignment
-  County Line



# HDC High Speed Rail Segment 3 Description: Victor Valley

## **Victor Valley (Segment 3) Slides 19, 20, 21, 22, & 23**

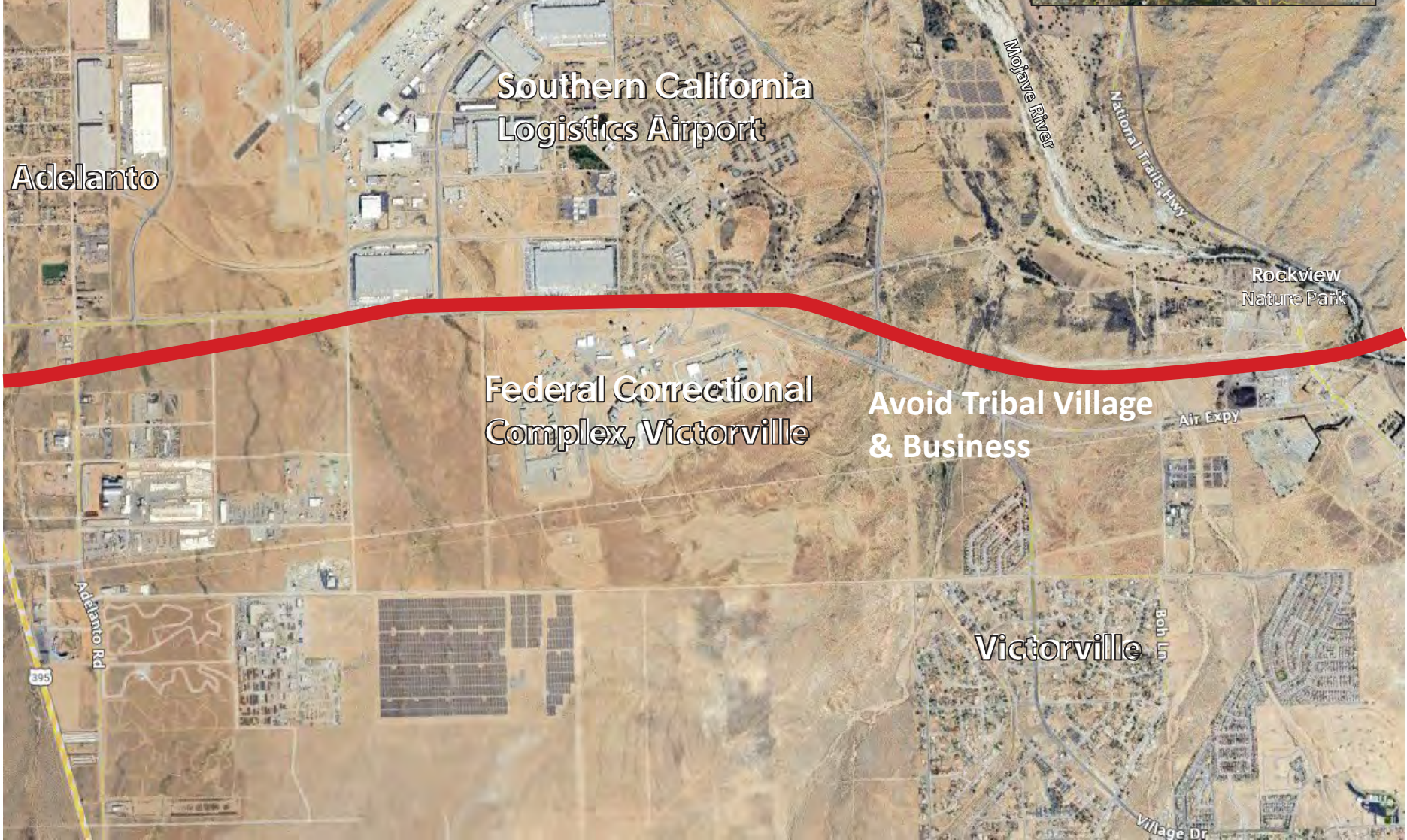
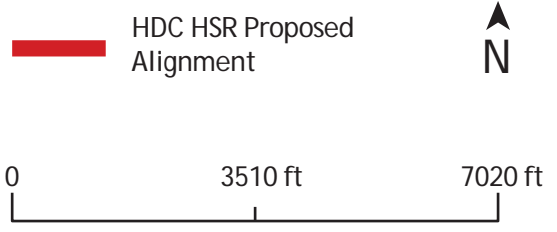
- ▶ The Victor Valley Segment consists of 21 miles of rail alignment from US 395 in Adelanto to the approved Brightline West station location near Dale Evans Parkway in Victorville.
- ▶ The current project design follows Rail Approach Option E Main as studied in the HDC EIR/EIS with two modifications. First, east of the Victorville Federal Corrections Complex, the rail alignment has been shifted approximately 500-600 feet south for approximately 2.5 miles to avoid an environmentally sensitive area near the Mojave River. Second, the easternmost end of Segment 3. The rail alignment would continue northeast and would cross over the southbound lanes of the I-15 freeway north of the I-15/Stoddard Wells Road intersection. Continuing northeast, the rail alignment would be in the median of the I-15 freeway to connect to the Brightline West station at Dale Evans Parkway.

## **Victorville Station**

- ▶ The HDC EIR/EIS assumed the rail alignment would connect to the Victor Valley Station constructed as part of Brightline West project to Las Vegas. That Brightline West Victor Valley station is now located in the median of the I-15 freeway with parking facilities located in the southeast quadrant of the I-15/Dale Evans Parkway interchange. This station location in the I-15 median required the HDC rail alignment shift (described above) to connect with this new station located in the I-15 freeway median; Two Brightline West Platforms and One HDC Platform



**LEGEND**







# Mojave River Bridge





**LEGEND**

 HDC HSR Proposed Alignment

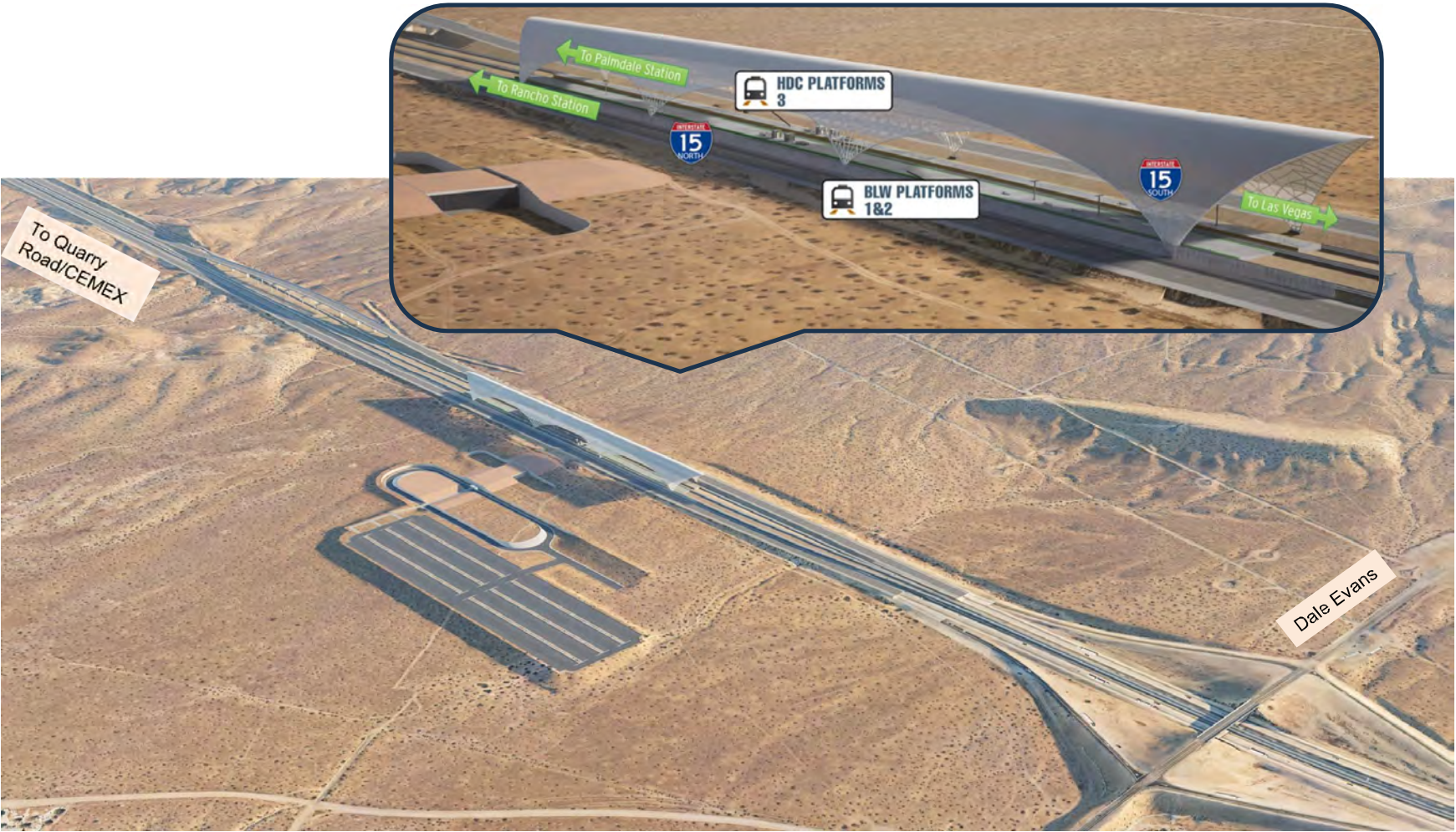
 Brightline West/Xpress West Victor Valley Station

0      4940 ft      9880 ft





# HDC Platform within Brightline West Victor Valley Station





# Build HDC Universal Crossovers on Brightline West Tracks for One Seat Passenger Ride to Palmdale Station

