

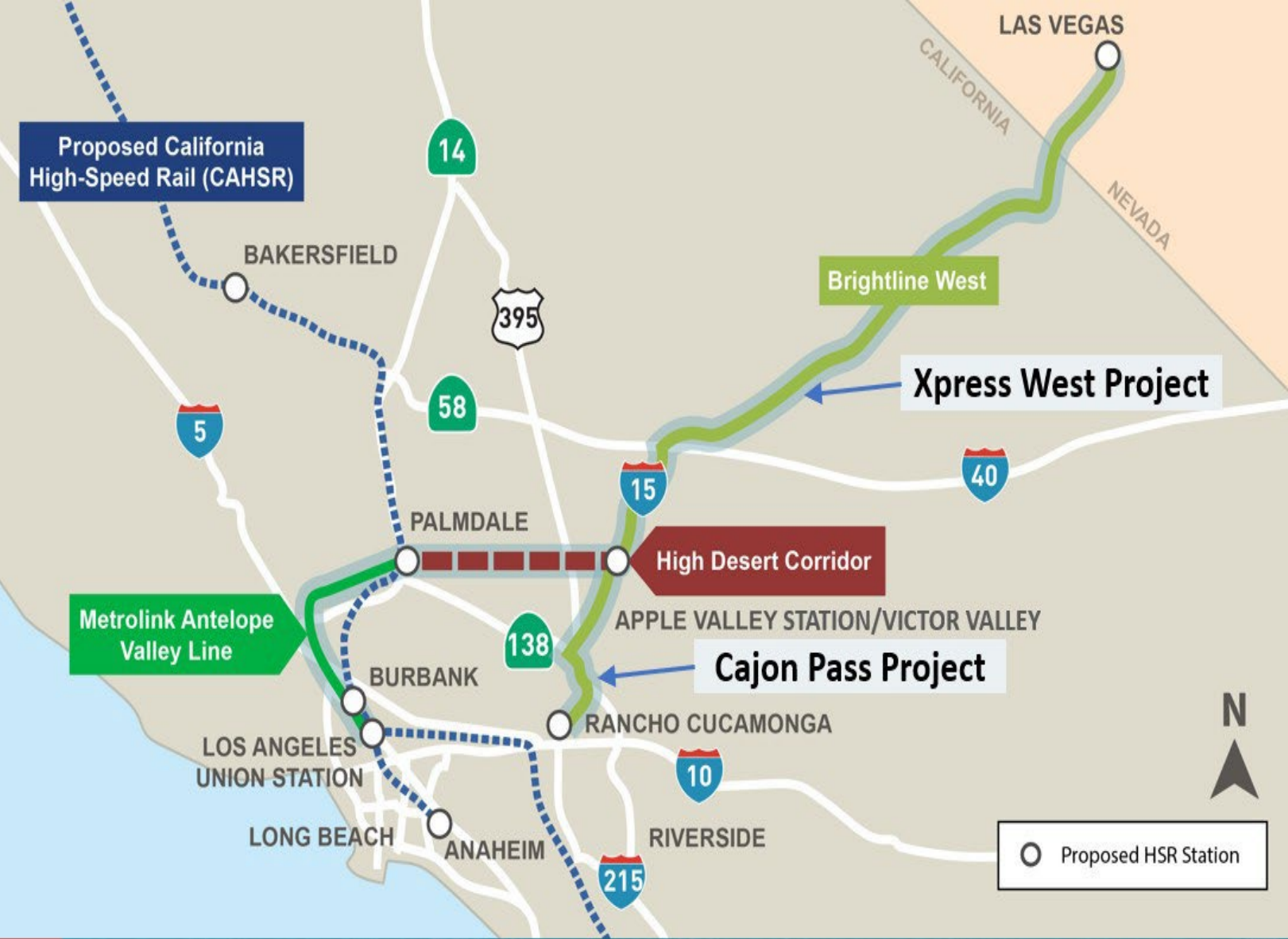


**HIGH DESERT
CORRIDOR**
JOINT POWERS AGENCY



**Update by
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Executive Director
High Desert Corridor Joint Powers Agency
Winter 2024**

HDC CONNECTS CA HIGH SPEED RAIL & BRIGHTLINE WEST



54-mile High Speed Rail project

Connects future CA HSR & Brightline West

Stations at Palmdale/LA County & Victor Valley/San Bernardino County

Public-Private Partnership prospects

Measure M Expenditure Plan includes \$170M in FY2019-21 for project development activities & \$1.845B for construction in 2063-67

Entire route within Equity Focused Communities

HDC JPA BACKGROUND

- 2008 Measure R includes EIR funding and San Bernardino receives federal funds for their share.
- June 2016, Multipurpose Corridor CEQA approved LPA contains Highway with High Speed Rail Line in median.
- November 2016, Measure M Expenditure Plan includes \$170M in FY2019-2021 for ROW, project development activities & \$1.845B in 2063-2067 for construction. HDC will create a High Speed Rail Project Funding Plan that will seek to “convert” Measure M construction funds to 2030 dollars.
- August 2018, HDC JPA Board decides to focus on high-speed rail as the first component of the LPA.
- Dec 2020, Caltrans declares Highway “No-Build” and FWHA hands the project to the Federal Railroad Administration for the high speed rail component.
- Feb 2022, FRA becomes NEPA Lead agency of the HDC HSR Project.
- September 2022, High Desert Corridor Joint Powers Agency reconfigures member jurisdictions to include 6 members; Los Angeles County, Los Angeles County Metropolitan Transportation Authority (LA Metro), Cities of Lancaster & Palmdale in LA County and Adelanto & Victorville in San Bernardino County.

HDC JPA RECENT MILESTONES

- January 2023: Metro Board approves \$8.5M in Measure M local match for federal & state grant opportunities for the HDC High Speed Rail Project.
- February 2023: FRA NEPA Kick-off mtg. NEPA completion with ROD estimated by winter 2024.
- May 2023: HDC JPA and LA Metro approve FY24 Budget. Budget highlights: continued NEPA/ROD work with FRA, procure Program Management Support Services & Financial Advisory Services to conduct 30% Preliminary Engineering/Design. PE 30% Design contract award expected in FY25 budget.
- Dec 2023: California Transportation Commission allocates \$8M CalSTA Transit & Intercity Rail Capital Program grant award for 30% PE Design.
- Dec 2023: HDC JPA receives \$500,000 Federal Railroad Administration Corridor Identification & Development Program grant award including entrance into the FRA Corridor ID Program.

NEPA and Project Next Steps

NEPA Next Steps

- **2024** – Consulting with tribes, State Office of Historic Preservation (SHPO) and others on the Area of Potential Effect (APE), cultural resource surveys and investigations
- **2024** – Evaluating effects on cultural resources, including indirect effects; and informal consultation with USFWS regarding Desert Tortoise impact reduction
- **2024** – Complete Section 106 process, Section 7 consultation and finalize NEPA Re-evaluation
- **2024** – FRA issues Record of Decision (ROD) – NEPA complete

PROJECT NEXT STEPS

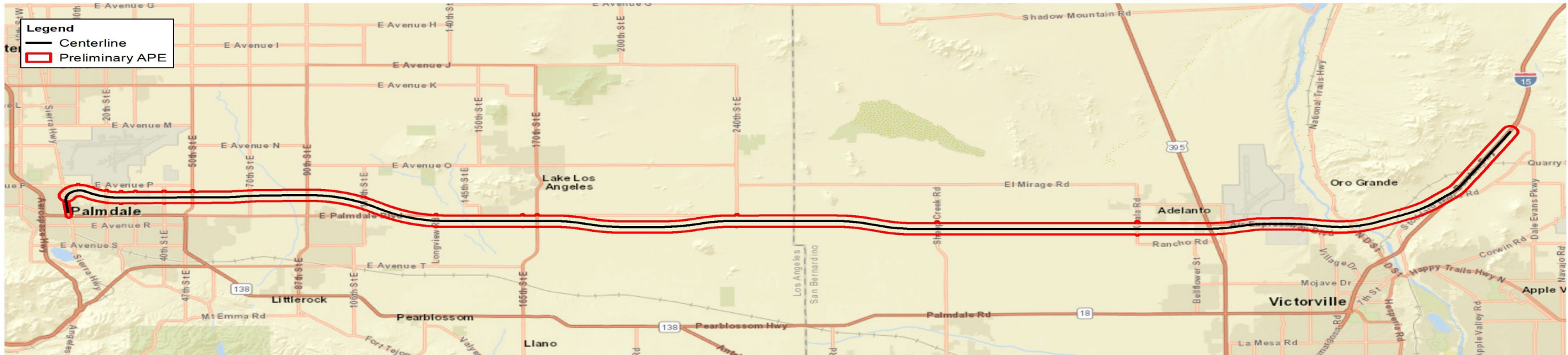
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|---|------------------|--------------|
| • Preliminary Design/Engineering to 30% level | Start early 2025 | End Dec 2027 |
| • Final Design/Engineering to 60% w/Right of Way Acquisition/pre-construction | Feb 2028 | End Dec 2030 |
| • 100% Design/Engineering and Construction | Start 2030 | End 2033 |
| • Revenue Operations of HSR btwn Palmdale and Victor Valley | 2034 | |

HSR Project Changes



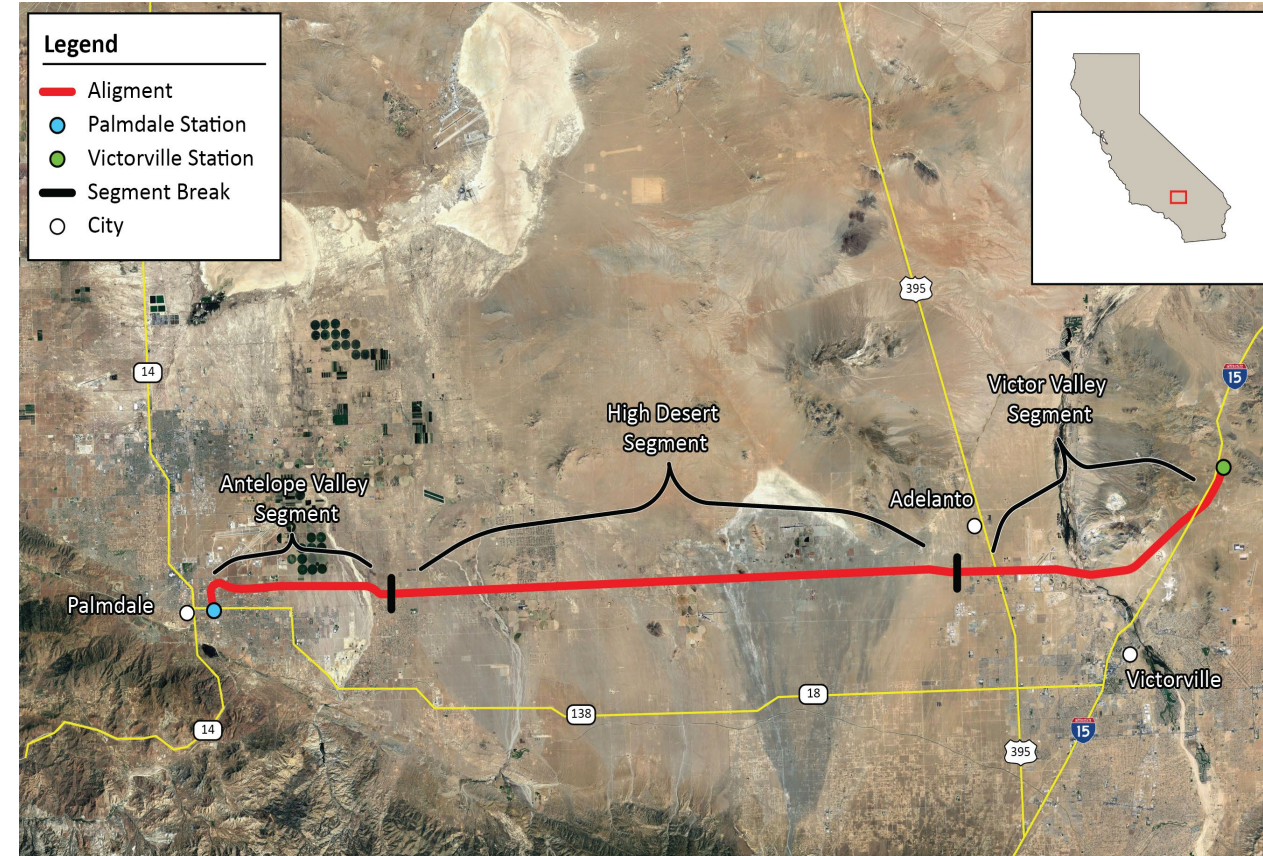
HDC High Speed Rail project changes from 2016 CEQA Locally Preferred Alternative

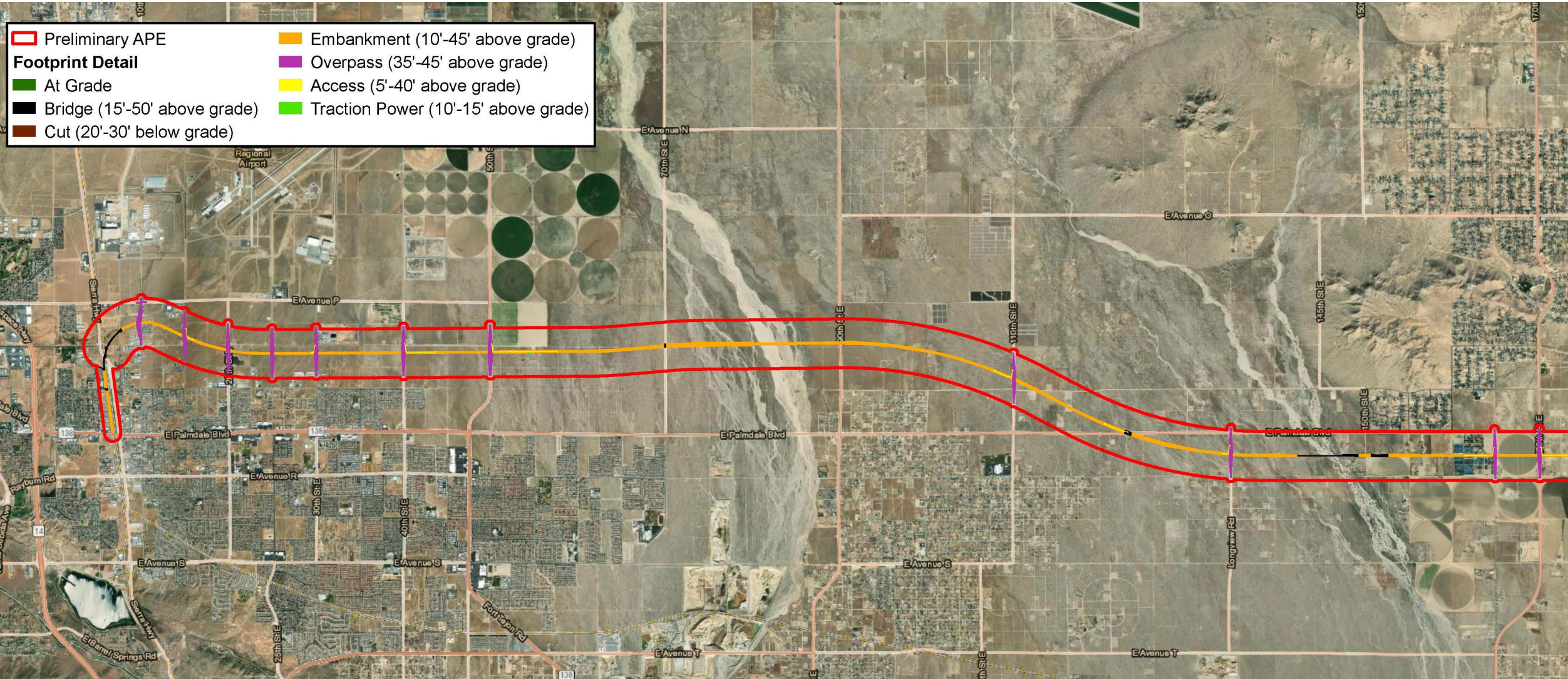
- **Removal of Freeway Component, Caltrans “No-Build” Alternative, Dec 2020.**
 - Rail alignment between Palmdale and Victorville is located within footprint studied by Caltrans EIR/EIS except:
- **Palmdale Station Connection** – Revised to connect to current California HSR Palmdale Station design – realigned approximately 1.5 miles of track alignment
- **Victor Valley Station Connection** – Revised to connect to Brightline West In-line station at Dale Evans Parkway in Apple Valley – realigned approximately 4 miles of track alignment











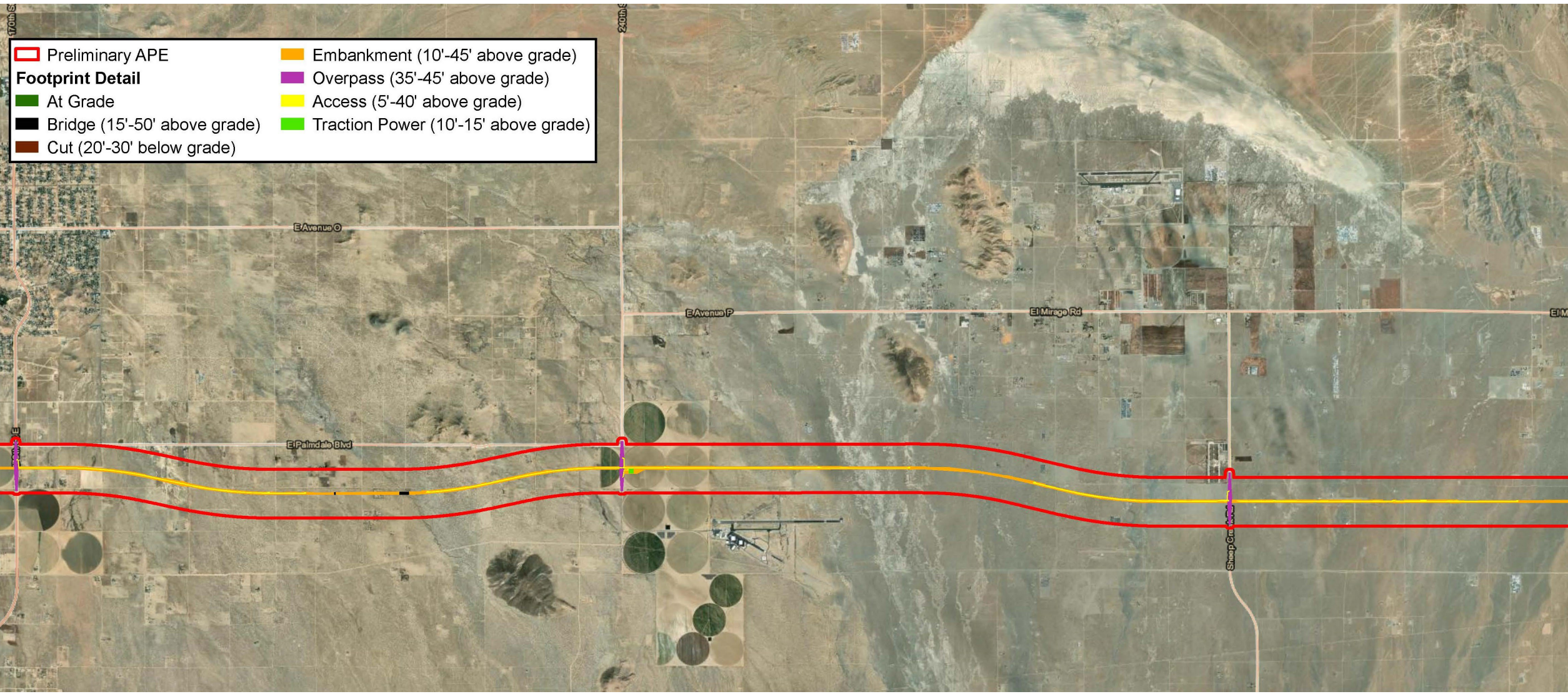
HSR Project Design Features

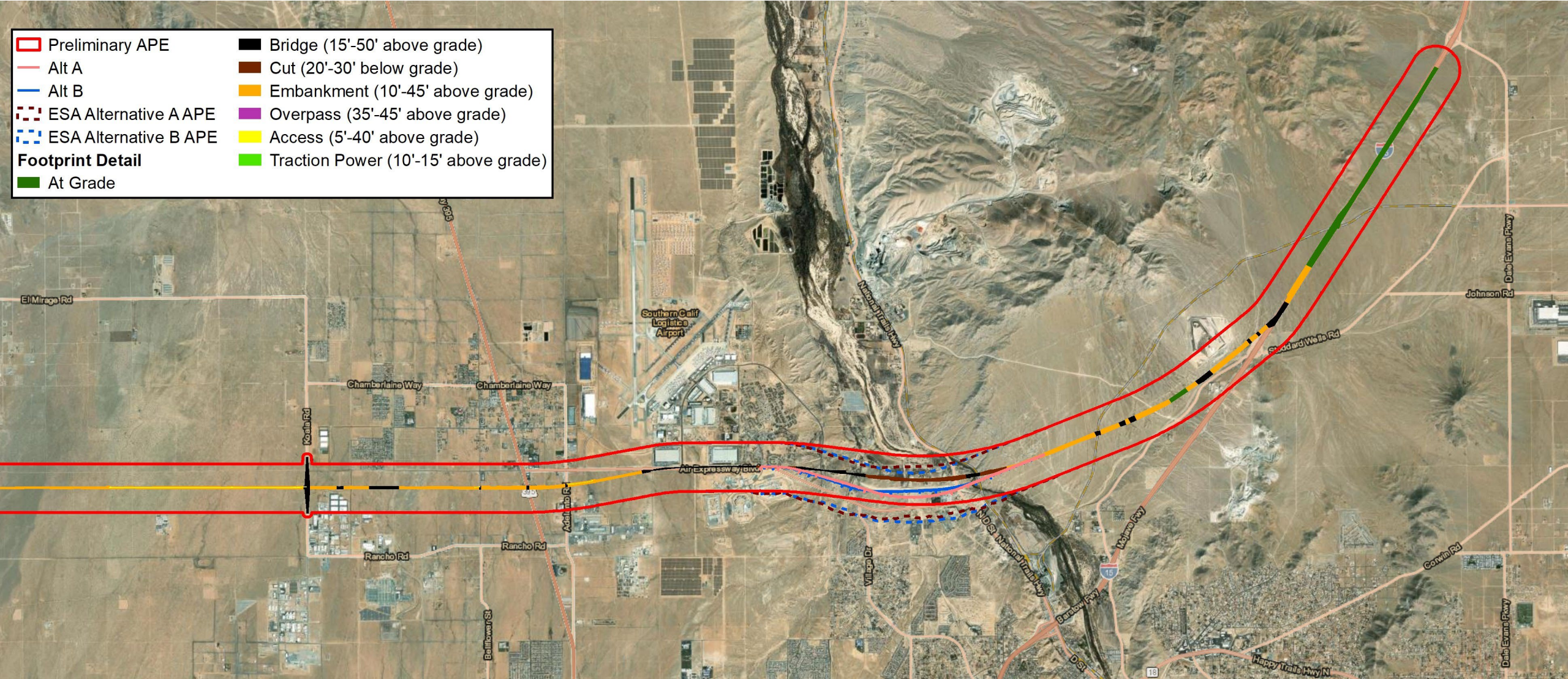
- Currently at 5-10% design
- 3 Segments:
 - Antelope Valley (9 miles)
 - High Desert (26 Miles)
 - Victor Valley (21 miles)
- Anticipated train speed=186mph max/Design 220mph
- Anticipated average Limits of Disturbance width=230 ft
- Anticipated height of train plus catenary elements=25 ft
- Anticipated average height of embankment = 10-20 ft
- Anticipated average height of bridges/overpasses=40-50 ft
- Anticipated average excavation depth, structures=80ft
- Anticipated maximum excavation depth, pilings = 60-150ft





	Preliminary APE		Embankment (10'-45' above grade)
Footprint Detail			Overpass (35'-45' above grade)
	At Grade		Access (5'-40' above grade)
	Bridge (15'-50' above grade)		Traction Power (10'-15' above grade)
	Cut (20'-30' below grade)		







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RESTAURANT

OFFICE

TO TRAINS

HDC

HDC

HDC

PALMDALE



SCHEDULES

meet me
in the
GAP

HDC





STATION

RET

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