

ATTACHMENT D

Project History

In 1995, the California Transportation Commission (CTC) adopted a new alignment for SR-138 as a freeway.

In 1996, a Project Study Report (PSR) was approved by Caltrans District 7 for a combined freeway/conventional highway at the west end of the corridor near SR-14.

In 1998, a PSR was approved by Caltrans District 8 in San Bernardino addressing improvements along the SR-18 at the east end of the corridor

In 2002, a Regionally Significant Transportation Investment Study (RSTIS) was conducted by Caltrans Districts 7 and 8 in partnership with the FHWA, the Southern California Association of Governments (SCAG), the San Bernardino County Associated Governments (SANBAG), Metro, the Counties of Los Angeles and San Bernardino, the Cities of Palmdale, Lancaster, Adelanto, Hesperia, and Victorville, and the Town of Apple Valley for the High Desert Corridor that was to provide transportation connectivity between the Counties of Los Angeles and San Bernardino. The RSTIS Steering Committee adopted, as the Locally Preferred Alternative, an east-west corridor that resembles the current proposal.

In 2004, the North County Combined Highway Corridors Study (NCCHCS) conducted by Metro in cooperation with the Cities of Lancaster, Los Angeles, Palmdale, and Santa Clarita, and the County of Los Angeles was completed. The Study developed a multi-modal transportation plan for the northern part of the Los Angeles County with focus on SR-138 corridor as a key feature to accommodate traffic and goods movement demand.

In 2005 the HDC was officially recognized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 1305 as a High Priority Corridor E-220 on the National Highway System (NHS) between Los Angeles and Las Vegas via Palmdale and Victorville.

In 2006 the High Desert Corridor Joint Powers Authority (HDCJPA) was formed to oversee the planning, development, financing, and construction of a freeway corridor between SR-14 in the Palmdale/Lancaster area and Adelanto, Victorville, and Apple Valley. The HDCJPA membership includes the Counties of Los Angeles and San Bernardino, Town of Apple Valley, and the cities of Adelanto, Victorville, Lancaster and Palmdale.

Also in 2006, a Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans Districts 7 and 8, which addressed the development of a future

High Desert Corridor transportation facility from SR-138/SR-14 junction in Los Angeles County to Interstate 15 (I-15) in San Bernardino County.

In 2007 the City of Victorville and Caltrans District 8 conducted environmental studies for projects at the east end of the corridor the leading to improvements between US-395 and SR-18. In 2009, Caltrans District 7 conducted environmental studies for improvements at the west end of the between SR-14 and 100th Street East. During the course of conducting these two studies and coordinating with regulatory and resource agencies for the proposed projects, it was determined that the public's interest would be best served by combining these into one larger project – the HDC – which incorporates the two “end pieces” and fills the gap in between.

In April 2010, the Metro Board of Directors authorized entry into a Memorandum of Understanding (MOU) for implementation of the HDC Project in cooperation with the HDCJPA; SCAG; SANBAG; Caltrans Districts 7 and 8; Counties of Los Angeles and San Bernardino; cities of Lancaster, Palmdale, Victorville, Adelanto; and the Town of Apple Valley.

In 2011 a supplemental PSR- PDS was approved to extend the easterly project limit for approximately 13 miles terminating at Bear Valley Road Cutoff in the town of Apple Valley. This is a supplement to the PSR-PDS approved in 2006 with original project limit between SR-14 to I-15.

In March 2012, the HDC was identified by the Metro Board as a strategic multi-purpose corridor. The new project scope included highway, high speed rail (HSR) service, a bikeway, and an energy production and/or transmission corridor (Attachment C – Preferred Alternative).