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**PLANNING & PROGRAMMING COMMITTEE
JULY 14, 2004**

SUBJECT: NORTH COUNTY COMBINED HIGHWAY CORRIDORS STUDY

**ACTION: RECEIVE AND FILE THE FINAL REPORT OF THE NORTH
COUNTY COMBINED HIGHWAY CORRIDORS STUDY**

RECOMMENDATION

- A. Receive and File the final report of the North County Combined Highway Corridors Study (Study) as summarized in Attachment A; and
- B. Direct staff to use the Study for future updates to the Short Range Transportation Plan (SRTP), Long Range Transportation Plan (LRTP) and Regional Transportation Plan (RTP) in order to guide future highway operation, transit development and multi-modal implementation in North Los Angeles County, involving I-5, SR-14 and SR-138.

ISSUE

In August 2001, the Board directed staff to conduct a comprehensive study of potential short and long term improvements for the I-5, SR-14, and SR-138 corridors. Since then, staff has been periodically updating the Board as the Study progressed. In May 2004, staff presented the draft Study recommendations for short range transportation improvements as well as the long range comprehensive strategy for the area. There have not been any significant changes to the Study since the May update. The draft study has now been reviewed and formally endorsed by the Study's Technical Advisory Committee (TAC) and the policy oversight committee, the North County Transportation Coalition (NCTC). Numerous stakeholders have sent letters of support, which are listed in Attachment B and mailed under separate cover with the final draft report. The study process is now complete, and staff is bringing it to the Board for review.

POLICY IMPLICATIONS

The recommended action is consistent with METRO's 2001 LRTP and the 2003 SRTP. The Study will provide policy and technical background for future updates to these planning documents.

OPTIONS

The Board could choose not to receive and file the Study. Staff is not recommending this because the Study reflects the consensus of the North County, provides input for future updates of SRTP, LRTP and RTP, and will enable Caltrans, Los Angeles County and the North County cities to submit technically supportable grant applications in future Call-for-Projects.

FINANCIAL IMPACT

The recommended action will have no impact on the FY-05 budget.

DISCUSSION

The Study was conducted in three phases. Part One focused on the I-5 and SR-14 freeway corridors and Part Two focused on SR-138 and a future High Desert Corridor. The final piece, which is before the Board today, consolidated and refined the results of the earlier phases, and developed the North County Corridors Plan. The process included extensive outreach, including eleven Open Houses and numerous presentations to Antelope Valley Board of Trade, Town Councils, Valencia Industrial Association, the Santa Clarita Valley Chamber of Commerce, and elected officials.

The Study is summarized in the Executive Summary (Attachment A). The complete study is available at the Board Secretary's Office, on the Metro website, and in the Metro Library. The Study provides a coordinated vision for the North County that is endorsed by the study's policy steering committee, the NCTC, and numerous other North County stakeholders. The Study will provide a shared framework for the North County jurisdictions for coordinated transportation planning and implementation and for pursuing future Call funding. This coordinated vision is important considering the significant increases projected in population, commuter traffic, and goods movement in the North County area. The main features of the short and long range visions are summarized below:

Short-Range Transportation Improvements: Here, the emphasis is on key projects that address the most critical bottlenecks as well as safety, operational and connectivity needs.

The I-5 Short-Range Improvement Plan

- I-5/SR-14 interchange to Calgrove Avenue: Add a 3.5-mile truck climbing lane in each direction within the existing right-of-way, extending the existing truck lanes.
- I-5/SR-14 interchange to the I-5/SR-126 West interchange: Add an HOV lane in each direction as a continuation of I-5 HOV projects planned for the San Fernando Valley south of the I-5/SR-14 interchange.

The SR-14 Short-Range Improvement Plan

- I-5/SR-14 interchange to Pearblossom Highway: Convert the existing part-time HOV lanes in each direction into two-lane reversible HOV system. As funding becomes available, add a third lane in the existing freeway median, resulting in three reversible HOV lanes.
- Pearblossom Highway to Avenue P-8: Modify the completed design work to provide two reversible HOV lanes, extending it to Avenue P.
- Sand Canyon Road to Avenue P: Eliminate the “drop lanes” where various freeway segments narrow from three to two lanes to provide three continuous mixed-flow lanes.

The SR-138 Short-Range Improvement Plan

- Avenue T to the San Bernardino County line: Complete the work currently underway to improve SR-138 from one lane to two lanes in each direction for traffic safety improvements.
- Right-of-Way Preservation: Preserve the right-of-way needed to implement the proposed improvements identified for the long-range corridor plan, particularly the High Desert Corridor.

Perhaps the most interesting proposal contained in the Study is a multiple-lane reversible HOV system on the SR-14 freeway. The existing and projected volumes on the SR-14 freeway are highly unbalanced—almost all traffic heads south in the morning and north in the afternoon. Converting the single HOV lane in each direction into a two-lane reversible HOV system would retrofit the infrastructure to better meet the demand. Adding a third lane to the reversible HOV system within the existing freeway median in future years as funding becomes available will significantly increase capacity with minimum right-of-way impacts.

Of note, Caltrans prepared and submitted Call for Project applications for environmental clearance and preliminary engineering for some of the recommended improvements utilizing technical data developed as part of the Study. Although the MTA cancelled the 2003 Call due to the State’s funding crisis, these applications can be resubmitted in the future. The study also provides the technical basis for future Call applications by Caltrans and the North County jurisdictions for other area projects.

Long-Range Transportation Improvements: The current configurations of I-5, SR-14 and SR-138 are incapable of handling forecast travel demand. In addition, goods movement will further exacerbate congestion over time. Consequently, the Study concludes that substantial long term corridor investments will be needed to accommodate the projected traffic demand, including:

The I-5 Corridor Plan

- SR-14 to SR-126 West: Double the number of lanes from four to eight in each direction. Two of the lanes would be for High Occupancy Vehicle (HOV) lanes, two for trucks, and four for general use.
- SR-126 West to Lake Hughes: Add a new HOV lane and a new truck lane.
- Lake Hughes to Kern County Line: Add a new truck lane.
- Transit Services: Double the number of Metrolink train departures, triple the number of train cars, and quadruple the number of express bus departures.
- I-5 Corridor improvements south of the I-5/SR-14 interchange: Investigate improvements to this bottleneck, including the addition of: (1) one new truck lane; (2) three new HOV lanes (including a potential 4-lane reversible HOV configuration); and (3) three new mixed flow lanes in each direction. This information was developed as a separate addition to the main study in coordination with the City of Los Angeles Department of Transportation.

The SR-14 Corridor Plan

- I-5 to Placerita Canyon Road: Add a truck lane.
- North of Avenue P: Add one new lane for HOV use north to Avenue L and for general-purpose use from Avenue L to the Kern County line.
- Transit Services: Triple Metrolink capacity and quadruple the number of express buses.

The SR-138 Corridor Plan

- Pearblossom Highway to the San Bernardino County Line: Widen existing SR-138 to four lanes.
- High Desert Corridor (HDC): Create a new freeway/expressway between I-5 and I-15.
- Transit Services: Expand by 75 percent over the currently programmed conditions, and add three new express bus routes between Palmdale/Lancaster and Victorville and seven park-and-ride lots along the transit routes.

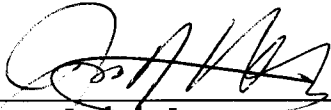
NEXT STEPS

Per the recently adopted Metro Budget, staff will further study the design feasibility of the reversible HOV lane concepts on SR-14 and on the SR-14/I-5 HOV direct connector. Staff will also utilize the Study in evaluating future Call for Project applications from Caltrans and the North County and for future updates to the SRTP, LRTP, and RTP.

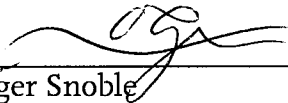
ATTACHMENTS

- A. Executive Summary of the North County Combined Highway Corridors Study
- B. Commenter List on the North County Combined Highway Corridors Study

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ATTACHMENT A

**Executive Summary of the
North County Combined Highway Corridor Study**

EXECUTIVE SUMMARY

Overview

In August 2001, the North County Combined Highway Corridors Study was initiated to develop a multi-modal transportation plan for the northern portion of Los Angeles County, addressing both short-term (2010) and long-term (2025) requirements to accommodate a variety of trip purposes, including personal travel (highways and transit) and goods movement (trucks) within and through the Study Area (Exhibit ES.1).

The North County Combined Highway Corridors Study was conducted by the Los Angeles County Metropolitan Transportation Authority (MTA) in cooperation with the cities of Lancaster, Los Angeles, Palmdale, and Santa Clarita and the County of Los Angeles. For approximately two and a half years, a Technical Advisory Committee, or TAC, composed of representatives of the sponsoring agencies, Caltrans, the Southern California Association of Governments, and the Federal Highway and Transit Administrations, met monthly to review progress of the Study. The North County Transportation Coalition, composed of elected officials from Los Angeles County, North County

cities, and the California State Legislature, provided policy oversight for the study.

The North County Combined Highway Corridors Study was conducted in two phases. Part I, completed in January 2003, focused on the I-5 and SR-14 Corridors, targeting north-south circulation from the center of the Los Angeles region through the Study Area communities, northward up to the Kern County Line. Part II of the study began in April 2002 and was completed in December 2003, and focused on east-west circulation along the SR-138 Corridor. In this document, the North County Combined Highway Corridors Study, findings from Parts I and II are integrated into a single North County Corridors Plan.

Purpose and Need

The themes shown in Table ES.1, not necessarily in order of priority, emerged from *scoping* as critical to defining *purpose* and *need* for North Los Angeles County. Since transportation funding is limited, transportation strategies reflecting these themes have been structured to enhance funding prospects.

Exhibit ES.1: North County Combined Highway Corridors Study Project Area Map

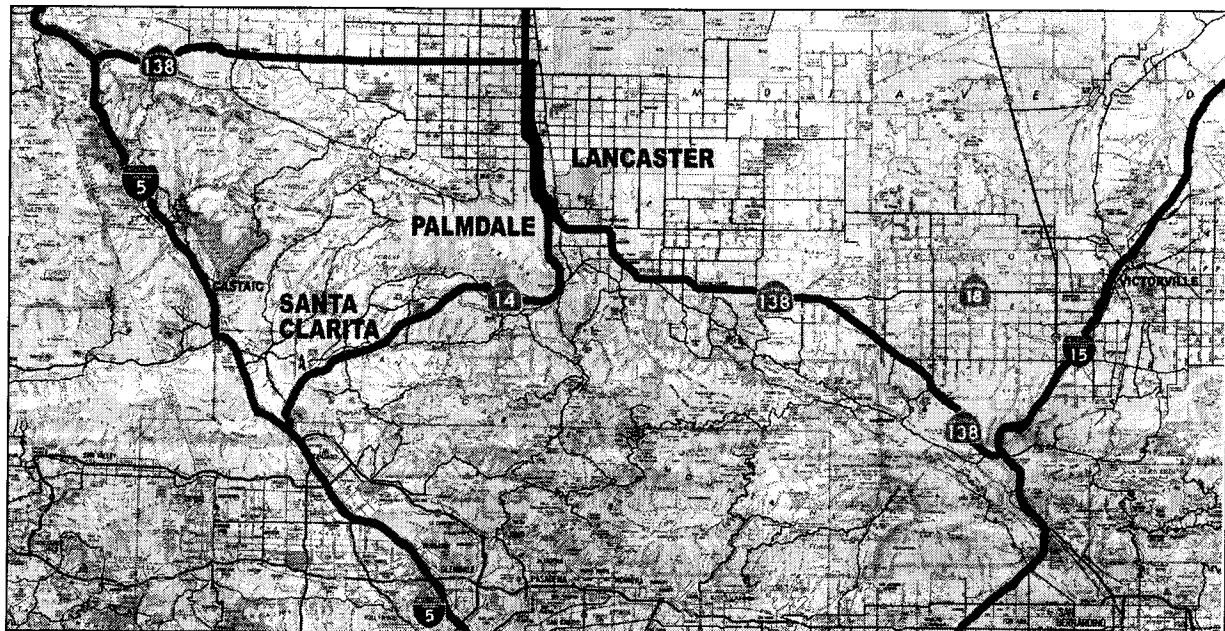


Table ES.1: North County Purpose and Need Themes

<ul style="list-style-type: none"> Substantially increased vehicle capacity is needed in each of the major highway corridors. Sufficient highway right-of-way should be reserved along I-5, SR-14, and SR-138 to develop new HOV lanes and truck lanes in response to emerging demand. Available roadway capacity is quickly being outstripped and programmed capacity improvements will be overwhelmed well before horizon year 2025. Delay on the I-5 and SR-14 is substantial today and will worsen in the coming years.
<ul style="list-style-type: none"> A package of early action transportation improvements (highway and transit) is needed within the context of long-range planning objectives.
<ul style="list-style-type: none"> Safety enhancements to existing roadways are needed and new, safer facilities must be built to reduce accident rates and fatalities. Widening, realignment, and traffic control along SR-138 appears particularly needed.
<ul style="list-style-type: none"> Upgraded regional multi-modal access to Palmdale and Southern California Logistics Airports is needed in anticipation of their emergence as Southern California commercial and cargo aviation hubs.
<ul style="list-style-type: none"> A semi-exclusive truck network is needed to avoid the capacity constraints and safety hazards inherent in a combined truck/auto highway system.
<ul style="list-style-type: none"> A semi-exclusive high occupancy vehicle (HOV)/bus network is needed to avoid the capacity constraints and safety hazards inherent in combining HOV/bus operations with mixed flow traffic.
<ul style="list-style-type: none"> New high capacity east-west connector routes linking I-5, SR-14 and I-15 are needed to meet future demand, provide a metropolitan bypass, and provide for movement between primary north-south corridors.
<ul style="list-style-type: none"> Alternatives are needed to the I-5 and SR-14 facilities to cope with emergencies. Among other things, new north-south route options should be studied for possible feasibility. The I-5 and SR-14 highways are lifelines of statewide and regional importance.

North County Corridors Plan

During Parts I and II of the North County Combined Highway Corridors Study, individual plans, or Locally Preferred Strategies (LPS), for the three North County corridors were developed. The plans were initially segregated based on their ability to serve their respective travel markets. Each corridor is unique in function, capacity, operational and safety issues. Broadly speaking, the I-5 is a *goods movement* corridor linking the Central Valley with the Ports of Los Angeles/Long Beach. In contrast, SR-14 may be generally described as a *commute* corridor with an anticipated tripling of the commute population. A key feature of the geography of the SR-138 makes it a *bypass* corridor which could help avoid congestion in the central region by routing traffic around congested Los Angeles freeways.

In the end, the three North County Corridors must function together to serve the collective transportation needs in northern Los Angeles County. Thus, the next logical step in the study was a systems analysis to examine the combined impacts of the three corridors and modify the three individual plans based on their collective synergies. The result is a fully integrated major

highway and transit investment along I-5, SR-14, and SR-138—approximately 250 miles of the most significant transportation facilities in northern Los Angeles County.

This integration of the three transportation corridor plans undertaken at the end of the North County Combined Highway Corridors Study—which included an analysis of future regional travel patterns along the integrated network—identified locations where the three individual LPSs work together to improve the anticipated level of service or reduce costs. In addition, it included a so-called “sensitivity analysis,” that is, several targeted investigations of the transportation impacts of newly emerging land use developments not included in adopted regional forecasts and opportunities for operational applications such as reversible carpool/HOV lanes in locations where traffic has pronounced directional imbalances.

Finally, the sensitivity analysis examined the need for continuity in the system south of the I-5/SR-14 Interchange, through the I-5 “throat” where nearly all North County traffic must travel to reach the Los Angeles Basin. This section of the I-5 is particularly troublesome because of the

massive weaving movements that different streams of traffic must make to get from SR-14 and I-5 north to the I-210, the I-405, and the I-5 south. Lack of system redundancy is also a major issue in this section, which was severely damaged in both the 1971 Sylmar and 1994 Northridge earthquakes.

As a result of the integrated analysis and detailed sensitivity testing, an integrated multi-modal long-range corridors plan has now been developed to serve the long-range demands of the North County. Exhibit ES.2 shows the integrated long-

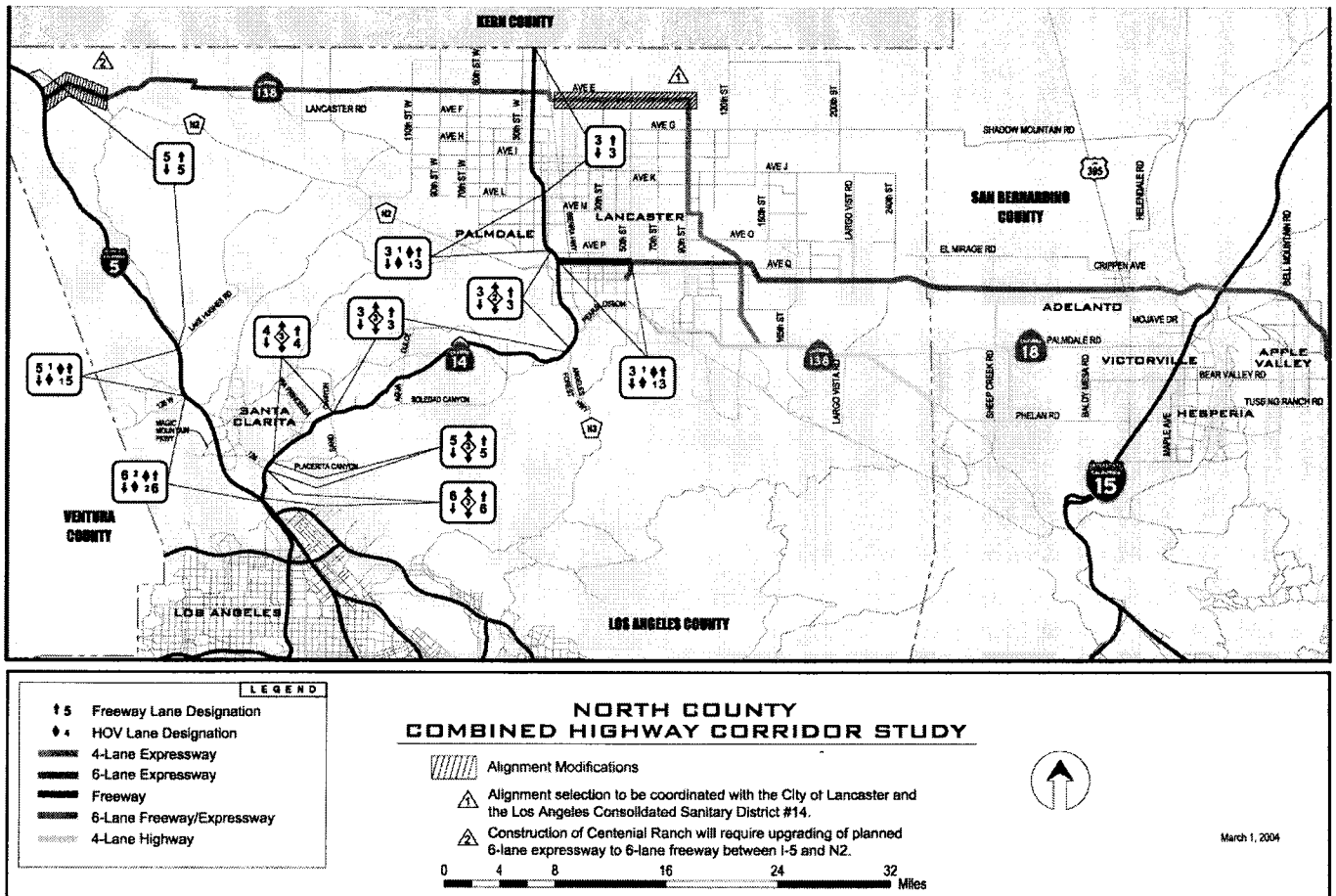
range roadway plan for the three North County Corridors. The combined recommendations will allow the three North County Corridors to function together in a seamless system to serve the diverse transportation needs in northern Los Angeles County. It includes the following items:

Long-Range Improvements

The SR-138 Plan, as modified for corridor integration includes:

- Widening existing SR-138 to four lanes from Pearblossom east to the SB County line.

Exhibit ES.2: North County Corridors Plan



- Construction of a limited access High Desert Corridor (HDC), a brand new freeway/expressway between I-5 and I-15. The east-west segment between SR-14 and I-15 would be an 8-lane freeway (including an HOV lane in each direction) from SR-14 past the Palmdale Airport to 50th Street East along an alignment paralleling P-8 in Palmdale; a 6-lane freeway/expressway from 50th Street East to 240th Street East; and a 4/6-lane expressway from 240th Street East past the planned Southern California Logistics Airport to I-15 and beyond. This new east-west route is the backbone of the proposed HDC, and will accommodate an expected three- to six-fold increase in traffic between the Antelope and Victor valleys. It will provide a new level of intra-valley accessibility and carry truck and other through traffic safely around existing communities.
- Between I-5 and SR-14, the HDC would be a 6-lane freeway or expressway along the current SR-138 alignment. This route would accommodate at least a doubling of traffic demand anticipated by 2025.
- A north-south HDC expressway would begin at SR-14 and Avenue D, jog south to Avenue E at the Old Sierra Highway, head south along 90th Street East, jog southeast to intersect with the east-west HDC at 126th Street East, and continue south to the existing SR-138 near 150th Street East. This north-south HDC expressway would complement SR-14 in carrying through traffic around the Palmdale and Lancaster communities.
- Transit service in the SR-138 study area would be expanded by 75 percent over the No Build (currently programmed) conditions. Three new express bus routes would be added between Palmdale/Lancaster and Victorville, and seven park-and-ride lots would be constructed.

The I-5 Plan, as modified for corridor integration includes:

- Doubling the current four lanes to a total of eight lanes in each direction between SR-14 and SR-126 West. Two of these lanes would be for HOVs, two lanes for trucks, and four

lanes for general use. The increase in the number of lanes would accommodate the forecast for a doubling of I-5 travel demand by 2025.

- North of SR-126 West, extend one new HOV lane to Lake Hughes and add a new truck lane to the existing four lanes in each direction.
- North of Lake Hughes to the Kern County Line, add a new truck lane in each direction to the existing four lanes.
- Transit service in the I-5 Corridor would be tripled with twice the number of train departures and three times the number of rail cars. Express bus departures in the peak would increase four-fold over programmed service.

The SR-14 Plan, as modified for corridor integration includes:

- Create three reversible HOV lanes (achieved by converting 2 existing HOV lanes and adding one new HOV lane) plus the existing 4/6 lanes in each direction between I-5 and Pearblossom. The three reversible lanes, designated for peak direction carpool and transit use, would effectively increase the capacity of the roadway by 50-75 percent while holding construction costs to minimum.
- Create two reversible HOV lanes (achieved by converting programmed HOV lanes) plus the existing/committed 3/4 lanes between Pearblossom and Avenue P. The reversible lanes would almost double roadway capacity in this section.
- Add a general-purpose lane between San Fernando Road and Sand Canyon.
- Add a truck lane from I-5 to Placerita Canyon.
- North of Avenue P, add one new lane to the two to three current lanes. The new lane would be designated for HOV use north to Avenue L and for general-purpose use from Avenue L to the Kern County line.
- Metrolink capacity would triple, with more departures and more cars in the peak hour. The plan includes a five-fold increase over

the number of express buses that operate today.

Short-Range Improvements

Short-range improvements (see Exhibit ES.3), emphasize right-of-way protection and implementation of key high priority early actions that address the most critical near-term bottlenecks as well as safety, operational, and connectivity needs.

SR-138

- Complete the work currently under way to improve SR-138 from one lane in each direction to two lanes in each direction from Avenue T to the San Bernardino County Line.
- Complete right-of-way acquisition along Avenue P-8 from SR-14 to 50th Street.
- Preserve the right-of-way needed to ultimately implement the proposed improvements identified for the long-range plan. This would include purchasing and preserving new right-of-way along:
 - Avenue E from I-5 to SR-14,
 - Avenue D from SR-14 to 90th Street East,
 - 90th Street East from Avenue D to Avenue M,
 - Avenue M from 90th Street East to 105th Street East,
 - 105th Street East from Avenue M to Avenue O,
 - A diagonal extending eastward from Avenue O to the new HDC,
 - Primarily 128th Street East from the new HDC to SR-138,
 - the new HDC alignment from SR-14 to US 395.
- Complete the work currently under way to construct the 4-lane expressway along the HDC from US 395 to the existing SR-18.

Interstate 5

- Add an HOV lane and a truck lane in each direction from the I-5/SR-14 interchange to Calgrove Boulevard.

- Add an HOV lane in each direction from Calgrove Boulevard to the I-5/126 separation.

SR-14

- Create three HOV reversible lanes (achieved by converting 2 existing HOV lanes and adding one new HOV lane) from the I-5/SR-14 interchange to Pearblossom Highway.
- Create two HOV reversible lanes (achieved by converting programmed HOV lanes) from Pearblossom Highway to Avenue P.
- Create three continuous mix flow lanes (2-3 existing plus 0-1 new lane) in each direction from Sand Canyon Road to Avenue P.

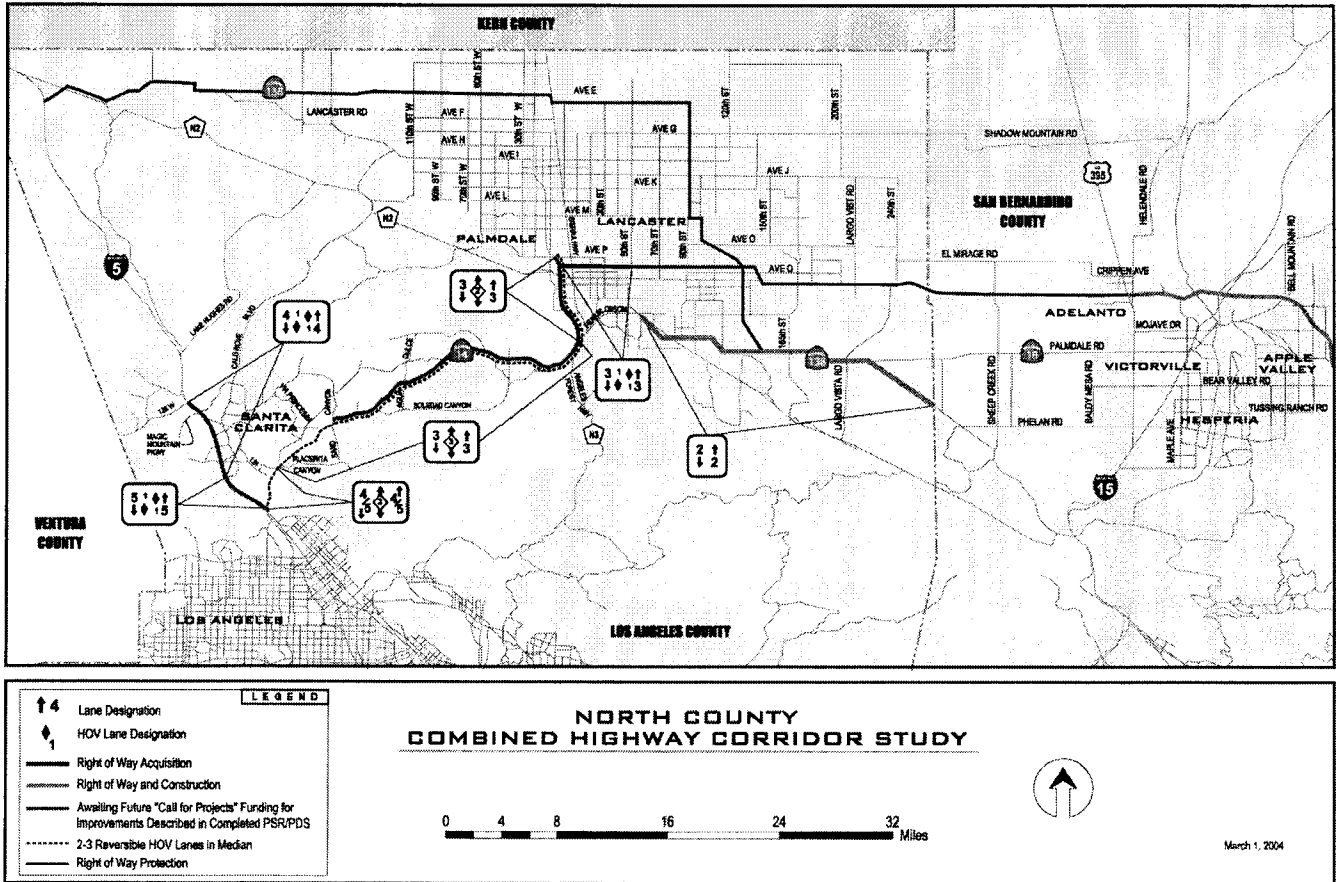
For the 2003 "MTA Call for Projects" the PSR/PDS approved for environmental review and preliminary design provided for 3 continuous mix flow lanes and one HOV lane and did not include the 2-3 reversible lanes between the I-5/SR-14 Interchange and Avenue P. The evaluation of the reversible lanes is proposed for inclusion as part of the subsequent PAED effort. A PSR/PDS update and a PEAR budget increase may be needed to address the modifications.

Future Corridor Analysis: I-5 South of SR-14

Extending I-5 Corridor improvements to the south through the I-5/SR-14 interchange and continuing down to the I-5/I-405 split is important to ensure the effectiveness of the I-5 Corridor investment. Sensitivity analyses for the I-5/SR-14 to I-5/I-405 segment, performed at a conceptual level, indicate substantial potential benefits to be derived from extending North County Corridors Plan improvements south along I-5 through the I-5/I-210 and the I-5/I-405 interchanges. Several promising proposals were identified for transportation service improvement along this segment of I-5, including:

- Added Truck Lanes – 1 new truck lane plus 2 existing truck lanes between SR-14 and I-210 and two new truck lanes from I-210 to I-405.
- Added HOV Lanes – 3 new HOV lanes plus one programmed HOV lane between SR-14 and I-405; to be operated as a reversible 4-lane HOV facility.

Exhibit ES.3: Short-Range Improvements, North County Corridors Plan



- Added Mixed Flow Lanes – 3 new mixed flow lanes plus 6 existing mixed flow lanes from SR-14 to I-210; 3 new mixed flow lanes plus 4 mixed flow lanes from I-210 to I-405; 3 of the mixed flow lanes could be operated as a reversible connector between SR-14 and I-405.
- Added Arterial Lanes Paralleling I-5 – 1 new reversible lane on Old Road/San Fernando Road/Sepulveda plus two existing lanes; 2 new lanes along Sepulveda and an extension paralleling I-5.
- Further detailed studies are needed to identify the feasibility of multi-modal improvements at this major regional choke point in the transportation system.

Future Corridor Analysis: New Land Development

Several major new developments were not included in the SCAG forecast data used for the corridor transportation alternatives analysis.

A sensitivity analysis quantified the impact of six development projects not in the SCAG database:

- Centennial Ranch – 23,000 homes and 30,000 jobs
- Newhall Ranch – 20,885 homes and 18,800 jobs
- Tejon Industrial Complex – 140 hourly truck trips
- Southern California Logistics Airport – 17,400 daily truck trips
- Palmdale Airport – 2,000 daily truck trips
- Sunshine Landfill – 60 hourly truck trips

The impacts of these six projects were identified and proposed mitigation measures were incorporated into the corridor plan recommendations.

Additional improvements must be considered as any additional new land developments or plan changes are proposed (e.g., mitigation for development). The North County multi-modal travel forecast model developed for the North County Combined Highway Corridors Study provides a useful tool for quantifying traffic impacts.

Cost and Finance

The North County Corridors Plan includes \$5.4 billion in major highway and transit investment along I-5, SR-14, and SR-138—approximately 250 miles of the most significant transportation facilities in northern Los Angeles County. Given the magnitude of the Corridors Plan, the financial strategy focuses on phased improvement, in which essential short-term transportation improvements are prioritized for expedited implementation, with longer term improvements implemented over an extended period, based on relative priority and funding availability.

The total cost of the projects in the North County Corridors Plan is approximately \$5.4 billion, of which \$4.8 billion is for highway-related improvements and \$0.6 billion is for transit. Of the \$4.8 billion in highway improvements, \$0.8 billion is for improvements in the I-5 Corridor, \$1.0 billion is for improvements in the SR-14 Corridor, and nearly \$3.0 billion is for improvements in the SR-138 Corridor. Estimated roadway costs are shown in five-year phases for all three corridors in Tables ES.2, ES.3, and ES.4.

Financial Strategy

The goals and objectives of the North County Corridors Plan played a critical role in the development of the short- and long-term transportation improvements. The financial strategy attempts to balance funding each corridor's need for immediate short-term improvements while planning for future congestion and related capacity and safety issues required as the North County region grows.

Given California's continuing budget shortfalls, the magnitude of capital costs, and the complexity of the projects, it will be a challenge to secure funding for the prioritized short-term projects ready for construction and for advancing additional studies still required for the long-term improvements. The ability to secure funding will depend on strong local support, effective advocacy at the state and federal levels, and creatively combining traditional and innovative funding sources and financing approaches.

I-5 Corridor

- To finance short-range improvements, North County cities and Caltrans are seeking MTA "Call for Projects" funding for short-range improvements for: (1) Extension of truck lanes north from the I-5/SR-14 interchange to Calgrove Avenue for increased safety and improved operations; (2) Extension of HOV lanes north from the I-5/SR-14 interchange to SR-126 West to encourage the use of transit and carpools in this increasingly congested area.
- As a contingency for funding short-range improvements, the Gateway Coalition and the city of Santa Clarita have asked the U.S. Congress for specific inclusion of I-5 as a recipient of "Corridors and Borders" funding under the pending federal reauthorization bill of the Transportation Equity Act for the 21st Century (TEA-21).
- The cities of Santa Clarita and Los Angeles and the County may obtain interchange impact fee contributions from developers through the subdivision process. The fees would be in proportion to the access benefits derived from the I-5 Corridor interchange improvements.

SR-14 Corridor

- To finance short-range improvements, North County cities and Caltrans are seeking MTA "Call for Projects" funding for: (1) Continuous three mixed-flow lanes from Sand Canyon to Avenue P to improve safety and operations (eliminating drop lanes); and (2) Conversion of the existing single HOV lane in each direction to 2/3 reversible HOV/transit lanes in the median.

Table ES.2: North County Corridor Plan, I-5 Corridor

Route	Roadway Type	Length (miles)	Number of Lanes Per Direction			Estimated Cost (2002, \$ Millions)		
			Existing/ Funded	Short Range Plan	Long Range Plan (LPS)	Short Range	Long Range	Corridor Total
SR-14 to Calgrove Ave.	Freeway	3.5	4	4+1 Truck + 1 HOV	4 + 2 Truck + 2 HOV	\$95*	\$67	\$162
Calgrove Ave. to SR-126 West	Freeway	6.5	4	4 + 1 HOV	4 + 2 Truck + 2 HOV	\$89*	\$148	\$237
SR-126 West to Lake Hughes Road	Freeway	4	4	4	4+1 Truck climb + 1 HOV	\$4	\$106	\$110
Lake Hughes Road to Kern County Line	Freeway	29	4	4	4+1 Truck climb	\$30	\$276	\$306
Total						\$218	\$597	\$815

*Project Approval and Environmental Document for completed PSR/PDS was submitted for funding within the 2003 "Call for Projects." Although the 2003 Call was cancelled, the application can be used for future Calls.

Table ES.3: North County Corridors Plan, SR-14 Corridor

Route	Roadway Type	Length (miles)	Number of Lanes Per Direction			Estimated Cost (2002, \$ Millions)		
			Existing/ Funded	Short Range Plan	Long Range Plan (LPS)	Short Range	Long Range	Corridor Total
I-5 to San Fernando Rd	Freeway	2	5+1 HOV	5+3 HOV*	5+3HOV* +1 Truck	\$23**	\$29	\$52
San Fernando Rd to Placerita Cyn	Freeway	1	3+1HOV	3+3 HOV*	4+3 HOV*+1 Truck	\$10**	\$7	\$17
Placerita Cyn to Sand Cyn	Freeway	5.3	3+1 HOV	3+3 HOV*	4+3 HOV*	\$56**	\$37	\$93
Sand Cyn to Pearblossom	Freeway	21	2/3+1 HOV	3+3 HOV*	3+3 HOV*	\$559**		\$559
Pearblossom to Avenue P	Freeway	7	2	3+2 HOV*	3+2 HOV*	\$175**		\$175
Avenue P to Avenue L	Freeway	4	3	3	3+1 HOV	\$5	\$32	\$37
Avenue L to Kern Co. Line	Freeway	11	2	2	3	\$8	\$84	\$92
Total						\$836	\$189	\$1025

* Reversible HOV lanes.
 ** Project Approval and Environmental Document for completed PSR/PDS was submitted for funding in the 2003 "Call for Projects." Although the 2003 Call was cancelled, the application can be used for future Calls. The completed PSR/PDS did not include 2-3 reversible HOV lanes conversion of 2 existing/programmed HOV lanes plus one new HOV lane) between I-5 and Avenue P. Evaluation of the reversible lanes is proposed for inclusion as part of the subsequent PAED effort. A PSR/PDS update and PEAR budget increase may be needed to address the modifications.

Table ES.4: North County Corridors Plan, SR-138 Corridor

Route	Roadway Type	Length (miles)	Number of Lanes Per Direction			Estimated Cost (2002, \$ Millions)		
			Existing/ Funded	Short Range Plan	Long Range Plan (LPS)	Short Range	Long Range	Corridor Total
SR-138								
Avenue T (Pearblossom Hwy) to I-15	Highway	36	2	2	2	\$253*		\$253
I-5 to SR-14**	Expressway	43	1	1	3	\$52	\$627	\$679
HDC E-W (Avenue P-8)								
SR-14 to 50th Street E	Freeway	5	—	3+1 HOV	3+1 HOV	\$238		\$238
50th Street E to US 395	Freeway/ Expressway	36	—	—	3	\$38	\$911	\$949
US 395 to I-15	Expressway	8	—	2	2	\$80		\$80
I-15 to SR-18	Expressway	14	—	2	2	\$142		\$142
HDC N-S								
SR-14 to HDC SR-138	Expressway	24.5	—	—	2	\$50	\$593	\$643
Total						\$853	\$2,131	\$2,984

* Includes approximately \$112 million currently programmed for SR-138 widening by Caltrans. The approximately \$101 million remaining was submitted for the 2003 "Call for Projects." Although the 2003 Call for Projects has been cancelled, the application can be used for future Calls.
 **Construction of Centennial Ranch would require upgrade of SR-138 to 6-lane freeway between I-5 and N2 (5 miles), not included in the Corridors Plan.

- Simultaneously, North County cities are asking the U.S. Congress to include SR-14 as a recipient of transportation demonstration funding under the reauthorization of TEA-21. The reversible HOV/transit lane element appears particularly promising for demonstrating methods of increasing corridor transport through a coordinated program of bus rapid transit, managed lanes (tolling of surplus lane capacity), carpooling, and park-and-ride facilities.
- North County cities and the County may obtain interchange impact fee contributions from developers through the subdivision process. The fees would be in proportion to the access benefits to be derived from the SR-14 Corridor interchange improvements.
- To obtain right-of-way, the North County cities are expected to obtain developer right-of-way dedication during approval of planned unit development (PUD) projects.
- Los Angeles County will protect right-of-way through the subdivision process to the extent legally appropriate.

SR-138 Corridor

- To finance short-range improvements, Caltrans and the North County cities are seeking MTA "Call for Projects" funding for widening SR-138 from two to four lanes from Avenue T/Pearblossom Highway to the San Bernardino County line.
- As a contingency for funding the SR-138 widening from Pearblossom to the San Bernardino County line, North County cities are expected to ask the U.S. Congress to include SR-138 widening as a recipient of funding under the reauthorization of TEA-21.
- Current constraints on existing tax revenue sources make conventional financing of a new High Desert Corridor (HDC) highway in Los Angeles County very challenging in this corridor. Existing funding sources are being focused on maintenance/operation of the existing highway and transit infrastructure.
- Alternatives to conventional MTA/Caltrans funding are envisioned for the HDC: (1) Local initiative, particularly for right-of-way

protection and acquisition; (2) Toll revenue finance through the SB 138 bill; and (3) Federal grants, particularly for cross-valley truck access.

- North County cities are expected to seek California Legislature approval of SB 138 to designate the future HDC as a possible toll road to be financed either publicly or privately.

Project Coordination

Recent progress by local jurisdictions includes:

I-5 Corridor

- North County cities have agreed to collaborate with the North County Transportation Coalition (NCTC), the Golden Gateway Coalition, or a Joint Powers Agency to pursue funding, project development, and design and construction to implement the I-5 Corridor Improvements.
- Working with Caltrans, the County, and North County cities, MTA prepared a Project Study Report/Project Development Support (PSR/PDS) document defining the initial implementation target for the corridor: HOV lanes north to SR-126 West and truck lane extension north to Calgrove Avenue (March 2003). This document supports requests through MTA and Caltrans for funding the next step in project development: project approval and environmental documentation.
- Local leaders are working with their U.S. Congressional Representative to include a \$200-million demonstration grant under the TEA-21 reauthorization for short-range HOV and truck lanes.
- The Santa Clarita General Plan is being amended to incorporate corridor improvements as part of its Official Map, require developers to dedicate right-of-way along the alignment—particularly at interchanges—and limit cross-street access to facilitate future freeway widening and separation of truck lanes from the freeway mainline.

SR-14 Corridor

- North County cities have agreed to collaborate with the North County Transportation Coalition (NCTC), the Golden Gateway Coalition, or a Joint Powers Agency to pursue funding for project development, design and construction to implement the SR-14 Corridor Improvements.
- Working jointly with Caltrans, the County, and North County cities, MTA prepared a PSR/PDS document defining the initial implementation target for the corridor: eliminating lane drops in the 2/3 lanes of mixed flow in each direction from Sand Canyon to Avenue P (March 2003). This document supports requests through MTA and Caltrans for funding the next step in project development: project approval and environmental documentation.
- MTA, with Caltrans, North County cities, and the County, is prepared to supplement the corridor lane drop PSR/PDS to include 2/3 reversible HOV/transit lanes from I-5 to Avenue P.
- Local leaders are working with their U.S. Congressional Representative to include an \$800-million demonstration grant under the TEA-21 reauthorization for the reversible HOV/transitway project.
- North County cities General Plans are being amended to incorporate corridor improvements as part of their Official Map, require developers to dedicate right-of-way along the alignment, and limit cross-street access to facilitate future freeway widening.
- The Palmdale and Lancaster General Plans incorporate the HDC alignment as part of their Official Map, requiring developers to dedicate roadway right-of-way along the alignment in proposed urban development areas.
- Los Angeles County will show the HDC alignment for information purposes on its Highway Plan.
- Planned unit developments within the North County cities and the County will be required to be compatible with the future HDC alignment and access control.
- State legislation to authorize development of the HDC as a toll road (SB 138) was introduced during the 2003 legislative session. The legislation is expected to be resubmitted during the next legislative session. Public or privatized toll revenue financing has proven successful in California and elsewhere to fund, in whole or in part, new roadway construction;
- Local leaders are working with their U.S. Congressional Representative to include a \$1-billion demonstration grant under the TEA-21 reauthorization for the HDC.

SR-138 Corridor

- Palmdale and Caltrans are working with the Los Angeles World Airport (LAWA), the owner of Palmdale Airport, and other property owners in acquiring right-of-way along the HDC alignment between SR-14 and 50th Street East.

Regional Planning

The North County Combined Highway Corridors Study, although facilitated by MTA, is driven by local initiative and consensus. SCAG and the MTA may not fully concur with all study recommendations. SCAG recently included updates to its Long-Range Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) that do not reflect study recommendations. Similarly, MTA identified both Long-Range and Short-Range Transportation Plans for Los Angeles County which include seven priority projects identified by Mobility 21, a forum sponsored by MTA for the past two years. Including high-priority North County projects is envisioned in future SCAG and MTA regional plan updates to complement regional priorities already adopted.

ATTACHMENT B

**Commenter List on the
North County Combined Highway Corridors Study**

**California State Senator Dick Ackerman
North County Transportation Coalition
Supervisor Michael D. Antonovich
City of Lancaster
City of Palmdale
City of Santa Clarita
Los Angeles World Airports
Antelope Valley Board of Trade
Llano Community Association
Quartz Hill Town Council
Larry Levin, Board Director, Antelope Valley Transit Authority
I-5 Golden State Gateway Coalition
Santa Clarita Valley Chamber of Commerce
Valencia Industrial Association
San Bernardino Associated Governments
Automobile Club of Southern California
Caltrans
Southern California Association of Governments**

Comment Letters on the North County Corridors Plan

**California State Senator Dick Ackerman
North County Transportation Coalition
Supervisor Michael D. Antonovich
City of Lancaster
City of Palmdale
City of Santa Clarita
Los Angeles World Airports
Antelope Valley Board of Trade
Llano Community Association
Quartz Hill Town Council
Larry Levin, Board Director, Antelope Valley Transit Authority
I-5 Golden State Gateway Coalition
Santa Clarita Valley Chamber of Commerce
Valencia Industrial Association
San Bernardino Associated Governments
Automobile Club of Southern California
Caltrans
Southern California Association of Governments**

North County Transportation Coalition

38250 Sierra Highway, Palmdale CA 93550

Member Jurisdictions

City of Lancaster

County of Los Angeles

City of Palmdale

City of Santa Clarita

April 29, 2004

Mr. Roger Snoble
Chief Executive Officer
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Board Members

Members - Elected

James C. Ledford, Chair

Frank Roberts

Cameron Smyth

Members - General

B.J. Atkins

Bret Banks

Mark Bozigian

John Brooks, Secretary

Ron Carter

Rosa Fuquay

Robert Newman

Connie Worden-Roberts

Richard Yribe

Dear Mr. Snoble,

The North County Transportation Coalition (NCTC) at the April 19, 2004 meeting unanimously approved the North County Combined Highway Corridor Study (NCCHCS) sponsored by MTA. The study will provide a blueprint for the North County region in the development of the critically needed infrastructure demanded by our central role in meeting the growth needs of Southern California over the next few decades.

Although the needs identified in the study are daunting, the North County is united in our desire to proactively meet those needs, and not let our communities suffocate from traffic congestion due to a lack of planning as has happened in other communities. As a region we will be doing everything we can to carry out the recommendations in the study and look forward to partnering with MTA in the development of these projects to meet the needs of the Northern half of Los Angeles County.

On behalf of the entire NCTC, I would like to acknowledge the tremendous dedication and hard work of all of the consultants and staff in keeping this project moving forward despite a number of obstacles. However, I would particularly like to express our gratitude to Brian Lin, the MTA Project Manager, for his ability to keep both phases of the project on track and his perseverance in meeting extremely tight deadlines allowing us to apply for funding for the Phase One study in the last Call for Projects. I have personally had a number of the Technical Advisory Committee (TAC) members express their appreciation of the commitment and professionalism shown by Mr. Lin throughout the entire project.

North County Transportation Coalition

38250 Sierra Highway, Palmdale CA 93550

Member Jurisdictions

City of Lancaster

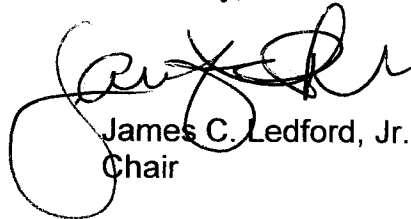
County of Los Angeles

City of Palmdale

City of Santa Clarita

Again let me express my appreciation to the MTA for sponsoring the study and for the excellent work on behalf of the North County by your staff and consultants. Please feel free to call on me at (661) 267-5115 if you have any questions.

Sincerely,



James C. Ledford, Jr.
Chair

Board Members

Members - Elected

James C. Ledford, Chair

Frank Roberts

Cameron Smyth

Members - General

B.J. Atkins

Bret Banks

Mark Bozigian

John Brooks, Secretary

Ron Carter

Rosa Fuquay

Robert Newman

Connie Worden-Roberts

Richard Yrube

C: NCTC

✓ Brian Lin, MTA Project Manager
Robert W. Toone Jr., Palmdale City Manager
Stephen H. Williams, Assistant City Manager
John Brooks, Secretary



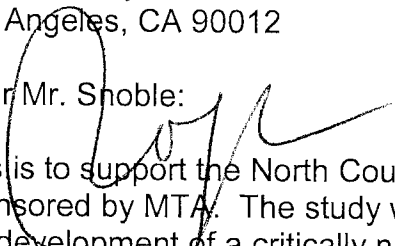
Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

June 3, 2004

Mr. Roger Snoble
Chief Executive Officer
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Snoble:

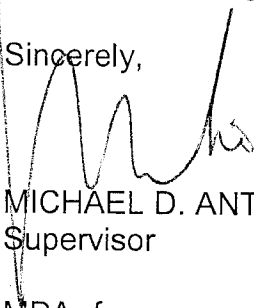

This is to support the North County Combined Highway Corridor Study (NCCHCS) sponsored by MTA. The study will provide a master plan for the North County area for the development of a critically needed infrastructure to meet the growing needs of Southern California over the next few decades.

The North County is united to meet the current and future congestion needs. As a region we will be doing everything we can to carry out the recommendations in the study and look forward to partnering with MTA in the development of these projects to meet the needs of the northern half of Los Angeles County.

I would like to acknowledge the tremendous dedication and hard work of the MTA Project Manager Brian Lin for his ability to keep both phases of the project on track and his perseverance in meeting extremely tight deadlines allowing us to apply for funding for the Phase One study in the last Call for Projects.

Thank you for sponsoring the NCCHCS. I look forward to the MTA implementing both the short and long-term traffic congestion relief measures.

Sincerely,


MICHAEL D. ANTONOVICH
Supervisor

MDA:rfc

MAY 21 2004

City of Lancaster

44933 North Fern Avenue
Lancaster, California 93534-2461
661-723-6000



May 14, 2004

MAY 2004
Office of the City Manager

Mr. Roger Snoble
Chief Executive Officer
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California. 90012

Frank C. Roberts
Mayor
Bishop Henry W. Hearn
Vice Mayor
Jim Jeffra
Council Member
Ed Sileo
Council Member
Andrew D. Visokey
Council Member
James C. Gilley
City Manager

Dear Mr. Snoble:

The City of Lancaster fully supports the action taken by the North County Transportation Coalition (NCTC) on April 19, 2004, to approve the North County Combined Highway Corridor Study (NCCHCS). The North Los Angeles sub-region is the fastest growing area of Los Angeles County. The NCCHCS represents a crucial step in assessing the short and long-term transportation systems that are needed to accommodate this growth. The NCCHCS provides an in depth focus on the transportation improvements that will be essential to the continuing economic health and vitality of North County during the ensuing decades. The City of Lancaster looks forward to working with the MTA to ensure that the transportation improvements addressed by the NCCHCS go from planning stages to reality.

I would like to congratulate the NCTC on the proactive stance it has taken by approving the NCCHCS. I would also like to express my appreciation to the MTA for sponsoring the study, and especially to Brian Lin and members of the Technical Advisory Committee (TAC), for all their hard work and diligence in bringing the study to fruition.

Sincerely,

Frank Roberts
Mayor

cc: James C. Gilley
Brian Lin, MTA



JUN 25 2004

SCANNED
IN RMC

PALMDALE

a place to call home

June 17, 2004

JAMES C. LEDFORD, JR.
Mayor

JAMES A. "JIM" ROOT
Mayor Pro Tem

MIKE DISPENZA
Councilmember

STEVEN D. HOFBAUER
Councilmember

RICHARD J. LOA
Councilmember

Mr. Roger Snoble
Chief Executive Officer
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Snoble,

The City of Palmdale is strongly supportive of the North County Combined Highway Corridor Study that was recently completed. The study will provide a blueprint for the North County region in the development of the critically needed infrastructure demanded by our central role in meeting the growth needs of Southern California over the next few decades.

Although the needs identified in the study are daunting, the North County is united in our desire to proactively meet those needs, and not let our communities suffocate from traffic congestion due to a lack of planning as has happened in other communities. As a city we will be evaluating how to best integrate the findings of the report with our growing infrastructure and ensure that we preserve the necessary Right of Way. While funding these efforts will be challenging, we believe it is critical for the economic growth of the Southern California region. We look forward to working with you and your staff on the implementation of the study's findings.

Again let me express my appreciation to the MTA for sponsoring the study and for the excellent work on behalf of the North County by both your staff and consultants. Please feel free to call on me at (661) 267-5115 if you have any questions.

Sincerely,

James C. Ledford, Jr.
Mayor

✓ Brian Lin, MTA Project Manager
Robert W. Toone Jr., Palmdale City Manager
Stephen H. Williams, Assistant City Manager
John Brooks, Senior Analyst

Auxiliary aids provided for

communication accessibility

in 72 hours' notice and request.

23920 Valencia Blvd.
Suite 300
Santa Clarita
California 91355-2196
Website: www.santa-clarita.com

Phone
(661) 259-2489
Fax
(661) 259-8125



City of
Santa Clarita

June 2, 2004

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Agency
One Gateway Plaza
Los Angeles, CA 90012

Bob Kellar
Mayor

Subject: Support for North County Combined Highway Corridor Study

Dear Mr. Snoble:

Cameron Smyth
Mayor Pro Tem

On behalf of the Santa Clarita City Council, I want to thank the Los Angeles County Metropolitan Transportation Authority (MTA) for funding and completing the North County Combined Corridor Highway Study. The City was an active participant in the study along with the other North County transportation stakeholders. At the November 25, 2003 Council Study Session, we reviewed both the short-term and long-term infrastructure needs identified for the I-5 and SR-14 in the Santa Clarita Valley. The Council supports the findings and agrees that the proposed improvements will provide enhanced mobility and safety along these corridors.

Frank Ferry
Councilmember

Marsha McLean
Councilmember

While the funding needed for these improvements is tremendous, having the projects developed to this level will provide all of the project stakeholders the information needed to secure federal and state funding needed to implement these important highway improvements.

Laurene Weste
Councilmember

We urge your support for these projects and look forward to continued collaboration with the MTA on these much needed mobility projects.

Sincerely,

A handwritten signature in black ink that reads "Bob Kellar".

Bob Kellar
Mayor

BK:MY:sp
S:\TES\CPPYamarone\MIS MTA Support Let.doc

cc: City Councilmembers
Ken Pulskamp, City Manager
Robert G. Newman, Director of Transportation & Engineering Services
Frank Roberts, Mayor, City of Lancaster
Michael Antonovich, Supervisor-Fifth District, County of Los Angeles



PRINTED ON RECYCLED PAPER



Los Angeles World Airports

May 4, 2004

Mr. Brian Lin, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: North County Combined Highway Corridors Study – Final Report

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

Theodore Stein, Jr.
President

Cheryl K. Petersen
Vice President

Miguel Contreras
Eileen N. Levine
Alan J. Llorens
Armando Vergara, Sr.
Peter M. Weil

Kim Day
Interim Executive Director

Dear Mr. Lin:

We have completed our review of the Final Report for the North County Combined Highway Corridors Study (SR-14, SR-138, and I-5). We appreciate the opportunity to review the document and thank you for allowing Los Angeles World Airports (LAWA) to participate in the Technical Advisory Committee during the development of this study.

LAWA supports the transportation infrastructure improvements recommended in both the short-term (2010) and long-term (2025) strategies of the study. In fact, in April 2003, LAWA and Caltrans signed a Cooperative Agreement regarding the granting of an easement by LAWA to Caltrans for the construction of the portion of the proposed High Desert Corridor within airport property.

The North County Corridors Plan will help to provide for the future regional multimodal access to Palmdale Regional Airport. LAWA will closely consider the recommendations made in this study as we develop our Master Plan for Palmdale Airport, which will provide a guide for the development of the airport and define its role in the regional aviation system during the next 25 years.

Sincerely,

Jim Ritchie
Deputy Executive Director

JR:pt



June 17, 2004

Mr. Roger Snoble
Chief Executive Officer
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Snoble,

On behalf of the members and Board of Directors of the Antelope Valley Board of Trade, I would like to express our appreciation to you for sponsoring the North County Combined Corridor Study. We urge your support of this project as the development of our infrastructure imperative to meet the growth needs in the Antelope Valley. Additionally, we appreciate the work of Project Manager Brian Lin, the staff and consultants. They have continually kept the community informed and up-to-date on the study.

The Antelope Valley Board of Trade represents the interests of trade and industry in the eastern Kern County and northern Los Angeles County. We are committed to focusing on infrastructure issues that will impact the entire economic well being of the area. Thank you in advance for your serious consideration of this important North County regional project.

Sincerely,

Bud Reams
President
Antelope Valley Board of Trade



Post Office Box 7 * Llano, CA 93544

June 18, 2004

Mr. Roger Snoble
Chief Executive Officer
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Snoble:


As a very busy, productive and rewarding year comes to a close for the Llano Community Association, our participation in the North County Combined Highway Corridor Study was certainly the highlight of the year. As a result, I was directed to write you and voice out strong support for this study. While we are the smallest, in population, community in the County, we felt included in the process every step of the way.

The residents of this community responded overwhelmingly to a questionnaire that was mailed out. The results of the questionnaire defined their driving habits. You not only listened to our priorities, you incorporated most of them in your final recommended alternative. Yes Mr. Snoble, we have a feeling of "ownership" in your final report. It was a great example of government and the people working together.

For the people of the entire Antelope Valley, this study provides a much-needed blueprint for the North County area to guide the development of a transportation infrastructure system that will be a key to the ongoing economic vitality of the Southern California for decades to come.

You and the organization you direct are to be congratulated. MTA has identified creative, implementable and cost-effective solutions for the regional transportation challenges that we will all face in the future.

Sincerely,


Joseph J. Healy
Chair: Highway Committee

0170171334 00703 0185210132 PERK PAGE 01

QUARTZ HILL TOWN COUNCIL
Quartz Hill, CA 93536

June 21, 2004

To: Brian Lin

C/o: Roger Snowble, CEO, LA County Metro Authority
1 Gateway Plaza
Los Angeles, CA 90012

From: James P. Biddle, TAC 138 member and member of the Quartz Hill Town Council

I served on the TAC 138 Committee and attended all the public meetings. I was very impressed with how this project was handled. Everybody went out of their way to reach out to all of the stakeholders and to everyone that would be affected by this project.

This is a major project and a costly one, at that. It is important when government takes on such a project that they do it right and not forget the public that they serve. The best interest in the public has been duly served in the handling of this project.

The manner in which this project was handled should be the guideline in which all public projects are handled.

This project is a complex one that deals with the next 20-25 years down the line. It will have a major impact on the economy of the impacted area. This project is well designed and will have a positive influence on said.

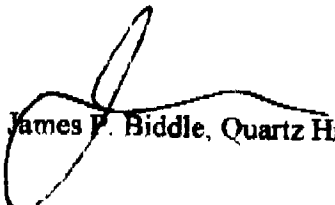
This project will be very beneficial to the taxpayers and should be undertaken as soon as possible. Cost will only escalate the longer a project of this nature is delayed.

With that in mind, I endorse this project to the fullest.

If you have any questions, feel free to call on me at:

(661) 943-7804
5711 West Ave. 'M'
Space 250
Quartz Hill, CA 93536

Jamesbiddle007@adelphia.net


James P. Biddle, Quartz Hill Town Council

Laurence H. Levin, Realtor®

Phone: 661-944-2659

Fax: 661-944-6360

PO Box 588

Littlerock, CA 93543

Real Estate Consulting

email:

landl@rglobal.net

Year/mo/dy

2004/06/18

**Mr. Roger Snoble
Chief Executive Officer
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012**

Dear Mr. Snoble:

I am writing this letter to express my support for the nearly completed North County Combined Highway Corridor Study (NCCHCS), conducted by Brian Lin under the auspices of the MTA.

The study's final report is the result of many months of solid analysis and extensive public input. The study provides a necessary blueprint for the transportation infrastructure of the North County. Such a transportation system is absolutely required for the continuing economic vitality of Southern California in the decades ahead.

The study presents creative, practical, and cost-effective solutions for the region's current congestion and future transportation needs. As a resident of Antelope Valley and a member of the Board of Directors of the Antelope Valley Transit Authority, I endorse this approach and believe that the residents of the Antelope Valley do also.

I look forward to working with the MTA in implementing these recommendations.

Sincerely,

/s/ Larry Levin



MAY 18 2004

SCANNED
IN RMC

*A coalition of community and business leaders focused on the health and vitality of California's transportation backbone:
- Interstate 5 -*

MAY 18 2004

May 14, 2004

Roger Snoble
Chief Executive Officer
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012



Dear Mr. Snoble:

On behalf of the Golden State Gateway Coalition, thank you for your agency's diligent efforts to complete the North County Combined Corridors Highway Study. Your staff, and Brian Lin in particular, is to be commended for keeping the study moving forward. I have not reviewed the latest draft, but I understand that it is close to completion.

The direction of the study and the short and long-term recommendations for improving the region's future transportation infrastructure seem sound, based on the earlier draft documents I have seen, and from what I learned at the public outreach meetings. The safety and efficiency of these three highway corridors - - I-5, SR-14 and SR-138 - - are obviously important to the region and the state.

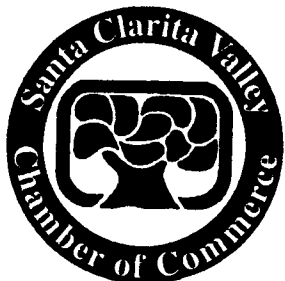
The Golden State Gateway Coalition is dedicated to improving the Interstate 5 transportation corridor in Northern Los Angeles County. We ask that the short-term I-5 project be considered as a high priority in the next MTA call for projects. Further, we would ask that MTA consider efforts to move the short-term projects to a higher priority in the Regional Transportation Plan.

Again, the MTA's sponsorship of the study is appreciated.

Sincerely,

Victor Lindenheim
Executive Director

Cc: G. Cusumano, M. Antonovich, B. Kellar, F. Roberts, J. Ledford, B.Lin.



May 12, 2004

Santa Clarita Valley Chamber of Commerce
23920 Valencia Blvd., Suite 100 • Santa Clarita, CA 91355-2175
661-259-4787 • FAX 661 • 259-8628

MAY 14 2004
SCANNED
IN RUC

Roger Snoble, CEO
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

MAY 2004
Office of the CEO

Re: NORTH COUNTY COMBINED HIGHWAY CORRIDOR STUDY

Dear Mr. Snoble:

As a member of the Technical Advisory Committee and an appointee of Supervisor Michael Antonovich, it has been my pleasure to attend the meetings, and to learn more about the critical transportation needs throughout the area. I have welcomed the opportunities to express on behalf of the Santa Clarita Valley, our concerns reflecting the importance of improvements throughout the North County Region, inclusive of Antelope and Santa Clarita Valleys.

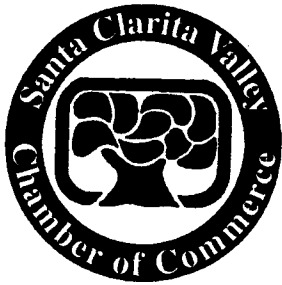
On behalf of the Santa Clarita Valley Chamber of Commerce and the Valley Industrial Association we confirm that our combined memberships (in excess of 2,000 businesses) are *very supportive* of the TAC's agreement to endorse the NORTH COUNTY COMBINED HIGHWAY CORRIDORS STUDY. We urge its adoption.

It is the belief of both the Chamber of Commerce and the Industrial Association in the Santa Clarita Valley that improvements on Interstate 5, California State route 14 and planned improvements on State Route 138 are virtually important for both the short term (2010) and long term requirements (2025).

We acknowledge that each corridor is unique with respect to its function, capacity operational and travel markets. We agree that Interstate 5 is a "goods movement" corridor linking Central valley with Ports of Los Angeles/Long Beach. Interstate 14 may be generally described as a "commute" corridor with an anticipated tripling of the commute traffic around congested Los Angeles freeways.

We agree that these three roadways must function together as a fully integrated major highway and transit investment, ultimately 250 miles of significant transportation facilities in Northern Los Angeles County.





Santa Clarita Valley Chamber of Commerce

23920 Valencia Blvd., Suite 100 • Santa Clarita, CA 91355-2175

661•259-4787 • FAX 661 • 259-8628

There are many complexities and problems to be resolved before this important system is fully integrated. We must; however, begin NOW to solve this problems!

On behalf of the transportation interests: The Valley Industrial Association and the SCV Chamber of Commerce we urge full support of this proposal.

Sincerely,

A handwritten signature in cursive script that reads "Connie Worden-Roberts".

Connie Worden-Roberts, Chairman

Transportation Committees of the SCV Chamber of Commerce and the Valley Industrial association in the Santa Clarita Valley



SCANNED
IN 138

MAY 13 2004

MAY 2004
Office of the Clerk

May 10, 2004

**Roger Snoble, CEO
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, Ca. 90012**

Re: NORTH COUNTY COMBINED HIGHWAY CORRIDOR STUDY

Dear Mr. Snoble,

As a member of the Technical Advisory Committee and an appointee of Supervisor Michael Antonovich, it has been my pleasure to attend the meetings, and to learn more about the critical transportation needs throughout the area. I have welcomed the opportunities to express on behalf of the Santa Clarita Valley, our concerns reflecting the importance of improvements throughout the North County Region, inclusive of Antelope and Santa Clarita Valleys.

On behalf of the Santa Clarita Valley Chamber of Commerce and the Valley Industrial Association we confirm that our combined memberships(in excess of 2.000 businesses) are *very supportive* of the TAC's agreement to endorse the **NORTH COUNTY COMBINED HIGHWAY CORRIDORS STUDY**. We urge its adoption.

It is the belief of both the Chamber of Commerce and the Industrial Association in the Santa Clarita Valley that improvements on Interstate 5, California State Route 14 and planned improvements on State Route 138 are vitally important for both the short term (2010) and long term requirements (2025).

We acknowledge that each corridor is unique with respect to its function, capacity operational and travel markets. We agree that Interstate 5 is a "goods movement" corridor linking Central Valley with Ports of Los Angeles/Long Beach. Interstate 14 may be generally described as a "commute" corridor with an anticipated tripling of the commute population. SR 138 has the potential to become a "bypass" corridor rerouting traffic around congested Los Angeles freeways.

"The Voice of Industry and Commerce in the Santa Clarita Valley"

We agree that these three roadways must function together as a fully integrated major highway and transit investment, ultimately 250 miles of significant transportation facilities in Northern Los Angeles County.

There are many complexities and problems to be resolved before this important system is fully integrated. We must; however, begin NOW to solve the problems!

On behalf of the transportation interests: the Valley Industrial Association and the SCV Chamber of Commerce we urge full support of this proposal.

Sincerely,

A handwritten signature in cursive script that reads "Connie Worden-Roberts".

**Connie Worden-Roberts, Chairman
Transportation Committees of the SCV Chamber of Commerce and the
Valley Industrial Association in the Santa Clarita Valley.**

-
- San Bernardino County Transportation Commission
 - San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency
 - Service Authority for Freeway Emergencies
-

May 24, 2004

Supervisor Michael Antonovich
County of Los Angeles
500 W. Temple Street
Los Angeles, CA 90012

Dear Supervisor Antonovich:

On behalf of the Board of Directors for San Bernardino Associated Governments (SANBAG), I urge you to support the adoption of the Los Angeles County Metropolitan Transportation Authority's (MTA) North County Combined Highway Corridor Study at the July meeting of the MTA Board of Directors. SANBAG is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide.

As you are well aware, travel patterns from North Los Angeles County to the Los Angeles basin and to San Bernardino County are ever increasing and must be addressed in the near future. The North County Combined Highway Corridor Study is an important step toward developing solutions to current and future transportation issues in North Los Angeles County. SANBAG, while acknowledging the importance of the Interstate 5 and State Route 14 corridors, is quite interested in the State Route 138 corridor, which traverses both counties. SANBAG is especially supportive of the study, not only because it includes long term improvements to SR-138 itself, but because the study re-affirms the need for the High Desert Corridor, an additional east-west facility between the Antelope Valley and the Victor Valley. The High Desert Corridor is a high priority project in San Bernardino County, because it will ease congestion on SR-138 between Victorville and Palmdale, but also will provide increased regional access to and from the Victor Valley for travelers on I-5, SR-14 and the Antelope Valley in general. SANBAG applauds the efforts of MTA to study the corridor, and I urge you to support adoption of the study.

The SANBAG Board of Directors, comprised of the twenty-four Mayors and five County Supervisors in San Bernardino County, formally supported adoption of the study at their meeting on May 5, 2004. Prior to the action of the countywide board, the SANBAG Mountain/Desert

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Supervisor Michael Antonovich
Letter of Support for MTA North County Study
Page 2

Committee, comprising the ten Mayors and two County Supervisors representing the Mountain/Desert region of San Bernardino County, unanimously supported the adoption of the study at their meeting on April 16, 2004.

SANBAG looks forward to MTA's consideration and action in support of the study.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Alexander". The signature is written in a cursive style with a large initial "W" and a trailing "Alexander".

Mayor William J. Alexander
President, SANBAG Board of Directors

cc: Mayor Frank C. Roberts, City of Lancaster
Mr. Roger Snoble, CEO, MTA
Mr. Brian Lin, Project Manager, MTA

Dan Beal
Manager, Public Policy and Programs
(714) 885-2306
Beal.Dan@aaa-calif.com



AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

May 18, 2004

Mr. Brian Lin, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: North County Combined Highway Corridors Study – Final Report

Dear Mr. Lin:

Thank you for the opportunity to participate in the North County Combined Highway Corridors study. The Automobile Club of Southern California supports the transportation infrastructure improvements recommended in this study, including:

- Highway improvements and transit service expansions on SR-138 including the construction of a new High Desert Corridor (HCD) freeway/expressway
- Highway improvements on I-5 including additional HOV lanes and interchange modifications
- Highway Improvements on SR-14 including additional HOV lanes and interchange improvements

These recommendations, if approved and funded by the MTA, will provide lasting mobility and safety improvements to residents, businesses, and visitors in north Los Angeles County and help reverse under investment in Los Angeles County's highway and freeway system.

California's mobility is declining in the face of reduced investments, growing population and commerce, and wear and tear on our streets and highways. Should our transportation system fail to grow accordingly, our whole economy and quality of life will be at risk. Maintaining mobility in southern California calls for coordinated public, private and individual actions, ongoing public dialogue and involvement, and a general consensus on the directions we need to take. The efforts and recommendations of the North County study are step in the right direction to achieve these objectives.

I look forward to our continuing partnerships to improve mobility and safety in Los Angeles County.

Sincerely,

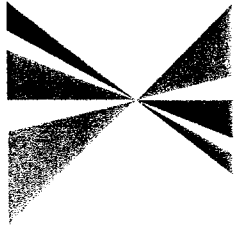
A handwritten signature in black ink that reads "Dan Beal".

Dan Beal

c: Roger Snoble, Chief Executive Officer, MTA



SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Orange County: Chris Norby, Orange County • Donald Bates, Los Alamitos • Lou Bone, Justin • rt Brown, Buena Park • Richard Chavez, Anaheim • ebbie Cook, Huntington Beach • Cathryn eYoung, Laguna Niguel • Richard Dixon, Lake orest • Alta Duke, La Palma • Bev Perry, Brea • rd Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Euisnore • Bonnie ickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron oberts, Temecula

San Bernardino County: Paul Biane, San ernardino County • Bill Alexander, Rancho ucamonga • Edward Burgnon, Town of Apple alley • Lawrence Dale, Barstow • Lee Ann Garcia, rand Terrace • Susan Longville, San Bernardino • ary Oviit, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • len Becerra, Simi Valley • Carl Morehouse, San uenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill avis, Simi Valley

June 3, 2004

Mr. Roger Snoble, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012-2952

Attention: James L. de la Loza

Subject: North Los Angeles County Combined Highway Corridor Study

Dear Mr. Snoble:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from ISTEA passage. The Major Investment Study (MIS) is one of these ISTEA requirements.

Subsequently, TEA-21 removed the requirement for a "stand-alone" MIS, the U.S. Department of Transportation (DOT) issued proposed new MIS regulations and guidance, expected to be finalized in 2001, and FHWA has advised observing existing MIS guidance until DOT guidelines are finalized.

SCAG's adopted 2004 RTP requires a transportation alternatives analysis study for all regionally significant transportation investments (RSTIS) that might utilize federal funds. Projects in this category are usually capacity adding transit and/or highway improvements.

Primary RSTIS components are (1) alternatives analysis, (2) public involvement, and (3) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA, State Resource Agencies and other investment stakeholders.

The range of alternatives considered in the North Los Angeles County Combined Highway Corridor Study (RSTIS) is sufficient to meet RSTIS Guidelines as adopted by SCAG's Transportation and Communications Committee. LACMTA conducted an exemplary public and agency outreach process that provided


adequate opportunities for public involvement. Moreover, numerous meetings including the RSTIS Peer Review Group facilitated public agency involvement and consultation during the study process.

On April 22, 2004 the *RSTIS Peer Review Group* met and determined that the **North Los Angeles County Combined Highway Corridor Study (RSTIS)** meets SCAG and FTA/FHWA requirements, and that the project (Attachment A) is ready to advance from planning to the environmental impact and project development phase as necessary.

This correspondence documents the RSTIS Peer Review Group findings that the North Los Angeles County Combined Highway Corridor Study (RSTIS) meets Metropolitan Planning Rules and is therefore granted this ***Letter of Completion***. If you have any questions please contact me at (213) 236-1889 or Al Bowser at (213) 236-1843.

Sincerely,



 Hasan Ikhrata
Director of Planning and Policy

¹ Attachment A – North County Combined Highway Corridors Study
SR-14, SR-138, and I-5; Final Report, LACMTA, April 2004.

CC: Brian Lin, Project Manager, LACMTA
Sandra Balmir, FTA/FHWA Los Angeles Metro Office
Robert Cady, FHWA
Alan Bowser/RSTIS File, SCAG

California State Senate

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DICK ACKERMAN
SENATE REPUBLICAN LEADER
SENATOR, THIRTY-THIRD DISTRICT

June 30, 2004

Roger Snoble, CEO
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Snoble:

On behalf of the late Senator William J "Pete" Knight, I would like to voice my strong support for the North County Combined Transportation Study, a prudent report that provides a thoughtful "blue print" for addressing transportation needs in the northern portion of Los Angeles County.

I know Senator Knight would appreciate the Metropolitan Transportation Authority's careful consideration of the financial mechanism noted in the study and contemplated by his Senate Bill 138. Agreements with private entities for the purpose of constructing a toll road to circumvent State Route 138 -- a heavily traveled and dangerous thoroughfare -- constitute a feasible funding source for this project that might not otherwise materialize.

Again, thank you for this opportunity to express Senator Knight's support for the regional transportation plan before you.

Sincerely,

A handwritten signature in black ink that reads "Dick Ackerman".

DICK ACKERMAN
Senator, 33rd District

DA:daj

Memorandum

*Flex your power!
Be energy efficient!*

To: Brian Lin, Project Manager
Metropolitan Transportation Authority (Metro)

Date: June 4, 2004

File: North County
Combined Highway
Corridors Study (I-5,
SR 14, SR 138)

From: LINDA TAIRA, BRANCH CHIEF
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENV. ENGINEERING & FEASIBILITY STUDIES (OEEFS)
CORRIDOR & FEASIBILITY STUDIES OVERSIGHT BRANCH

Subject: Assessment of SR-14 HOV Reversible Lane Concept

As noted previously by the California Department of Transportation (Department) District 7 management, the District is receptive to planning concepts involving reversible High Occupancy Vehicle (HOV) lanes within the Los Angeles County/Ventura County area.

Per your request, the Department has provided on the following page initial information needed in the future for more effective evaluation of the feasibility for implementing the reversible HOV lanes on State Route 14 (SR-14) that were proposed in the Metro's North County Combined Highways Corridor Study. Since the Corridor Study is a high-level, early planning analysis, we recommend including this memorandum as an attachment in the final report, and request that when, or if, the reversible concept is studied further, these initial questions and comments be addressed in the appropriate engineering documents.

Once the Metro Board approves the final Corridor Study report, please provide our office with at least one CD and five (5) hard copies of the document so that we may distribute to appropriate offices in the Department.

If you have any questions, I can be reached at 213-897-0813.

Attachment

Questions/Comments Regarding Reversible HOV Lanes on SR-14 in North Los Angeles County California Department of Transportation, Traffic Operations (Headquarters, District 7)

The following are Department questions and comments regarding potential reversible HOV lanes on State Route 14, which would need to be addressed and/or updated/re-evaluated in later, detailed documentation:

1. Have traffic characteristics of the SR -14 remained conducive to 2 or more reversible HOV lanes? If so, for how long is this directional split projected to exist and does it warrant the cost of reversing lanes each day, after completion of the re-construction?
2. The HOV facility on SR-14 would have to be modified significantly to accommodate reversible HOV lanes. Currently, there is water-carrying barrier in the median. If the facility is to be configured similarly to San Diego's I-15 reversible lanes, all center median barrier, overhead HOV signing, and any bridge columns would have to be relocated. Also, the drainage would have to be accomplished in some other way than the current situation.
3. Can full-shoulders be accommodated? The I-15 has full 10-ft shoulders on either side of the two reversible lanes to provide a refuge area in the event that a bus becomes disabled and passengers need to be transferred to a relief bus.
4. What type of separation will be provided between HOV lanes and mixed flow lanes? The I-15 is completely barrier separated in the median from the mixed-flow lanes on either side. The barrier reduces the risk of crashes due to outside vehicle intrusion and visa versa.
5. How will the entrances and exits be protected from wrong-way drivers and to avoid motorist confusion? Concerns vary depending upon which strategy will be pursued, e.g., single entrance and exit like the I-15 or intermediate entrances and exits.
6. How will the direction of the HOV facility be reversed each day? Who will clear the facility? The District 11 TMC clears the I-15 facility of any debris or disabled vehicles prior to changing the direction of the facility.
7. The SR-14 HOV facility currently operates on a part-time basis, with hours of southbound M-F 5 to 9 am, and northbound M-F 3-7 pm. If reversible lanes are implemented prior to 2008, new hours would have to be determined, and all signing would have to be modified (part-time hours are supposed to end in the year 2008, at which time the HOV direct connectors at the 5/14 freeway interchange would be complete).
8. How would reversible HOV lanes feed into and out of the new 5/14 HOV direct connectors in 2008?
9. San Diego's I-15 reversible HOV lanes are located on a separate alignment, which differs from the currently proposed SR-14 concept, so the I-15 Freeway's operational studies should be reviewed and evaluated.
10. There were reversible HOV lanes in Texas in which the barrier is physically moved everyday with a machine, at significant daily operating costs. If this technique were to be considered for SR-14, a detailed analysis would be needed on the operational and maintenance costs.