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FOR IMMEDIATE RELEASE

MTA Seeks Public Input on Proposed Transportation Improvements for North Los Angeles County

- **Antelope Valley, Santa Clarita Open Houses to Present Findings of Integrated North County Corridors Plan**

(Los Angeles) - MTA will host two open house meetings in the Antelope and Santa Clarita Valleys next week to solicit public comment regarding proposed transportation improvements for North Los Angeles County. Staff will present the current draft of the North County Corridors Plan, including the technical team's recommendations for the I-5, SR 14 and SR 138 corridors developed as a result of input from stakeholders, the project Technical Advisory Committee (TAC) and the North County Transportation Coalition (NCTC). The recommendations include increasing capacity on I-5, adding reversible HOV (carpool) lanes on SR 14 and developing a new east-west route that links Antelope Valley with San Bernardino County.

The open house meetings are the culmination of a series of meetings that have been held as part of MTA's North County Corridors Study, which is aimed at developing a long range vision of multi-modal transportation improvements to address safety, expected population growth, future employment opportunities, and commuting patterns. Consistent with that long range vision, strategies for short, medium, and long range improvements will be identified which will be implemented as funding becomes available.

Open house information is as follows:

- **City of Palmdale**
City of Palmdale Cultural Center, Center Room
38350 Sierra Highway
Monday, March 29, 2004; 5:30 p.m. – 8:30 p.m.
- **City of Santa Clarita**
Santa Clarita City Hall, Council Chambers
29920 Valencia Boulevard
Tuesday, March 30, 2004; 5:30 p.m. – 8:30 p.m.

At the open houses the technical team will present several recommendations for the I-5, SR 14 and SR 138 corridors.

In anticipation of increased travel demand on I-5 by 2025, recommendations for the I-5 corridor include increasing its capacity to include additional lanes for general use, carpools/high occupancy vehicles (HOVs) and trucks. The recommendations also incorporate the extension of I-5 corridor improvements to the south through the I-5/SR 14 interchange continuing down to the 5/405 split.

Recommended improvements to SR 14 include converting the existing part-time carpool lanes into reversible carpool lanes/transitway from the I-5 junction through Avenue P in Palmdale. This innovative solution would effectively increase the capacity of the roadway by 50-75% while minimizing construction costs. Reversible lanes are currently in use in San Diego County.

For SR 138, the plan calls for completion of improvements to SR-138 between Pearblossom Highway and the San Bernardino County line in the short-term as funding becomes available. Long-term improvements include construction of a new east-west facility along the High Desert Corridor, and the addition of new express bus routes along SR-138 connecting Antelope Valley to Victor Valley and truck climbing lanes to SR-138 in San Bernardino County.

The public is encouraged to attend the open houses to speak with MTA and study staff, submit comments, and provide feedback about the draft North County Corridors Plan, which is aimed at improving inter- and intra-regional travel. These meetings will provide the public a final opportunity to comment on the integrated plan, which is nearing its conclusion.

Comments received at the open houses will be incorporated into the Plan prior to its being submitted to the MTA Board for review and approval in July 2004. Input from the TAC and NCTC will also be received prior to development of the final Plan. Information about future meetings is available at the study web site, www.metro.net. Just click "Projects and Plans" and select "Current Projects."

The North County Corridors Study is key to maintaining and promoting the economic vitality of the region, which continues to experience tremendous growth in both population and traffic. A multi-agency and multi-modal planning project led by MTA, the study began in August 2001 and initially focused on highway and transit improvements along I-5 and SR-14, two corridors running north-south across North Los Angeles County to the Kern County line.

Work on the second part of the study commenced in May 2002 and is examining multi-modal alternatives for the SR-138 corridor running east-west across the region from I-5 to the San Bernardino County line.

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