



# **NORTH LOS ANGELES COUNTY**

## Transportation Coalition JPA

A Joint Powers Authority

### **BOARD OF DIRECTORS MEETING AGENDA**

**Monday, July 11, 2022 - 1:00 – 3:00 PM**

North Los Angeles County Transportation  
Coalition JPA Board of Directors Meeting

#### **In-Person and Virtual Zoom Info:**

**Please Join from a PC, Mac, iPad, iPhone or Android device by clicking this URL to join Zoom Meeting:**

<https://us02web.zoom.us/j/83719042888?pwd=QUFmTk1TVE1OVWc1NkgwM0hMNU5GZz09&from=addon>

Meeting ID: 837 1904 2888 Passcode: 446168

One tap mobile

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+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

Meeting ID: 837 1904 2888 Passcode: 446168

**Please Join In-person at:**

**Antelope Valley Transit Authority (AVTA), Community Room  
42210 6th Street West, Lancaster, California 93534**



# **NORTH LOS ANGELES COUNTY**

## **Transportation Coalition JPA**

### **NCTC JPA BOARD OF DIRECTORS**

#### **BOARD MEMBERS**

Chair, Austin Bishop, Council Member, City of Palmdale  
Vice Chair, Kathryn Barger, Supervisor, 5<sup>th</sup> District, County of Los Angeles  
Richard Loa, Council Member, City of Palmdale  
Bart Avery, City of Palmdale  
Mark Pestrella, Director of Public Works, County of Los Angeles  
Vacant, County of Los Angeles  
Marsha McLean, Council Member, City of Santa Clarita  
Jason Gibbs, Vice Mayor, City of Santa Clarita  
Michael Hennawy Director of Public Works, City of Santa Clarita  
Marvin Crist, Vice Mayor, City of Lancaster  
Kenneth Mann, Council Member, City of Lancaster  
Trolis Niebla, Assistant City Manager, City of Lancaster

#### **EX-OFFICIO BOARD MEMBERS**

Martin Tompkins, Antelope Valley Transit Authority  
Adrian Aguilar, Santa Clarita Transit

#### **BOARD MEMBER ALTERNATES**

Dave Perry, County of Los Angeles  
Juan Carrillo, Council Member, City of Palmdale  
Damon Letz, City of Santa Clarita

#### **NCTC JPA STAFF**

Executive Director: Arthur V. Sohikian, AVS Consulting, Inc.  
Auditor-Controller: Arlene Barrera, County of Los Angeles  
Legal Counsel: Warren R. Wellen, County of Los Angeles,  
Laura Jacobson, County of Los Angeles

#### **OPEN SESSION**

- 1. CALL TO ORDER** – Austin Bishop, Chair
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**



# NORTH LOS ANGELES COUNTY

## Transportation Coalition JPA

#### 4. NCTC JPA VIRTUAL/REMOTE BOARD MEETING OPT-IN UNDER AB 361 – Executive Director, Legal Counsel

**Recommended Action:** *Adopt findings and approve July 11, 2022, virtual meeting under AB 361 during Proclaimed State of Emergency with findings as follows:*

1. *There exists a “proclaimed state of emergency”, pursuant to the Governor’s State of Emergency Declaration, issued on March 4, 2020.*
2. *State and/or local officials have imposed or recommended measures to promote social distancing.*

**Future Meetings –** Discussion and potential setting of special meetings.

*If NCTC JPA wishes to consider invoking AB 361 virtual meetings for subsequent meetings:*

- a. *The proclaimed state of emergency must remain active; or*
- b. *State or local officials have imposed or recommended measures to promote social distancing;*

*AND*

- c. *Not later than 30 days after teleconferencing for the first time under the AB 361, and every 30 days thereafter, the board shall again make the following findings by majority vote:*

*The board has reconsidered the circumstances of emergency, and at least one of the following circumstances exist:*

1. *The state of emergency continues to directly impact the ability of the members to meet safely in person; or*
2. *State or local officials continue to impose or recommend measures to promote social distancing.*

#### 5. PUBLIC COMMENT

- a. Public comment for NCTC virtual Board meetings can be provided in several ways.
  - i. Written Comments
    1. You are welcome to submit written comments to the NCTC via email. Please send your comment to [sohikian@northcountytransportationcoalition.org](mailto:sohikian@northcountytransportationcoalition.org)
    2. In the subject line of your email, indicate the meeting date and the topic of your comment.
  - ii. Oral Comments
    1. At the beginning of the meeting and for each agenda item at the public meeting, the NCTC Chair will ask for requests for public comment.



# NORTH LOS ANGELES COUNTY Transportation Coalition JPA

2. If you want to provide oral comments on a specific agenda item, you will need to “[Raise your hand](https://support.zoom.us/hc/enus/articles/205566129)” <https://support.zoom.us/hc/enus/articles/205566129> during the Zoom meeting. **\*If calling into the meeting from a telephone, you can use “Star (\*) 9” to raise/ lower your hand.**
3. Once your hand is raised and it is your turn to speak, the Chair or the meeting facilitator will unmute you, announce your name, and you will be able to make your public comment to the NCTC. **\*Depending on how you have called in, you may also need to unmute yourself.**
4. A speaker's time allotment is at the discretion of the Chair. Generally, the NCTC allows 3 minutes per speaker per topic. After your public comment, your hand will be lowered, and you will be placed back on mute.

## NCTC BOARD CONSENT CALENDAR

*All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Board, any public comments on any of the Consent Calendar items will be heard. There will be no separate action unless Board Members request items be removed from the Consent Calendar.*

### 6. MINUTES/RECAP OF PROCEEDINGS

**Recommended Action:** *Approve April 18, 2022, Minutes/Board Meeting Recap of Proceedings held via virtual zoom webinar format.*

### 7. MEMBER AGENCY TRANSPORTATION & TRANSIT PROJECT UPDATES

**Recommended Action:** *Receive and file Report & Map.*

### 8. CALIFORNIA HIGHWAY PATROL & SHERIFF'S NORTH COUNTY UPDATE

**Recommended Action:** *Receive and file reports from CA CHP and LA County Sheriff's.*

### 9. METRO HIGHWAYS UPDATES – Isidro Panuco, Metro

**Recommended Action:** *Receive and file report.*

### 10. METROLINK NORTH COUNTY AVL UPDATE – Alex Davis & Jeanette Flores, Metrolink

**Recommended Action:** *Receive and file report.*

### 11. METRO REGIONAL RAIL UPDATE – Jeanet Owens & Vincent Chio, Metro

**Recommended Action:** *Receive and file report.*





# NORTH LOS ANGELES COUNTY Transportation Coalition JPA

**12. CALIFORNIA HIGH SPEED RAIL UPDATE** – Elisabeth Rosenson, CA HSR  
**Recommended Action:** *Receive and file report.*

**13. HIGH DESERT CORRIDOR JPA/HSR PROJECT UPDATE** – Arthur Sohikian, HDC JPA; Jeanet Owens and Vincent Chio, Metro  
**Recommended Action:** *Receive and file report.*

**14. METRO LEGISLATIVE UPDATES** – Michael Turner & Raffi Hamparian, Metro  
**Recommended Action:** *Receive and file report.*

**15. NCTC JPA EXECUTIVE DIRECTOR UPDATE** – Arthur Sohikian, NCTC  
**Recommended Action:** *Receive and file report.*

## **NCTC BOARD REGULAR CALENDAR**

*At the discretion of the Board, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the Board.*

**16. CALTRANS HIGHWAYS PROJECT UPDATES** – Gloria Roberts, Deputy Director, District 7, Jane Yu and Osama Megalla, District 7  
**Recommended Action:** *Receive and file report.*

**17. INFRASTRUCTURE LA UPDATE** – Mark Pestrella, Director of Public Works, County of Los Angeles  
**Recommended Action:** *Receive and file report.*

**18. APPROVE FY2022-23 PROPOSED BUDGET AND NCTC EXECUTIVE DIRECTOR SIGNING AUTHORITY** – Arthur Sohikian, NCTC JPA Executive Director  
**Recommended Action:**  
A. Approve NCTC FY2022-23 Proposed Budget.  
B. Authorize Executive Director signing authority for administrative costs/expenses up to \$5,000.00  
C. Receive and File FY2020-21 Financial Statements Compliance Audit

**19. NCTC JPA BOARD MEMBER FUTURE AGENDA ITEMS**

**20. ADJOURNMENT.** Next Board of Directors meeting: **October 17, 2022 at 1:00pm,** Location TBD. <https://northcountytransportationcoalition.org/upcoming-meetings>



# NORTH LOS ANGELES COUNTY Transportation Coalition JPA

## AGENDA REPORT – BOARD ITEM 6 North Los Angeles County Transportation Coalition

Date: July 11, 2022  
To: Governing Board Members of the North Los Angeles County Transportation Coalition JPA  
From: Arthur V. Sohikian, Executive Director  
Subject: NCTC JPA Minutes/Recap of Proceedings for the April 18, 2022

- 1. CALL TO ORDER – Chair Austin Bishop called virtual meeting to order at 1:00 p.m.
- 2. ROLL CALL – Quorum Present

**Directors Present/Voting:**

Chair, Austin Bishop, Council Member, City of Palmdale  
Vice Chair, Kathryn Barger, Supervisor, 5<sup>th</sup> District, County of Los Angeles  
Richard Loa, Council Member, City of Palmdale  
Bart Avery, City of Palmdale  
Mark Pestrella, Director of Public Works, County of Los Angeles  
Dave Perry, County of Los Angeles, Alternate Board Member, **VOTING**  
Marsha McLean, Council Member, City of Palmdale  
Jason Gibbs, Vice Mayor, City of Santa Clarita  
Mike Hennawy, Director, Public Works, City of Santa Clarita  
Marvin Crist, Vice Mayor, City of Lancaster  
Kenneth Mann, Council Member City of Lancaster  
Trolis Niebla, Deputy City Manager, City of Lancaster

**EX-OFFICIO BOARD MEMBERS**

Martin Tomkins, Antelope Valley Transit Authority

**BOARD MEMBER ALTERNATES**

Juan Carrillo, Council Member, City of Palmdale  
Damon Letz, City of Santa Clarita

**NCTC JPA STAFF**

Executive Director: Arthur V. Sohikian, AVS Consulting, Inc.  
Legal Counsel: Laura Jacobobsen, County of Los Angeles

- 3. PLEDGE OF ALLEGIANCE: Led by Director Loa

**VOTING LEGEND**

Y=YES      ABS=Abstain      N=NO      C=Conflict      A=Absent

- 4. NCTC JPA VIRTUAL/REMOTE BOARD MEETING OPT-IN UNDER AB 361 – Executive Director, Legal Counsel. **APPROVED on Motion by Vice Chair Barger, Seconded by Director Loa.**

AB	KB	RL	BA	MP	DP	MM	JG	MH	MC	KM	TN	
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

- 5. **PUBLIC COMMENTS** – Jason Zink.



# NORTH LOS ANGELES COUNTY

## Transportation Coalition JPA

6. **APPROVED** CONSENT CALENDAR ITEMS 6 TO 15 including MINUTES/MEETING OF RECAP OF PROCEEDINGS April 18, 2022 Board Meeting held virtual and open to public.  
**APPROVED on Motion by Director Crist, Second by Vice Chair Barger.**

AB	KB	RL	BA	MP	DP	MM	JG	MH	MC	KM	TN	
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

- 7. MEMBER AGENCY TRANSPORTATION & TRANSIT PROJECT UPDATES
- 8. CALIFORNIA HIGHWAY PATROL & SHERIFFS NORTH COUNTY UPDATE
- 9. CALTRANS HIGHWAY UPDATE
- 10. METRO HIGHWAYS PROJECT UPDATES
- 11. METRO REGIONAL RAIL UPDATE
- 12. CALIFORNIA HIGH SPEED RAIL UPDATE
- 13. HIGH DESERT CORRIDOR JPA HIGH SPEED RAIL PROJECT UPDATE
- 14. METRO LEGISLATIVE UPDATES
- 15. NCTC JPA EXECUTIVE DIRECTOR UPDATE

**NCTC BOARD REGULAR CALENDAR**

*At the discretion of the Board, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the Board.*

16. **25<sup>th</sup> CONGRESSIONAL DISTRICT UPDATE** – US Representative Mike Garcia  
Recommended Action: *Receive and file report.*

17. **METRO NORTH COUNTY UPDATE** – Metro, First Vice Chair and Metrolink, Chair Board Director Ara Najarian.  
Recommended Action: *Receive and file report.*

18. **METROLINK NORTH COUNTY AVL UPDATE** – Metrolink CEO, Darren Kettle  
Recommended Action: *Receive and file report.*

19. **MEASURE M SUBREGIONAL FUNDS; PROGRAMMING PLAN UPDATE MSP FINANCIAL FORECAST & YEAR 8 FUNDING REQUEST** – Executive Director & Member Jurisdiction Staff.  
Recommended Action: *Approve Measure M Multi-Year Subregional Program (MSP) Plan and Program Year 8 Funds with inter-program borrowing and programming additional \$2,400,000 from the Subregion’s Measure M MSP – Active Transportation Program to the Highway Efficiency Program; and Reprogramming of projects previously approved to meet environmental, design, right-of-way, and construction time frames.*

**APPROVED on Motion by Director Crist, Second by Director Loa.**

AB	KB	RL	BA	MP	DP	MM	JG	MH	MC	KM	TN	
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	



# NORTH LOS ANGELES COUNTY

## Transportation Coalition JPA

**20. MOBILITY CONCEPT PLAN FOR 2028 OLYMPICS – Fanny Pan, Metro**

**Recommended Action:** *Receive and file report.*

**21. NCTC JPA EXECUTIVE DIRECTOR CONTRACT – Member Jurisdiction Staff**

**Recommended Action:** *Authorize the Chair in consultation with County Counsel to execute a five-year contract with AVS Consulting Inc. for Executive Director and Support Services as follows:*

- A. *July 1 2022 to June 30, 2025 for a total not exceed amount of \$297,000, with a yearly not to exceed amount of \$99,000.00.*
- B. *NCTC JPA Option Year 4: A 3% increase over Year 3; not to exceed \$101,970.00.*
- C. *NCTC JPA Option Year 5: A 3% increase over Year 4; not to Exceed \$105,030.00.*

**APPROVED on Motion by Director Crist, Second by Director Loa.**

AB	KB	RL	BA	MP	DP	MM	JG	MH	MC	KM	TN	
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

**22. REVISED NORTHERN CITIES CORRIDOR REPRESENTATIVE MOU**

**Recommended Action:** *Authorize the Executive Director in consultation with County Counsel to Approve the Memorandum of Understanding with Metro whereby Metro will fund the professional services consulting support staff Metro Board Member Ara Najarian as the Northern Cities Corridor Representative who will be serving as Chair of the Metro Board of Directors for one-year effective July 1, 2022, through June 30, 2023.*

**APPROVED on Motion by Director Crist, Second by Director Mann.**

AB	KB	RL	BA	MP	DP	MM	JG	MH	MC	KM	TN	
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

**23. NCTC JPA BOARD MEMBER FUTURE AGENDA ITEMS**

**24. ADJOURNMENT. Next regular Board of Directors meeting: July 11, 2022, at 1:00pm.**

<https://northcountytransportationcoalition.org/upcoming-meetings>

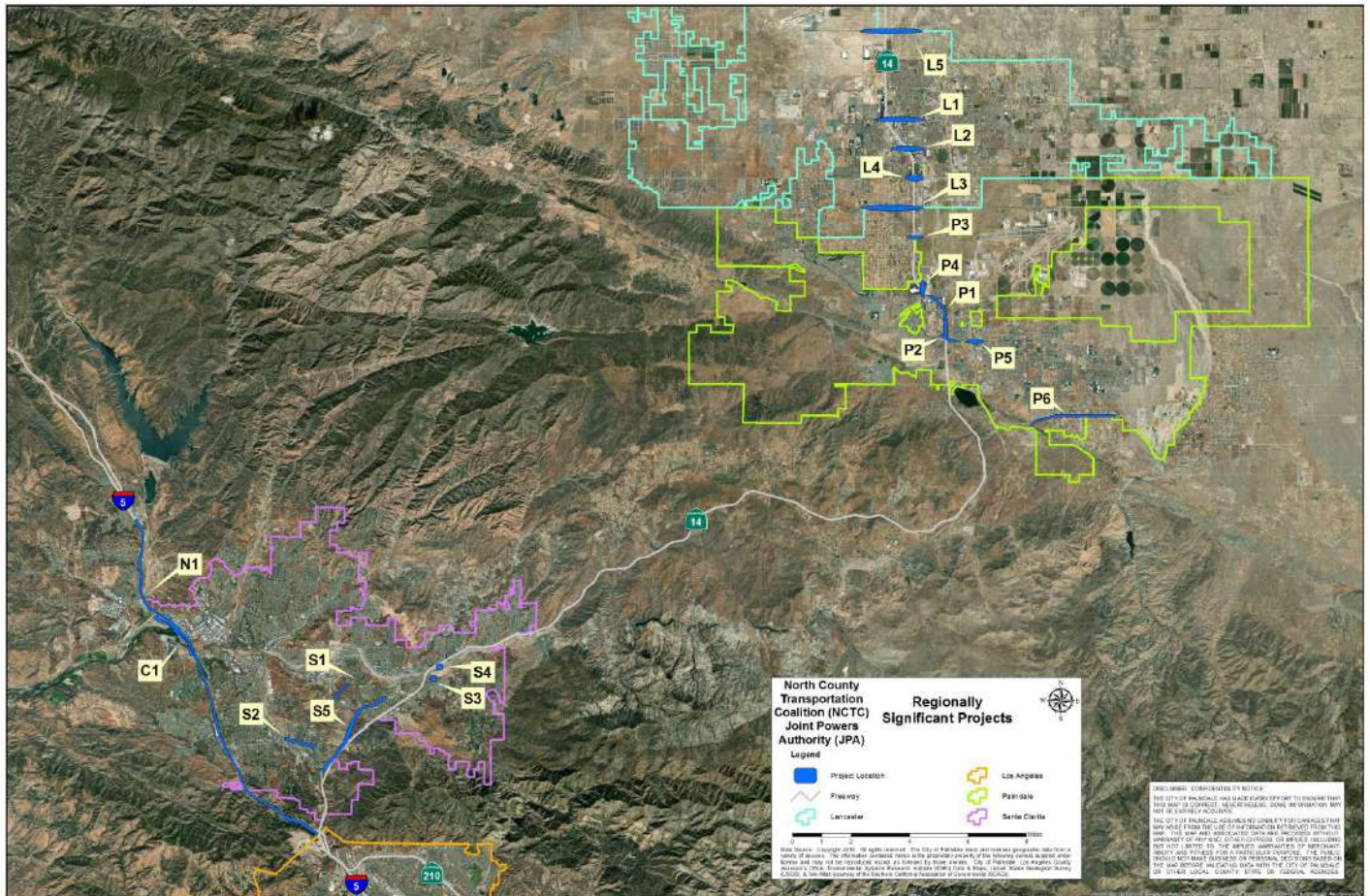


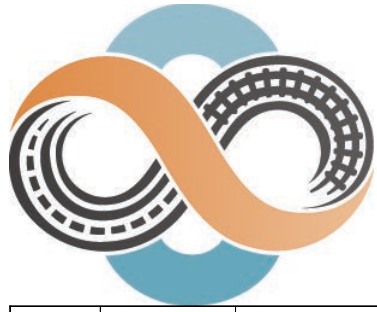


# NORTH LOS ANGELES COUNTY Transportation Coalition JPA

## AGENDA REPORT – BOARD ITEM 7 North Los Angeles County Transportation Coalition

Date: July 11, 2022  
To: Governing Board Members of the North Los Angeles County Transportation Coalition (NCTC) JPA  
From: Arthur V. Sohikian, Executive Director  
Subject: NCTC Transportation & Transit Projects Update





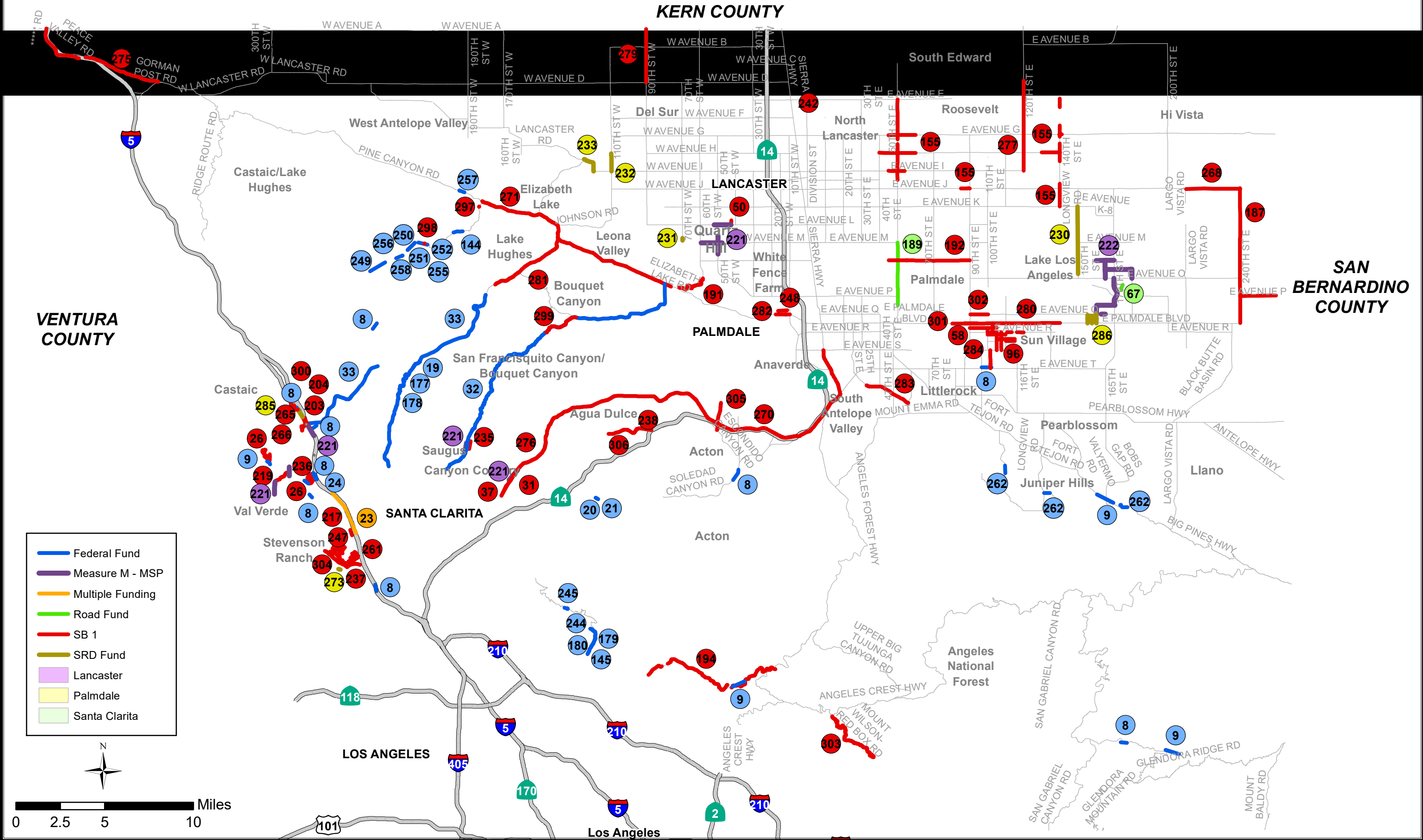
# NORTH LOS ANGELES COUNTY

## Transportation Coalition JPA

Project #	Jurisdiction(s)	Project Name	Project Location	Brief Project Description	Funding Type	Status	Budget Amount	Project total spent	Start Date (MOU approval w/ Metro)	Completion Date
L1	Lancaster	PWCP 14-010 Avenue J Interchange Improvement Project	14 Freeway Interchange From 25th Street West to 15th Street West	SR-138 (SR-14) Avenue J Interchange mainline improvements to accommodate ramp modifications.	Measure R	Phase I is Complete Phase II Construction July of 2022	\$36M	\$8.6M	7/28/2014	2024
L2	Lancaster	PWCP 13-018 Avenue K Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 20th Street West	SR-138 (SR-14) Avenue K Interchange mainline improvements to accommodate ramp modifications.	Measure R	Phase I construction is underway	\$28M	\$5M	3/8/2013	2024
L3	Lancaster Palmdale County	PWCP 13-019 Avenue M Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 30th Street West	SR-138 (SR-14) Avenue M Interchange mainline improvements to accommodate ramp modifications.	Measure R	Design is 60% complete	\$36M	\$4.5M	3/8/2013	2024
L4	Lancaster	PWCP 15-001 Avenue L Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 15th Street West	SR-138 (SR-14) Avenue L Interchange mainline improvements to accommodate ramp modifications.	Measure R	Environment Document under Caltrans review	\$15M	\$1.3M	3/14/2016	2025
L5	Lancaster County	PWCP 13-020 Avenue G Interchange Improvement Project	14 Freeway Interchange From 10th Street West to 30th Street West	SR-138 (SR-14) Avenue G Interchange mainline improvements to accommodate ramp modifications.	Measure R	Project Report Routing for signature	\$11M	\$1.9M	2/28/2014	2025
P1	Palmdale	SR 138 (SR-14) Widening between Rancho Vista Blvd/Avenue P and Palmdale Blvd.	SR 138 (SR-14) Widening between Rancho Vista Blvd/Ave P, includes northbound offramp at RVB	Widening of southbound mainline from RVB to just north of Palmdale Blvd. Widening of northbound offramp at RVB for better queing and storage	Measure R	Construction complete. Project obtaining final approval by Caltrans before filing a Notice of Completion	\$25M	\$14.5 M	8/30/2014 (MOU MR 330.10)	10/6/2020
P1A	Palmdale	State Route 138 (SR 14) and Rancho Vista Boulevard (RVB) Soil/Slope Stabilization Project	The project limits are located between the northbound SR 14 on-ramp at Palmdale Boulevard to RVB, both the east and west sides of SR 14. See Attachment C for general locations	The original project was completed and accepted by the City of Palmdale on October 3, 2020. Disrupted soils and slopes did not receive adequate stabilization treatments as part of the original scope of work. The result is soil displacement caused from erosion and winds ultimately creating negative environmental impacts to water and air quality due to surface water run-off and PM2.5 and PM10 air pollution	Measure R (left over funding from P1)	Working with Metro on obtaining Amendment No. 1	\$3.5M	\$0	TBD (MOU MR330.10, AMENDMENT NO. 1)	6/1/2023
P2	Palmdale	SR 138 (SR-14) Widening @ Palmdale Blvd Interchange	SR 138 (SR-14) @ Palmdale Blvd Interchange	Widening of offramps to allow for better queing and storage; right hand turn lane from Palmdale Blvd to Division street.	Measure R/Measure M	PS&E	\$28.3M (\$25 MR; \$3 MM)	\$2.9 M	1/3/2014 (MOU MR 330.08)	9/30/2024
P3	Palmdale County	SR 138 (SR-14) Avenue N Widening & Interchange Improvements	SR 138 (SR-14) @ Avenue N Interchange	Reconfiguration of on and off ramps at Avenue N and widening of bridge across SR 14	Measure R	PS&E	\$25M	\$4.1 M	9/23/2014 (MOU MR 330.11)	3/1/2024
P4	Palmdale	SR 138 (SR-14) 10th Street West Widening Interchange Improvemts	10th Street West from RVB to O-8 and northbound offramp	Widening of 10th Street West from RVB to O-8 and offramp improvements	Measure R	PS&E	\$27.6M	\$3.10	10/7/2013 (MOU MR 330.09)	3/1/2023
P5	Palmdale	SR 138 (Palmdale Blvd) 5th Street East to 10th Street East Improvements	SR 138 (Palmdale Blvd) 5th Street East to 10th Street East	Widening of Palmdale Blvd from 5th East to 10th East and railroad improvement	Measure R	PS&E	\$25M	\$3.7 M	6/20/2013 (MOU MR 330.07)	8/14/2023
P6	Palmdale County	Pearblossom Highway Reconstruction	Pearblossom Hwy from 25th St East to 55th St East	Reconstruction of pavement and subgrade of this regional truck and commuter route	Gas Tax, Measure M, Measure R, SB1	Project Complete. NOC	\$18M	\$18M	Construction 3rd quarter 2019	Dec-21
S1	Santa Clarita	Via Princessa	Sheldon Avenue to Golden Valley Road	6-Lane Major Arterial with raised landscaped median and Class I Bike Facility along one side.	Measure M 2007 Metro Call Developer Fees	Circulating EIR and in design	\$36M		Fiscal Year 2022-23 (Construction)	FY 20223-24 (Construction)
S2	Santa Clarita	Dockweiler Drive	Valle del Oro to Railroad Avenue	4-Lane Secondary Arterial with raised landscaped median and Class II Bike Facility along both sides.	Measure M 2013 Metro Call 2013 Metro Call Developer Fees	In Design	\$36M		August 2024 (Construction)	December 2026 (Construction)
S3	Santa Clarita	Vista Canyon Metrolink Station	Lost Canyon Road @ Metrolink ROW	New Metrolink Station	Measure R Measure M 2013 Metro Call SB1 LPP Grant	In Construction	\$32M		August 2020 (Construction)	First Quarter 2023 (Construction)
S4	Santa Clarita	Vista Canyon Road Bridge	Soledad Canyon Road to Vista Canyon Road	Vista Canyon Road Bridge and intersection improvements to provide access from Soledad Canyon Road to the Vista Canyon Metrolink station.	Measure R Developer Fees	In Design	\$22M		April 2023(Construction)	April 2024 (Construction)
S5	Santa Clarita	Sierra Highway Improvements	Newhall Avenue to Whispering Leaves Drive	Integration of Sierra Highway into the City's ITS. This project also includes left-turn pocket extensions, additional lanes, and dynamic lane utilization.	Measure R	Preliminary Design	\$3.5M		July 2020 (Construction)	June 2023 (Construction)
C1	County of Los Angeles	The Old Rd - Henry Mayo Dr to Magic Mountain Pkwy	The Old Rd - Henry Mayo Dr to Magic Mountain Pkwy	Widening and bridge replacement	Multiple Funding	Environmental/Design	\$133M		Fall 2024 (Construction)	Late 2027
N1	NCTC	I-5 North Capacity Enhancements	I-5 (SR14 to Parker Road)	add N/S High Occupancy Vehicle (HOV) lane and S Truck Lane	Measure R & Measure M; CA SB1 & Federal INFRA	Final Design/Construction	\$679.4M		Spring 2020 (construction)	Late 2024



# COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY



June 29, 2022

## Vision Zero Los Angeles County Update

### **Traffic Fatality Statistics and Challenge Areas**

Traffic Fatalities- County-maintained Roadways in Unincorporated Communities\*

	2019	2020	2021	2022 (Jan-Jun)
Fatal Injuries NCTC area	24	28	41	17
Fatal Injuries Countywide (Unincorporated)	79	86	111	56

\* Data from Public Works Traffic Collision Database, accessed June 28, 2022

Challenge areas in the NCTC area since 2019:

- Fixed-object crashes: 31 percent of fatal crashes
- Head-on crashes: 23 percent of fatal crashes
- Midblock Pedestrian: 14 percent of fatal crashes
- Left-road crashes: 10 percent of fatal crashes

Public Works will be exploring ways to address the challenge areas through its Vision Zero Initiative.

### **Slow Streets Program**

- PW launched a Slow Streets program under the umbrella of the Vision Zero Initiative on July 2, 2020, in response to the COVID-19 pandemic
- Constituents in local, residential neighborhoods may apply for PW to install, at no cost, corrugated plastic signs with “Slow Down” messaging on the centerline or in the parking lane at neighborhood entrances.
- Program guidelines and the application process were developed to promote traffic calming, help communities comply with social distancing requirements, and encourage physical activity in neighborhoods
- Installation totals as of June 29, 2022:
  - Countywide – 1839 signs (817 new, 1022 replacements) at 751 locations, estimated nearly 59,000 residents served \*\*

## NCTC JPA July11 2022 Agenda Report 7 – Member Agency

- NCTC area – 59 signs (30 new, 29 replacements) at 26 locations in Desert View Highlands community, estimated over 2600 residents served

\*\*

\*\* The number of residents served is an estimated value that was calculated by multiplying the number of residences along a roadway within a designated Slow Street network by the average persons per household (according to 5-year Census estimates from 2015-2019 for Los Angeles, California, this value is 2.99, <https://www.census.gov/quickfacts/losangelescountycalifornia>).

**COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
FISCAL YEAR 2021-22 AND BEYOND**

REF NO.	PROJECT NAME	PROJECT DESCRIPTION	COMMUNITY *	FUNDING TYPE	TOTAL PROJECT COST ESTIMATE	STATUS	ESTIMATED START OF CONSTRUCTION	ESTIMATED COMPLETION DATE
8	Bridge Preventive Maintenance Program Group 14	Preventive maintenance of various bridges	Acton, Angeles National Forest, Castaic, Littlerock/Pearblossom, Stevenson Ranch, Val Verde	Federal Fund	\$ 1,100,000	Design	Spring 2024	Fall 2024
9	Bridge Preventive Maintenance Program Group 22	Preventive maintenance of various bridges	Angeles National Forest, Castaic, Llano	Federal Fund	\$ 400,000	Design	Spring 2024	Fall 2024
19	San Francisquito Cyn Rd at San Francisquito Ck (Bridge 53C0517)	Bridge replacement	Castaic, San Francisquito Canyon/Bouquet Canyon	Federal Fund	\$ 12,200,000	Design	Fall 2024	Spring 2026
20	Soledad Cyn Rd over LACMTA & UPRR (Bridge 53C0555)	Bridge replacement	Acton, Agua Dulce	Federal Fund	\$ 13,600,000	Design	Fall 2029	Fall 2031
21	Soledad Cyn Rd over Santa Clara River (Bridge 53C0488)	Bridge replacement	Acton	Federal Fund	\$ 15,000,000	Design	Fall 2029	Fall 2031
24	The Old Road at Castaic Creek (Bridge 53C1403)	Seismic retrofit	Castaic	Federal Fund	\$ 4,300,000	Design	Spring 2025	Spring 2026
32	Bouquet Cyn Rd - 1 mile S/o Elizabeth Lake Rd to City of Santa Clarita/County boundary line	Installation of horizontal alignment, advanced warning, and curve advisory speed signs.	Canyon Country, Leona Valley, Saugus, San Francisquito Canyon/Bouquet Canyon	Federal Fund	\$ 540,000	Design	Early 2024	Summer 2024
33	San Francisquito Cyn Rd and Lake Hughes Rd Signage Project	Installation of horizontal alignment, advanced warning, and curve advisory speed signs.	Castaic, San Francisquito Canyon/Bouquet Canyon	Federal Fund	\$ 1,087,000	Design	Spring 2024	Fall 2024
144	Lake Hughes Rd at 235' S/o MM 2.47 (2015 Oct Storm)	Install culverts	Lake Hughes	Federal Fund	\$ 1,600,000	Design	Summer 2023	Fall 2023
145	Little Tujunga Cyn Rd at MM 16.91, 15.82, 15.67, 15.12 (2017 Creek Fire)	Replace damaged boardwall with rip rap	Angeles National Forest	Federal Fund	\$ 3,078,000	Construction	October 2020	Spring 2023
177	San Francisquito Cyn Rd at San Francisquito Ck (Bridge 53C0518)	Bridge replacement	Castaic, San Francisquito Canyon/Bouquet Canyon	Federal Fund	\$ 4,500,000	Design	Summer 2025	Summer 2026
178	San Francisquito Cyn Rd at San Francisquito Ck (Bridge 53C0519)	Bridge replacement	Castaic, San Francisquito Canyon/Bouquet Canyon	Federal Fund	\$ 4,500,000	Design	Summer 2025	Summer 2026
179	Little Tujunga Rd at MM 15.57 (2019 Jan Storm)	Cutting the slope and fill back with soil cement mixture	Angeles National Forest	Federal Fund	\$ 700,000	Design	Fall 2022	Spring 2023
244	Little Tujunga Cyn Rd at Buck Cyn	Bridge replacement	Angeles National Forest	Federal Fund	\$ 4,200,000	Design	Summer 2024	Summer 2025
245	Little Tujunga Cyn Rd at Pacoima Creek	Bridge replacement	Angeles National Forest	Federal Fund	\$ 3,700,000	Design	Spring 2028	Spring 2029
249	Lake Hughes Rd at MM 8.52 (2020 Lake Fire)	Rip rap installation	Castaic	Federal Fund	\$ 2,046,000	Design	Fall 2022	Spring 2023
250	Lake Hughes Rd 450' S/O MM 6.70 (2020 Lake Fire)	Rip rap installation	Castaic	Federal Fund	\$ 512,000	Design	Fall 2022	Spring 2023
251	Lake Hughes Rd 370' S/O MM 5.77 (2020 Lake Fire)	Rip rap installation	Castaic	Federal Fund	\$ 767,000	Design	Fall 2022	Spring 2023
252	Lake Hughes Rd 760' N/O MM 5.77(2020 Lake Fire)	Rip rap installation	Castaic	Federal Fund	\$ 512,000	Design	Fall 2022	Spring 2023
255	Lake Hughes Rd at MM 5.05 (2020 Lake Fire)	Rip rap installation	Castaic	Federal Fund	\$ 1,705,000	Design	Fall 2022	Spring 2023
256	Lake Hughes Rd at MM 6.43 (2020 Lake Fire)	Guardrail replacement	Castaic	Federal Fund	\$ 100,000	Design	Fall 2022	Fall 2022
257	Pine Cyn Rd at Bridge #798 (2020 Lake Fire)	Guardrail replacement	Castaic	Federal Fund	\$ 202,000	Design	Summer 2022	Fall 2022
258	Lake Hughes Rd at Bridge #1519 (2020 Lake Fire)	Guardrail replacement	Castaic	Federal Fund	\$ 150,000	Design	Fall 2022	Spring 2023
262	Big Pines Hwy, et al. (2020 Bobcat Fire)	Guardrail replacement	Littlerock/Juniper Hills, Llano	Federal Fund	\$ 530,000	Design	Summer 2023	Fall 2023

\* The Community names represent the names of the Countywide Statistical Areas (CSA) established by Los Angeles County. The CSA names reflect the general name preferences of residents and historical names of unincorporated areas.

COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
FISCAL YEAR 2021-22 AND BEYOND

REF NO.	PROJECT NAME	PROJECT DESCRIPTION	COMMUNITY	FUNDING TYPE	TOTAL PROJECT COST ESTIMATE	STATUS	ESTIMATED START OF CONSTRUCTION	ESTIMATED COMPLETION DATE
221	North County Bus Stop Improvements (MSP)	Improvements at 12 AVTA and 11 Santa Clarita Transit bus stops	Castaic, Quartz Hill, Saugus/Canyon Country, Val Verde	Measure M-MSP	\$ 2,855,000	Design	Spring 2024	Fall 2024
222	Lake Los Angeles Pedestrian Plan Implementation Phase 1	Implement Lake Los Angeles pedestrian plan	Lake Los Angeles	Measure M-MSP	\$ 3,027,000	Design	Spring 2024	Fall 2024
23	The Old Rd - Henry Mayo Dr to Magic Mountain Pkwy	Widening and bridge replacement	Castaic, Stevenson Ranch	Multiple Funding	\$ 133,000,000	Design	Fall 2024	Late 2027
67	175th St East - Lake Los Angeles Ave to Highacres Ave	AC inverted shoulder	Lake Los Angeles	Road Fund	\$ 17,000	Design	Summer 2022	Fall 2022
189	50th St East - 280' N/o Avenue P-8 to 500' S/o Avenue P	Pavement widening (southbound lane)	Palmdale	Road Fund	\$ 65,100	Completed	July 2021	July 2021
26	Hasley Hills South	Pavement reconstruction	Castaic	SB1	\$ 7,813,000	Design	Spring 2023	Fall 2025
31	Sierra Hwy at Vasquez Cyn Rd	Traffic signal modification	Saugus/Canyon Country	SB1	\$ 288,000	Design	Spring 2023	Fall 2023
37	Sierra Hwy - Vasquez Cyn Rd to City of Santa Clarita Boundary	Pavement reconstruction	Canyon Country	SB1	\$ 2,400,000	Completed	June 2021	September 2021
50	Avenue L at 42nd St West	Traffic signal installation	Quartz Hill	SB1	\$ 351,000	Completed	June 2021	May 2022
58	Palmdale Blvd at 90th St East	Traffic signal upgrade	Sun Village	SB1	\$ 170,000	Completed	June 2021	May 2022
96	102nd St East, et al.	Double chip seal	Sun Village	SB1	\$ 1,200,000	Completed	July 2021	August 2021
155	50th St, et al.	Intersection improvement - Microsurfacing Type II	Hi Vista, North Lancaster, Roosevelt	SB1	\$ 428,000	Completed	June 2021	July 2021
187	240th St East - Palmdale Blvd to Avenue J	Pavement rehabilitation	Hi Vista	SB1	\$ 3,500,000	Completed	December 2020	July 2021
191	Godde Hill Rd - Elizabeth Lake Rd to CA Aqueduct BR 1625	Pavement rehabilitation	Leona Valley	SB1	\$ 1,492,000	Completed	September 2021	November 2021
192	Avenue N - 2,640' W/o 50th St East to 90th St East	Pavement rehabilitation	Palmdale	SB1	\$ 2,200,000	Completed	October 2021	November 2021
194	Big Tujunga Cyn Rd (PH 1) - Vogel Flats Rd to Angeles Forest Hwy	Pavement rehabilitation	Angeles National Forest	SB1	\$ 6,509,000	Design	Summer 2022	Spring 2023
203	Castaic Rd at Ridge Route Rd	Install new traffic signal	Castaic	SB1	\$ 850,000	Design	Spring 2023	Fall 2023
204	The Old Rd at Parker Rd	Install new traffic signal	Castaic	SB1	\$ 850,000	Design	Spring 2023	Fall 2023
219	Del Valle Rd - Hunstock St to Hasley Cyn Rd	Install curve advisory signs	Val Verde	SB1	\$ 415,000	Design	Spring 2023	Spring 2023
235	Bouquet Cyn Rd at Vasquez Cyn Rd	New traffic signal	Canyon Country, Saugus	SB1	\$ 494,000	Design	Spring 2025	Fall 2025
236	Hillcrest Pkwy at Beryl Pl	Install flashing beacon	Castaic	SB1	\$ 230,000	Completed	June 2021	March 2022
237	Pico Cyn Rd at Stevenson Ranch Pkwy	Traffic signal upgrade	Stevenson Ranch	SB1	\$ 350,000	Design	Late 2023	Fall 2024
238	Escondido Cyn Rd near MM 1.65	Guardrail installation	Agua Dulce	SB1	\$ 113,800	Completed	May 2021	October 2021
242	Avenue E at Sierra Hwy	Guardrail installation	North Lancaster	SB1	\$ 2,500,000	Design	Late 2024	Spring 2026
247	The Old Rd at Valencia Blvd	Traffic signal upgrade	Stevenson Ranch	SB1	\$ 210,000	Construction	June 2022	Summer 2022



COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
FISCAL YEAR 2021-22 AND BEYOND

REF NO.	PROJECT NAME	PROJECT DESCRIPTION	COMMUNITY *	FUNDING TYPE	TOTAL PROJECT COST ESTIMATE	STATUS	ESTIMATED START OF CONSTRUCTION	ESTIMATED COMPLETION DATE
248	Elizabeth Lake Rd at Mesquite Rd	Traffic signal upgrade	Desert View Highlands	SB1	\$ 125,000	Completed	February 2021	September 2021
261	Stevenson Ranch Tract (Phase 2)	Pavement preservation	Stevenson Ranch	SB1	\$ 980,000	Completed	June 2021	July 2021
265	The Old Rd - Lake Hughes Rd to Royal Rd	Pavement resurfacing	Castaic	SB1	\$ 668,000	Completed	June 2021	June 2021
266	Bobcat Way, et al.	Pavement resurfacing	Castaic	SB1	\$ 351,000	Completed	August 2021	August 2021
268	Avenue J - 210th St East to 240th St East	Pavement resurfacing	Hi Vista	SB1	\$ 1,000,000	Completed	June 2021	June 2021
270	Sierra Hwy - 2100' S/o Quinn Dr to Avenue S	Install advance curve advisory speed signs & chevron warning signs.	Acton, Agua Dulce, Anaverde, Canyon Country, South Antelope Valley	SB1	\$ 1,207,000	Design	Summer 2023	Fall 2023
271	Elizabeth Lake Rd - Lake Hughes Rd to 2095' E/o Bouquet Cyn Rd	Install advance curve advisory speed signs & chevron warning signs.	Elizabeth Lake, Lake Hughes, Leona Valley	SB1	\$ 628,000	Design	Early 2024	Early 2025
275	Ralph Ranch Rd, et al.	Pavement preservation	West Antelope Valley	SB1	\$ 2,440,000	Completed	September 2021	October 2021
276	Sierra Highway (Phase 2) - Vasquez Cyn Rd to Davenport Rd	Pavement rehabilitation	Agua Dulce	SB1	\$ 2,755,000	Construction	June 2022	Summer 2022
277	120th St East - Avenue H to Avenue I	Pavement preservation	Roosevelt	SB1	\$ 423,000	Completed	October 2021	October 2021
279	90th St West - Avenue A to Avenue D	Pavement resurfacing	Del Sur	SB1	\$ 1,140,000	Completed	July 2021	July 2021
280	Palmdale BI (Phase 3) - 90th St East to 140th St East	Pavement rehabilitation	Sun Village, Lake Los Angeles	SB1	\$ 2,970,000	Completed	October 2021	November 2021
281	San Francisquito Cyn Rd - Elizabeth Lake Rd to MM 5.93	Pavement rehabilitation	Bouquet Canyon, Elizabeth Lake, Leona Valley	SB1	\$ 2,693,000	Construction	June 2022	Summer 2022
282	Elizabeth Lake Rd – 142' E/o Dianron Rd (City of Palmdale boundary) to 10th St West	Pavement resurfacing	Desert View Highlands	SB1	\$ 1,498,000	Completed	July 2021	July 2021
283	Barrel Springs Rd - City of Palmdale boundary to Cheseboro Rd	Pavement resurfacing	South Antelope Valley	SB1	\$ 1,200,000	Completed	July 2021	August 2021
284	101st St East - Avenue S to Avenue T	Pavement preservation	Littlerock/Pearblossom	SB1	\$ 133,000	Completed	July 2021	August 2021
287	47th St East - Pearblossom Hwy to Mt Emma Rd	Pavement resurfacing	South Antelope Valley	SB1	\$ 1,042,000	Completed	October 2021	October 2021
288	70th St West - Avenue B to Avenue E	Pavement resurfacing	Del Sur	SB1	\$ 1,198,000	Design	Summer 2022	Fall 2022
289	Palmdale BI (Ph Iv) - 215th St East to 240th St East	Pavement resurfacing	East Palmdale	SB1	\$ 500,000	Completed	February 2022	February 2022
290	Avenue P - 240th St East to 260th St East	Pavement resurfacing	Sun Village, Roosevelt, Redman	SB1	\$ 1,140,000	Completed	February 2022	February 2022
291	30th St West - Avenue N-8 to Avenue M	Pavement resurfacing	White Fence Farm	SB1	\$ 1,051,000	Design	Summer 2022	Summer 2022
292	Avenue O-8, et al.	Pavement resurfacing	White Fence Farm	SB1	\$ 1,104,000	Construction	May 2022	Summer 2022
293	90th St East (Phase 1)- Avenue J to Avenue D	Pavement resurfacing	Roosevelt, Redman	SB1	\$ 2,500,000	Completed	April 2022	May 2022
294	90th St East (Phase 2) - Palmdale BI to Avenue J	Pavement resurfacing	Sun Village, Roosevelt, Redman	SB1	\$ 2,500,000	Design	Summer 2022	Fall 2022



COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
FISCAL YEAR 2021-22 AND BEYOND

REF NO.	PROJECT NAME	PROJECT DESCRIPTION	COMMUNITY	FUNDING TYPE	TOTAL PROJECT COST ESTIMATE	STATUS	ESTIMATED START OF CONSTRUCTION	ESTIMATED COMPLETION DATE
295	Sierra Hwy - Crown Valley Rd to 411' E/o Mountain Springs Rd	Pavement rehabilitation	Acton	SB1	\$ 6,000,000	Design	Fall 2022	Fall 2022
296	87th Street East - Avenue T to Hwy 138	Pavement resurfacing	Little Rock, Sun Village	SB1	\$ 900,000	Design	Summer 2022	Fall 2022
297	Lake Hughes Rd near MM 0.45 Shoulder Repair On-System (2021DECSTM)	Road and shoulder repair using rip rap and enviroblock	Lake Hughes	SB1	\$ 250,000	Design	Fall 2022	Spring 2023
298	Lake Hughes Rd S/o MM 5.26 Slope Repair On-System (2021DECSTM)	Roadway, shoulder and slope repair	Castaic	SB1	\$ 70,000	Design	Fall 2022	Spring 2023
299	Bouquet Canyon Road (Phase 1) - MM 8.74 to Spunky Canyon Road	Pavement resurfacing	Bouquet Canyon, Elizabeth Lake, Leona Valley	SB1	\$ 1,600,000	Completed	April 2022	June 2022
300	Oak Valley Road, et al.	Pavement preservation	Castaic / Val Verde	SB1	\$ 200,000	Design	Fall 2022	Spring 2023
301	Palmdale Blvd - 80th Street East to 90th Street East	Pavement resurfacing	Little Rock	SB1	\$ 350,000	Completed	February 2022	February 2022
302	Avenue O - 90th St East to 100th St East	Pavement resurfacing	Palmdale	SB1	\$ 350,000	Completed	February 2022	February 2022
303	Mount Wilson Rd, et al.	Pavement preservation	Angeles National Forest	SB1	\$ 700,000	Design	Summer 2022	Summer 2022
304	Stevenson Ranch Tract (Phase 3)	Pavement resurfacing	Stevenson Ranch	SB1	\$ 2,300,000	Design	Summer 2022	Fall 2022
305	Escondido Cyn Rd (Phase I) - Agua Dulce Canyon Rd to 14 FWY	Pavement resurfacing	Agua Dulce	SB1	\$ 1,090,000	Construction	June 2022	Summer 2022
306	Red Rover Mine Rd - Escondido Canyon Road To 1800' N/o Rover Ridge Road	Pavement resurfacing	Acton	SB1	\$ 920,000	Design	Summer 2022	Summer 2022
230	150th St East - 1,500' N/o Avenue O to Avenue K	Shoulder paveout	Hi Vista, Lake Los Angeles	SRD Fund	\$ 326,500	Design	Spring 2023	Fall 2023
231	70th St West - Mojave Rose Dr to Avenue L-12	Shoulder paveout	Quartz Hill	SRD Fund	\$ 33,500	Completed	September 2021	September 2021
232	110th St W at Avenue I	Shoulder paveout	Del Sur	SRD Fund	\$ 14,400	Design	Summer 2023	Summer 2023
233	Lancaster Rd - Munz Ranch Rd to 300' E/o Munz Ranch Rd	Shoulder paveout	West Antelope Valley	SRD Fund	\$ 12,500	Design	Summer 2023	Summer 2023
273	Pico Canyon Road - 660' W/O M.M. 2.38 to 2737' E/O M.M. 2.38	Pavement resurfacing	Stevenson Ranch	SRD Fund	\$ 170,000	Completed	April 2022	April 2022
285	The Old Rd - Royal Rd to Oak Valley Rd	Pavement resurfacing	Castaic	SRD Fund	\$ 415,000	Completed	June 2021	August 2021
286	Avenue Q Tract (Phase 2)	Double chip seal	Lake Los Angeles	SRD Fund	\$ 475,000	Completed	May 2021	July 2021
					\$ 295,779,800			

**COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
STREET LISTS FOR ET AL. PROJECTS  
FISCAL YEAR 2021-22 AND BEYOND**

**50th St East, et al.**

50th St East - Avenue E to S/o Avenue I  
Avenue I - W/o 50th St East  
Avenue I - E/o 50th St East  
Avenue H - W/o 50th St East  
Avenue H - E/o 50th St East  
Avenue G - W/o 50th St East  
Avenue G - E/o 50th St East  
Avenue J - W/o 90th St East  
Longview Rd - N/o Avenue K  
Longview Rd - S/o Avenue J  
140th St East - N/o Avenue J  
140th St East - S/o Avenue H  
140th St East - N/o Avenue H  
140th St East S/o Avenue G  
140th St East - N/o Avenue G  
140th St East - S/o Avenue E to End County Maintained Rd  
Avenue H - W/o 140th St East  
Avenue G - E/o 140th St East

**102nd St East, et al.**

100th St East - Avenue R to Palmdale Blvd  
102nd St East - Avenue R to Palmdale Blvd  
105th St East - Avenue R to Palmdale Blvd  
Avenue Q-10 - 90th St East to 105th St East  
Avenue Q-12 - 90th St East to 105th St East  
Avenue Q-14 - 90th St East to 105th St East  
Avenue R - 460' E/o 90th St East to 105th St East  
Avenue R - 110th St East to 120th St East  
Avenue R-2 - 100th St East to 4,668' E/o 110th St East  
Avenue R-6 - 100th St East to 115th St East  
Avenue R-8 - 110th St East to 115th St East  
105th St East - Avenue S to Avenue R  
107th St East - Avenue S to Avenue R

**Avenue O-8, et al.**

Avenue O-8 - 15th St West to 20th St West  
15th St West - Avenue O to Avenue O-12

**Avenue Q Tract (Phase 2)**

Avenue Q-1 - 156th St East to 159th St East  
Avenue Q-4 - 154th St East to 156th St East  
Avenue Q-4 - 1,193' W/o 159th St East to 160th St East  
Avenue Q-7 - 156th St East to 159th St East  
150th St East - Palmdale Blvd to Avenue Q  
155th St East - Palmdale Blvd to Avenue Q  
156th St East - Avenue Q-7 to Avenue Q-1  
158th St East - Palmdale Blvd to Avenue Q-7  
158th St East - Avenue Q-1 to Avenue Q  
159th St East - Avenue Q-7 to Avenue Q-1  
160th St East - Palmdale Blvd to Avenue Q

**Big Pines Hwy, et al. (2020 Bobcat Fire)**

Big Pines Hwy at MM 1.22  
Big Pines Hwy 700' E/o MM 1.22  
106th St East 800' S/o MM 24.90  
Tumbleweed Rd at MM 0.35 (Pallet Creek, BR No. 3578)

**COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
STREET LISTS FOR ET AL. PROJECTS  
FISCAL YEAR 2021-22 AND BEYOND**

**Bobcat Wy, et al.**

Bobcat Wy - Hipshot Dr to Sloan Cyn Rd  
Hipshot Dr - 221' S/o Rogue Wy to 727' N/o Bobcat Wy  
Chucker Ct - 173' W/o Bobcat Wy to Bobcat Wy  
Rogue Wy - Hipshot Dr to Sloan Cyn Rd

**Bridge Preventive Maintenance Program Group 14**

Lake Hughes Rd over Elizabeth Cyn Creek  
Calgrove Blvd over South Fork Santa Clara River  
Castaic Rd over Violin Creek  
North Ridge Route Rd over Violin Creek  
Soledad Cyn Rd over Bee Cyn Wash  
Commerce Center Dr over Castaic Creek & Hasley Channel  
Aliso Cyn Rd over Gleason Cyn Creek  
Avenue T over SPRR  
East Fork Rd over Susana Creek

**Bridge Preventive Maintenance Program Group 22**

Valyermo Rd over Big Rock Creek  
Camp Bonita Rd over Cattle Cyn Creek  
Big Tujunga Cyn Rd over Big Tujunga Cyn  
Romero Cyn Rd over Hasley Cyn Channel

**Hasley Hills South**

Ashby Ct - Chelsea St to 139' E/o Chelsea St  
Beacon St - Concord Av to Cambridge Av  
Buckskin Dr - Rangewood Rd to 386' E/o Plymouth Rd  
Cambridge Av - Quincy St to Hasley Cyn Rd  
Chelsea St - Quincy St to 110' N/o Ashby Ct  
Colt Rd - 570' S/o Hawkset St to Hawkset St  
Concord Av - 650' W/o Quincy St to Quincy St  
Danvers Pl - 152' W/o Wakefield Rd to Wakefield Rd  
Diablo Pl - 574' S/o Buckskin Dr to Buckskin Dr  
FenWy Ct - 229' S/o Quincy St to Quincy St  
Hartford Av - Wakefield Rd to 211' E/o Chelsea St  
Hawkset St - Remington Rd to 325' E/o Colt Rd  
Hidden Trail Rd - Live Oak Rd to Saddleridge Wy  
Highplains Ct - 341' S/o Stageline Rd to Stageline Rd  
Live Oak Rd - 580' W/o Hidden Trail Rd to The Old Rd  
Nantucket St - 182' W/o Wakefield Rd to Beacon St  
Newport Pl - Wakefield Rd to 162' N/o Wakefield Rd  
Plymouth Rd - 329' S/o Quincy St to Quincy St  
Plymouth Rd - Buckskin Dr to 500' N/o Buckskin Dr  
Quincy St - 438' W/o Stageline Rd to Live Oak Rd  
Rangewood Rd - 338' S/o Stageline Rd to Saddleridge Wy  
Remington Rd - Winchester Rd to Hawkset St  
Rockport Wy - Beacon St to Quincy St  
Romero Cyn Rd - Hasley Cyn Rd to 577' N/o Sharp Rd  
Saddleridge Wy - Rangewood Rd to Hidden Trail Rd  
Salem Ct - Chelsea St to 327' E/o Chelsea St  
Sharp Rd - Winchester Rd to Romero Cyn Rd  
Stageline Rd - 308' W/o Highplains Ct to Rangewood Rd  
Stowe Ln - 242' W/o Chelsea St to Chelsea St  
Sturbridge Dr - 441' W/o Beacon St to Beacon St  
Wakefield Rd - Nantucket St to 421' N/o Hartford Av  
Winchester Rd - 371' S/o Remington Rd to 520' N/o Remington Rd  
Woodstock Av - 442' W/o Beacon St to Beacon St

**COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
STREET LISTS FOR ET AL. PROJECTS  
FISCAL YEAR 2021-22 AND BEYOND**

**Lake Los Angeles Pedestrian Plan Implementation Phase 1**

Avenue Q - 163rd St East to 165th St East  
170th St East - Avenue O to Avenue P  
160th St East at Avenue Q  
163rd St East at Avenue Q  
170th St East at Avenue M-8  
170th St East at Avenue N-4  
170th St East at Avenue O  
175th St East at Avenue O  
180th St East at Avenue O  
180th St East at Big Lake Av  
180th St East at Glenfall Av  
180th St East at Lake Los Angeles Av  
Avenue O at Vista San Gabriel Elementary School  
Avenue Q at Lake Los Angeles Elementary School

**Mount Wilson Rd, et al.**

Audio Rd - Mount Wilson Red Box Rd to Mount Wilson Circle  
Mount Wilson Red Box Rd - Angeles Crest Hwy to Video Rd  
Mount Wilson Circle - Audio Rd to Video Rd  
Video Rd - Mount Wilson Red Box Rd to Audio Rd

**North County Bus Stop Improvements (MSP)**

50th St West & Avenue M-8  
50th St West & Avenue L  
50th St West & Avenue L  
50th St West & Avenue M  
Avenue L-12 & 65th St West  
Avenue L & 45th St West  
Avenue M & 65th St West  
Avenue M & 52nd St West  
Avenue M & 55th St West  
Avenue M & 60th St West  
Avenue M & Quartz Hill Mobile Home Park  
Chiquito Cyn Rd & Lincoln Av  
Chiquito Cyn Rd & Marvin St  
Chiquito Cyn Rd & Taft Ct  
Chiquito Cyn Rd & Taylor St  
Del Valle Rd & Hasley Cyn Rd  
Del Valle Rd & Silver St  
San Martinez Rd & Neuraschel St  
Sierra Hwy & Vasquez Cyn Rd  
29415 Bouquet Cyn Rd  
The Old Rd & Parker Rd  
LARC Ranch

**Oak Valley Rd, et al.**

Autumn Oak Ct - 116' S/o Oak Valley Rd to Oak Valley Rd  
Black Oak Ln - Sierra Oak Tr to The Old Road  
Highland Ct - 332' W/o Sierra Oak Tr to Sierra Oak Tr  
Oak Hill Ct - 604' S/o The Old Road to The Old Road  
Oak Valley Rd - 793' W/o Sierra Oak Tr to The Old Road  
Ridge Top Ln - 468' S/o Sierra Oak Tr to 751' N/o Sierra Oak Tr  
Sierra Oak Tr - Oak Valley Rd to Ridge Top Ln

**Ralph Ranch Rd, et al.**

Ralph Ranch Rd - Gorman School Rd to Frazier Mountain Park  
Gorman Post Rd - 3,960' W/o Gorman School Rd to 785' W/o Lancaster Rd

**COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
STREET LISTS FOR ET AL. PROJECTS  
FISCAL YEAR 2021-22 AND BEYOND**

**San Francisquito Cyn Rd and Lake Hughes Rd Signage Project**

San Francisquito Cyn Rd - Elizabeth Lake Rd to City of Santa Clarita/County boundary line  
Lake Hughes Rd - Elizabeth Lake Rd to Ridge Route Rd

**Stevenson Ranch Tract (Phase 2)**

Akins Ct - Chase Av to 162' N/o Chase Av  
Blake Ct - Steinbeck Av to 807' N/o Steinbeck Av  
Bowie Ct - Carson Wy to 473' E/o Carson Wy  
Browning Pl - Steinbeck Av to 809' N/o Steinbeck Av  
Bryant Pl - Whitman St to 570' E/o Whitman St  
Carson Wy - Huston St to Crockett Ln  
Chase Av - Stevenson Ranch Py to Huston St  
Chisom Ln - Stevenson Ranch Py to Huston St  
Clarke St - Joyce Pl to Poe Py  
Coleridge Pl - Whitman St to 606' E/o Whitman St  
Crockett Ln - 795' S/o Huston St to Carson Wy  
Dickens Ct - Steinbeck Av to 712' N/o Steinbeck Av  
Dove Ln - 323' S/o Chase Av to Chase Av  
Doyle Ct - Franklin Ln to 495' N/o Franklin Ln  
Eliot Ct - Steinbeck Av to 263' N/o Steinbeck Av  
Emerson Ln - Steinbeck Av to 504' N/o Steinbeck Av  
Franklin Ln - Poe Py to 528' E/o Whitman St  
Gale Dr - Huston St to Oliver Wy  
Henley Wy - Huston St to 136' N/o Huston St  
Huston St - Stevenson Ranch Py to Oliver Wy  
Irving Ln - Keats Ln to Poe Py  
Joyce Pl - Clarke St to Poe Py  
Keats Ln - 272' S/o Irving Ln to Poe Py  
Lee Ct - Huston St to 151' E/o Huston St  
Oliver Wy - Gale Dr to 125' E/o Huston St  
Oneill Cr - Franklin Ln to 114' E/o Franklin Ln  
Poe Py - Hemingway Av to Stevenson Ranch Py  
Steinbeck Av - Stevenson Ranch Py to The Old Rd  
Verne Ct - Poe Py to 331' E/o Poe Py  
Walker Pl - Huston St to 142' N/o Huston St  
Wells Ct - 170' S/o Poe Py to Poe Py  
Whitman St - Poe Py to Franklin Ln  
Winslow Ct - Chase Av to 127' N/o Chase Av

**Stevenson Ranch Tract (Phase 3)**

Alcott Ct-537' W/o Tennyson Ln/Tennyson Ln  
Baldwin Pl-Kavenagh Ln/847' N/o Kavenagh Ln  
Barnett Ln-Faulkner Dr/365' N/o Beckett Wy  
Bates Pl-Kavenagh Ln/814' N/o Kavenagh Ln  
Beckett Wy-Barnett Ln/Bronte Ln  
Bronte Ln-HemingWy Av/313' N/o Beckett Wyl  
Burke Pl-Faulkner Dr/O'Casey Pl  
Burroughs Pl-Bronte Ln/558' N/o Bronte Ln  
Carroll Ln-Faulkner Dr/584' N/o Kavenagh Ln  
Chaucer Pl-Flemming Pl/Mallory Dr  
Christie Ct-Faulkner Dr/328' N/o Faulkner Dr  
Clifton Pl-Carroll Ln/745' E/o Carroll Ln  
Faulkner Dr-Mallory Dr/HemingWy Av  
Flemming Pl-Grey Pl/Chaucer Pl  
Grey Pl-Flemming Pl/Tennyson Ln  
Hawes Pl-Singer Pl/Twain Ln  
Kipling Pl-568' W/o Potter Pl/Carroll Ln

**COUNTY TRANSPORTATION PROJECTS IN THE NORTH COUNTY  
STREET LISTS FOR ET AL. PROJECTS  
FISCAL YEAR 2021-22 AND BEYOND**

**Stevenson Ranch Tract (Phase 3) (Continued)**

Marlowe Ct-352' W/o Tennyson Ln/Tennyson Ln  
Mitchell Pl-574' W/o Potter Pl/Potter Pl  
O'Casey Pl-Burke Pl/Voltaire Pl  
O'Hara Ln-Kavenagh Ln/484' N/o Stein Wy  
Peacock Pl-Mallory Dr/Potter Pl  
Poe Pkwy-349' E/o Thoreau Wy/Hemingway Av  
Pope Pl-529' S/o O'Casey Pl/O'Casey Pl  
Potter Pl-Kipling Pl/Peacock Pl  
Salinger Ln-Kavenagh Ln/506' N/o Stein Wy  
Singer Pl-Kavenagh Ln/320' N/o Hawes Wy  
Stein Wy-Salinger LN/O'Hara Ln  
Tennyson Ln-Grey Pl/612' N/o Wycott Wy  
Twain Pl-610' S/o Kavenagh Ln/746' N/o Hawes Wy  
Voltaire Pl-Faulkner Dr/O'Casey Pl  
Wycott Wy-Tennyson Ln/Mallory Dr



## NORTH COUNTY TRANSPORTATION COALITION

### 2022 2<sup>nd</sup> QUARTER BOARD REPORT UPDATE PALMDALE SHERIFF'S STATION

#### January – May Statistics

	<b>2021</b>	<b>2022</b>	<b>% CHANGE</b>
TOTAL COLLISIONS	777	686	-12%
FATAL COLLISIONS	9	7	-22%
INJURY COLLISIONS	237	236	0%
NON-INJURY COLLISIONS	531	445	-16%
DUI COLLISIONS	55	36	-35%
DUI ARRESTS	163	136	-17%
TOTAL CITATIONS	3873	4346	+12%
HAZARDOUS CITATIONS	3217	3569	+11%
ENFORCEMENT INDEX*	13.7	15.2	+11%

\*The traffic enforcement index is the ratio of hazardous citations and DUI arrests to fatal and injury collisions. The recommended ratio of an effective traffic program is 20:1.

Traffic collisions are down in all categories and traffic enforcement is up in all categories, except DUI arrests. We have been working diligently to make a positive impact on traffic issues in the city of Palmdale and it appears to be making a difference.

# North County Transportation Coalition meeting

July 11, 2022

## Santa Clarita Valley Sheriff's Station=

### Jan-Jun 2021

Total Citations= 8591 (motor team =6857, remainder of patrol station = 1734)

Citations over 100 MPH= 4

Driving Under the Influence arrests= 118

All traffic collisions= 732

Fatal traffic collisions=5

Injury collisions= 203

Property damage only collisions= 524

### Jan-Jun 2022

Total Citations= 9507 (Motor team 8478, remainder of patrol station 789) (Commercial Enforcement car suspended January through March, Item reallocated to special team).

Citations over 100 MPH= 2

Driving under the influence arrests= 84 (DUI Enforcement car suspended January through March 2022)

All traffic collisions= 761

Fatal traffic collisions= 1 (Private property)

Injury collisions= 247 (Estimated, not all reports are processed)

Property damage only collisions= 513

### 2021-2022 January through June comparison

Citations= +916

Citations over 100 MPH= -2

DUI arrests= -34

Total collisions= +29

Fatal collisions= -4

Injury collisions= +44

Property damage only collisions= -11

**NORTH COUNTY TRANSPORTATION COALITION**  
**1<sup>st</sup> QUARTER BOARD REPORT UPDATE**  
**LANCASTER SHERIFF'S STATION**

Statistical reporting dates of January 1 to March 31 as of 06/28/22.

	<b>2021</b>	<b>2022</b>	<b>% CHANGE</b>
TOTAL COLLISIONS**	574	583	2%
FATAL COLLISIONS	8	5	-38%
INJURY COLLISIONS**	210	239	-14%
NON-INJURY COLLISIONS**	356	339	-5%
DUI COLLISIONS**	49	43	-12%
DUI ARRESTS	161	146	-9%
TOTAL CITATIONS	1530	1630	7%
HAZARDOUS CITATIONS	1349	1438	7%
ENFORCEMENT INDEX*	6.2	5.9	-5%

\*The traffic enforcement index is the ratio of hazardous citations and DUI arrests to fatal and injury collisions. The recommended ratio of an effective traffic program is 20:1.

\*\*The statistical information contained in this graph reflects reports that have been approved and processed as of the date indicated. Due to traffic personnel shortages, there are collision reports that have not been completed and approved, which will affect the statistical information reported for the current period.

## North County Transportation Coalition Meeting

July 11, 2022

California Highway Patrol – Antelope Valley Area

### April – June 2022

Total Citations: 2,288  
Citations over 100 mph: 59  
Driving Under the Influence arrests: 166  
All traffic crashes: 435 (40 pending)  
Fatal traffic crashes: 12  
Injury traffic crashes: 158  
Property damage only traffic crashes: 225  
Commercial vehicle traffic crashes: 22 (7 injury/1 fatal)

### April – June 2021

Total Citations: 3,364  
Citations over 100 mph: 103  
Driving Under the Influence arrests: 222  
All traffic crashes: 572 (6 pending)  
Fatal traffic crashes: 14  
Injury traffic crashes: 257  
Property damage only traffic crashes: 295  
Commercial vehicle traffic crashes: 46 (18 injury/1 fatal)

### 2<sup>nd</sup> Quarter 2021 – 2022 Comparison

Citations: -1,076  
Citations over 100 mph: -44  
Driving Under the Influence arrests: -56  
Traffic crashes: -137  
Fatal traffic crashes: -2  
Injury traffic crashes: -99  
Property damage only traffic crashes: -70  
Commercial vehicle traffic crashes: -24 (-11 injury/even fatal)

### 2021 Total Statistics

Total Citations: 12,034  
Citations over 100 mph: 485  
Driving Under the Influence arrests: 713  
All traffic crashes: 2,133  
Fatal traffic crashes: 49  
Injury traffic crashes: 915  
Property damage only traffic crashes: 1,138

# North County Transportation Coalition Meeting July 2022

## California Highway Patrol – Newhall Area

### April - June 2022 Statistics\*

Total Citations: 5,704

Citations over 100 mph: 100

Driving Under the Influence Arrests: 187

All Traffic Collisions: 643

Fatal Traffic Collisions: 8

Injury Traffic Collisions: 195

Property Damage Only Traffic Collisions: 404

Pending traffic collisions: 36 (No fatal, pending are PDO or injury)

\*Data are from 04-01-22 to 06-28-22

### April - June 2021 Statistics

Total Citations: 5,522

Citations over 100 mph: 201

Driving Under the Influence Arrests: 221

All Traffic Collisions: 772

Fatal Traffic Collisions: 5

Injury Traffic Collisions: 280

Property Damage Only Traffic Collisions: 487

### 2021 – 2022 2<sup>nd</sup> Quarter Comparison

**Citations: + 182**

**Citations of 100: -101**

**DUI Arrests: -34**

**Traffic Collisions: -129**

**Fatal Collisions: +3**

**Injury Collisions: -85**

**Property Damage Collision: -83**

# State Route 14 Improvements



North Los Angeles County  
Transportation Coalition  
July 11, 2022





# Project Status



## Caltrans Required Phases

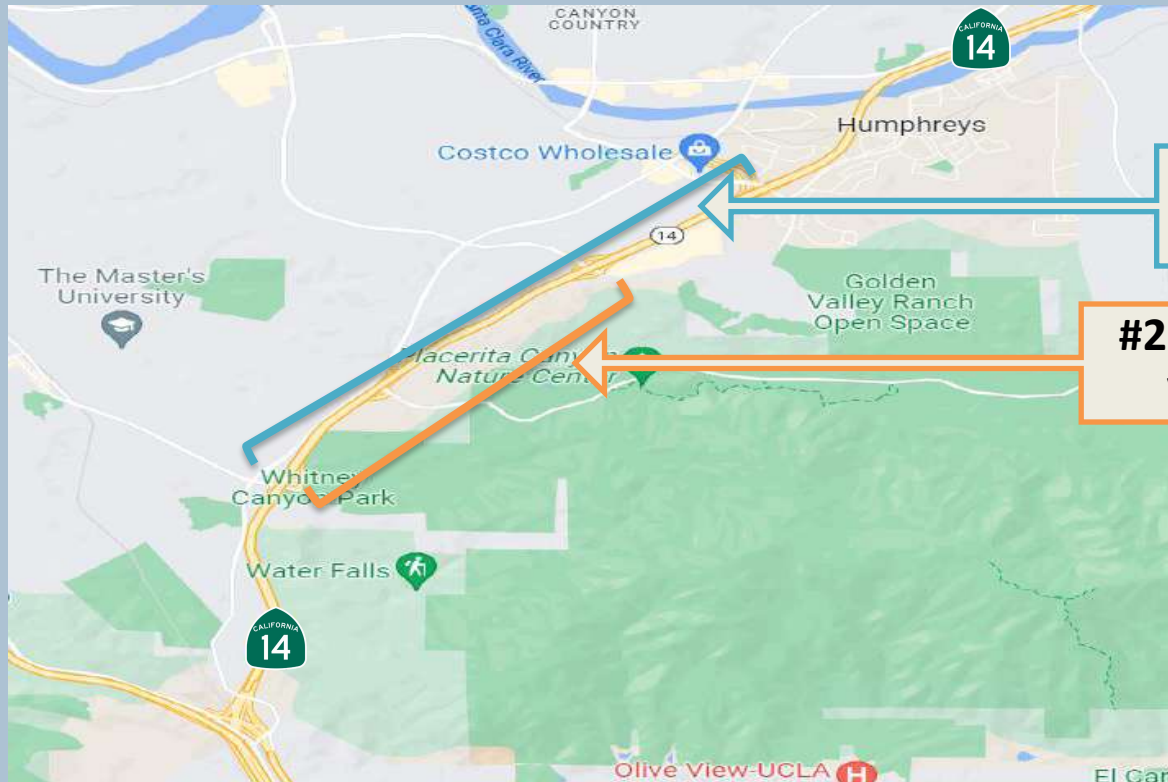
- Project Initiation Document – PSR/PDS  
Completed August 2021 & Caltrans Funded
- Environmental Phase – PAED  
Estimated Start Nov/Dec 2022 (2-4 years)  
\$4.7 Million in Measure M Available
- Final Design & Construction –  
Funds Need To Be Identified



# Project Limits



Segment 1 and 2 – Northbound (NB) and Southbound (SB)



**#1 SB Via Princessa to Newhall (3.7 Miles)**

**#2 NB Newhall to Golden Valley Rd (2.6 Miles)**

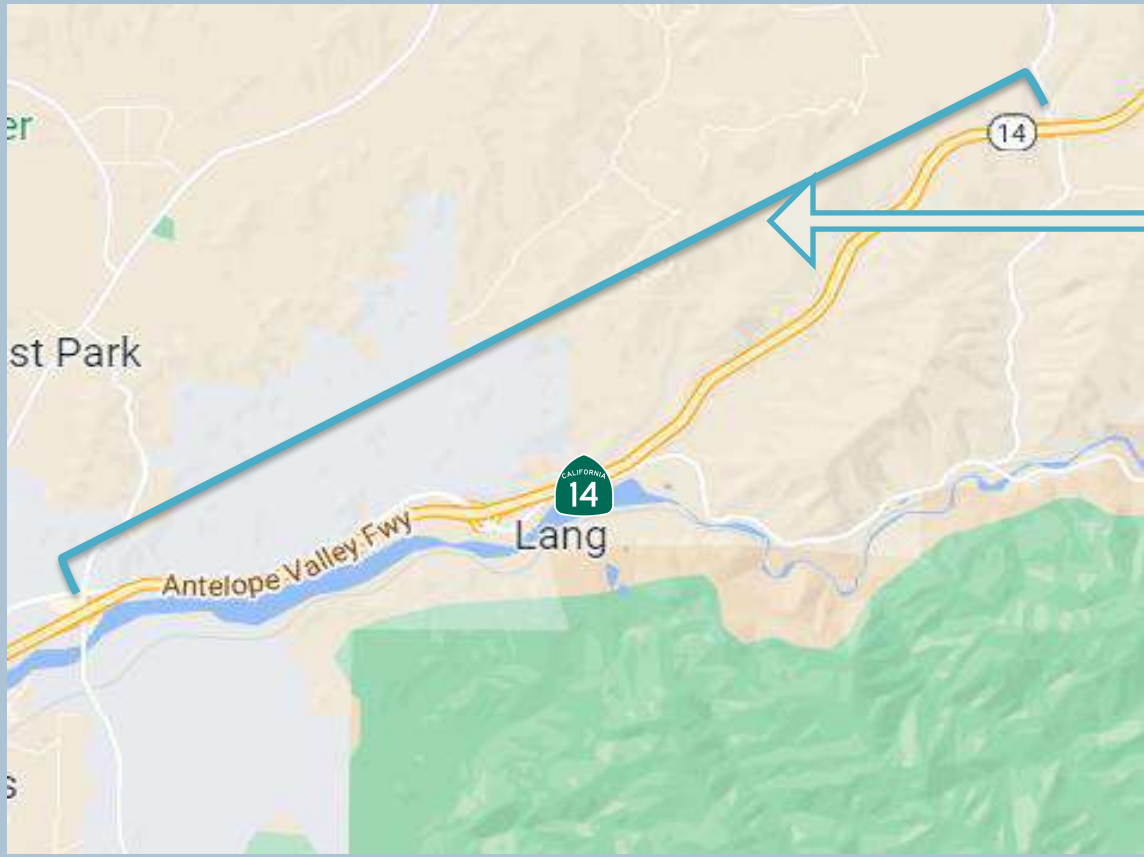
2.6 mile vicinity overlap between segments 1 and 2



# Project Limits



## Segment 3 – Southbound (SB)



**#3 SB Sand Canyon Rd to Agua Dulce Canyon (6.6 Miles)**

2.5 mile gap between segments 1,2 and 3



# Project Estimates & Environmental



## PSR/PDS Estimates

- Estimated Environmental \$6 million
  - \*\$4.7 million in Measure M\*
- Estimated Final Design \$10-16 million
- Estimated Construction \$129-168 million

## Environmental Issues

- Vehicle Miles Traveled (VMT) SB743
- Adjacent Arterial Improvements
- Time and Project Scope Increase
- Safety/Operations Priority i.e. Auxiliary Lanes



# Project Approach



## Prioritize Segment(s) To Advance

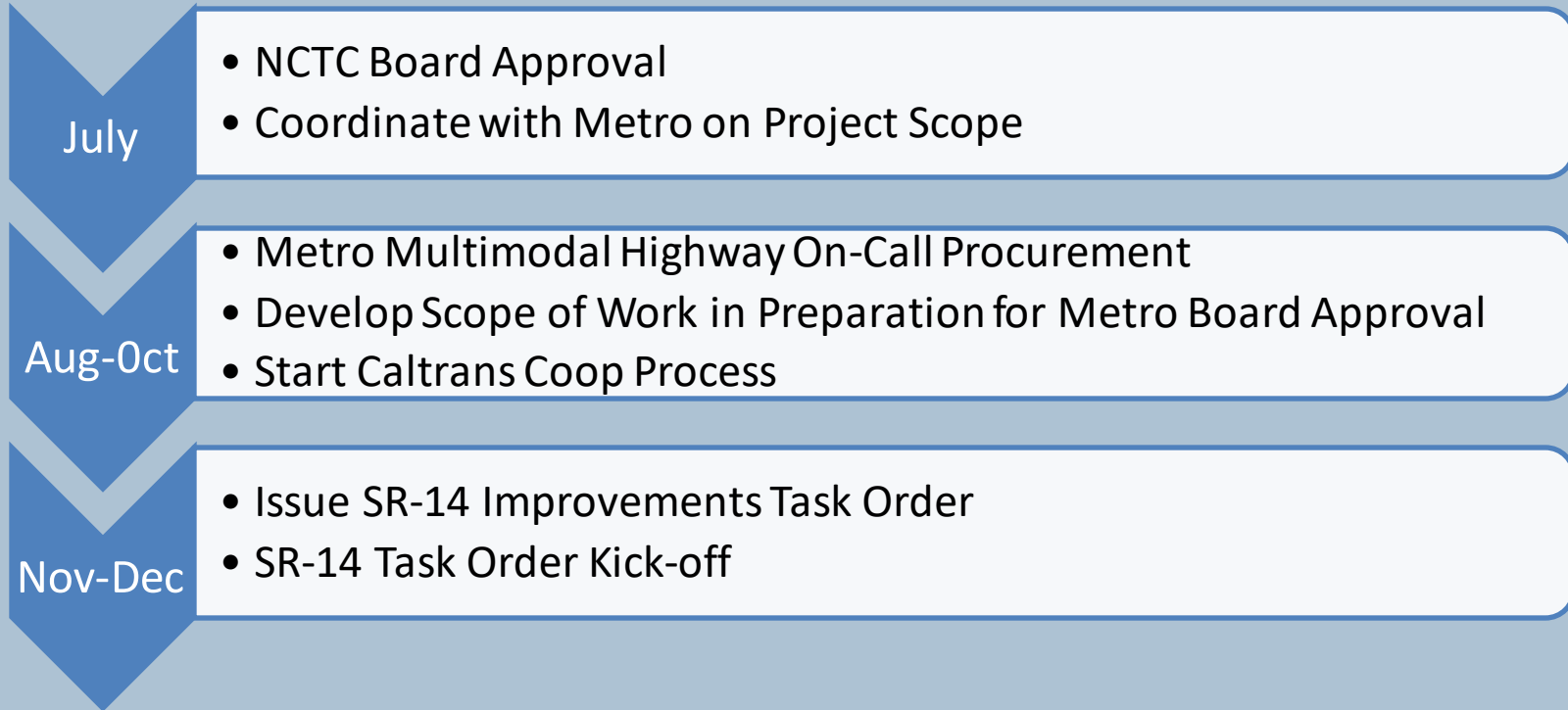
- a) Segment 1 and 2 Environmental Phase
  - 2.6 Mile of Overlap Segments NB and SB
  - Environmental Studies Overlap
- b) Segment 3 Environmental Phase
  - 6.6 Miles of SB Improvements

## Options

- Prioritize Segment 1 and 2 or Segment 3 with \$4.7 Million Measure M
- Caltrans PID Estimated \$6 million for PAED
- Expedited Approvals with Smaller Scope
- Reduced Regulatory Concerns (VMT)



# Schedule



\*Schedule contingent on Metro Board Approval of New Multimodal Highway On-Call\*



# NCTC JPA July 11 2022 Agenda Report 9 - Metro Highways Update

North County			
I-5 North County Enhancements Project between SR-14 in Santa Clarita and Parker Road in Castaic	Construction	Construction on-going. Metro is administering the construction.	Paul Sullivan sullivanpa@metro.net
SR-138 Widening, E/O SR-14, Segments 4, 6, and 9	Construction	Metro coordinates with Caltrans to complete the remaining Segments 4,6, and 9. Segment 4 between .3 mile west of Little Rock Wash and 77th Street: design completion in February 2023. Segment 6 between 87th Street and 96th Street: Open to the public November 2021, progress continues on punch list items. Segment 9 between .7 mile west of 121st Street and Longview Road: Construction completed.	Robert Machuca machucaR@metro.net
SR-138 Widening, E/O SR-14, Segment 13	Final Design	Segment 13 is 0.4 mile west of 190th St to State Route 18 Junciton. Design projected completion is August 2023. The Project limits were recombined to be inclusive of both Segments 13 and 14. This was due to ROW efforts on the segments that required that the Project limits stay between 1.6 miles along Route 138 (PM 66.0/70.1) and 1.1 mile along Route 18 (PM 3.4/4.5). Caltrans ROW continues to work on the remaining parcels and right-of-entry permits for hazardous waste investigations.	Robert Machuca machucaR@metro.net
Measure R SR-138/SR-14 Overlap - Freeway Interchange Improvements	Various Phases	10 planned projects (5 in Palmdale and 5 in Lancaster) are advancing in various phases. Palmdale: Four of the five projects in Palmdale are in design. The Rancho Vista Project is open to the public and is now in progress with the soil/slope stabilization. Lancaster: Three projects in design and two in environmental. Avenue J Project Phase 1 has completed construction in March 2022. Phase 2 final design completed in September 2021 and will be ready to list by Summer 2022.	Robert Machuca machucaR@metro.net
SR-138/SR-18 Improvements (PSR/PDS)	Planning	The project is evaluating improvements on SR-138/18 to consider the development of a continuous 4-lane highway between Palmdale and Victorville. The potential improved highway connection is being coordinated by Metro, with SBCTA and Caltrans Districts 7 and 8 in lieu of the HDC highway component. A draft PSR/PDS has been submitted to Caltrans D7 and D8 for review and comment.	Isidro Panuco panucol@metro.net



# North County Transportation Coalition

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Metrolink Update

July 11, 2022



**METROLINK**

# Metrolink System

## METROLINK COMMUTER RAIL SYSTEM



6

Counties Served

7

Routes/Lines

538

Route miles

63

Stations



# Ridership Recovery

System Ridership  
Tuesday, June 21, 2022

15,532

Change from a week ago → 0%

Change from pre-pandemic ↓ -61%

Average for last 5 weekdays 14,116

Difference from above period ↑ 10%



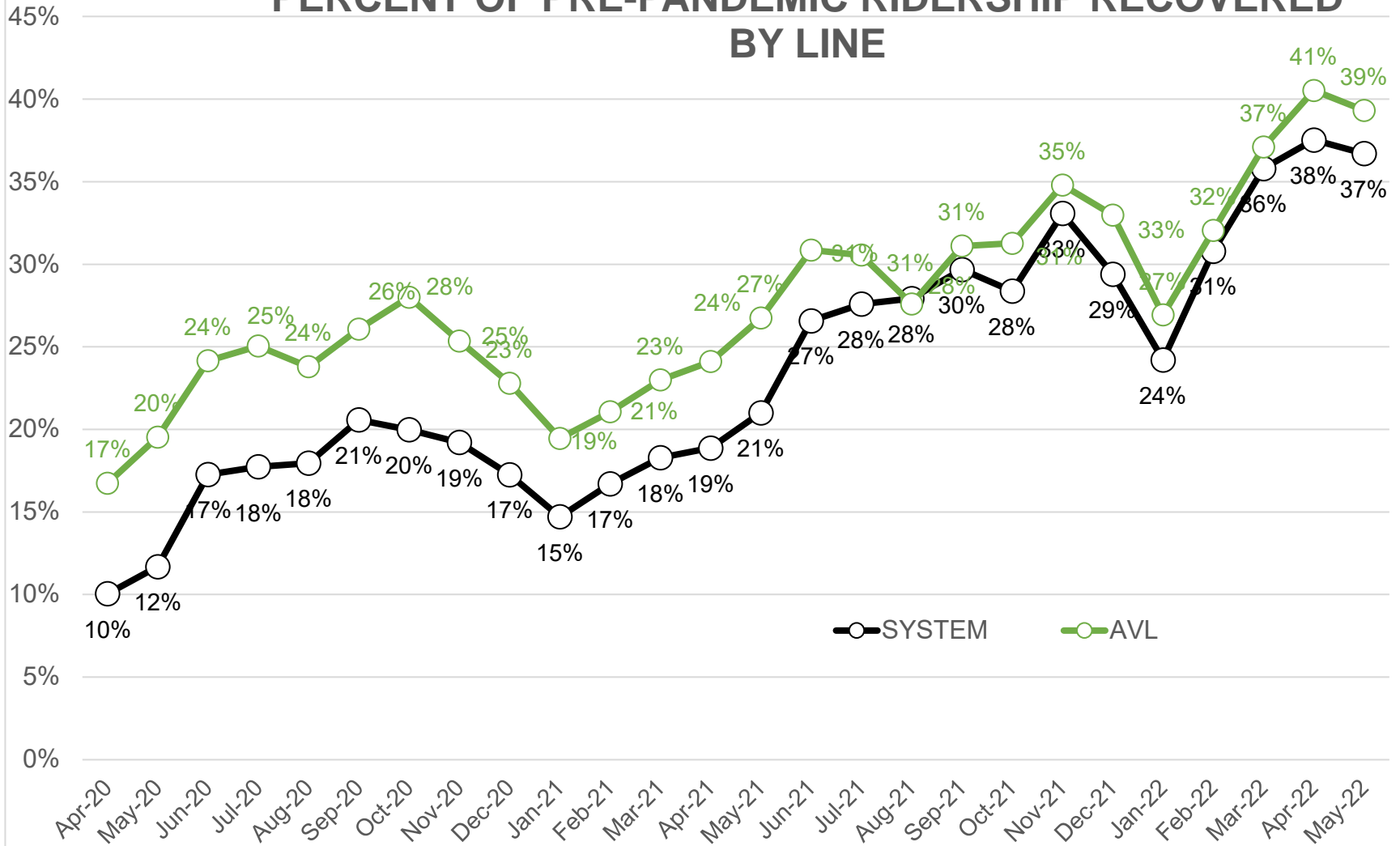
Opportunities for summer travel with new weekday \$15 Summer Day Pass and current \$10 Weekend Day Pass

**METROLINK**



# Ridership

## PERCENT OF PRE-PANDEMIC RIDERSHIP RECOVERED BY LINE



Source: Conductor counts



**SCORE** Southern  
California  
Optimized  
Rail  
Expansion

GET MORE WITH SCORE

**A 10 year, \$10+ billion vision to improve the passenger & freight railroad network in Southern California.**

# SCORE Projects



## SCORE PHASE 1 PROJECTS

- 1 Simi Valley Double Track
- 2 Chatsworth Station Improvements
- 3 Burbank Junction Speed Improvements
- 4 Signal Improvements (Burbank-L.A.)
- 5 Marengo Siding Extension
- 6 El Monte Siding Extension
- 7 Rancho Cucamonga Siding Extension
- 8 Hobart to Commerce Capacity Improvements
- 9 Fullerton Interlocker Incl. Atwood-Esperanza 3rd Track)
- 10 Signal Improvements (Atwood-Orange)
- 11 Irvine Station Improvements
- 12 Signal Improvements (Avery-Songs)
- 13 Serra Siding Extension
- 14 Riverside - Downtown Station Improvements
- 15 Link Union Station
- 16 Orange County Maintenance Facility
- 17 Tyler Ave and Copswell Rd Grade Crossing Improvements
- 18 Signal Improvements (La Palma-Avery)
- 19 Balboa Double Track Extension
- 20 Canyon Siding Extension
- 21 Lancaster Terminal Improvements

\*Note: Link Union Phase 2 includes Metrolink's LAUS #1004 Project

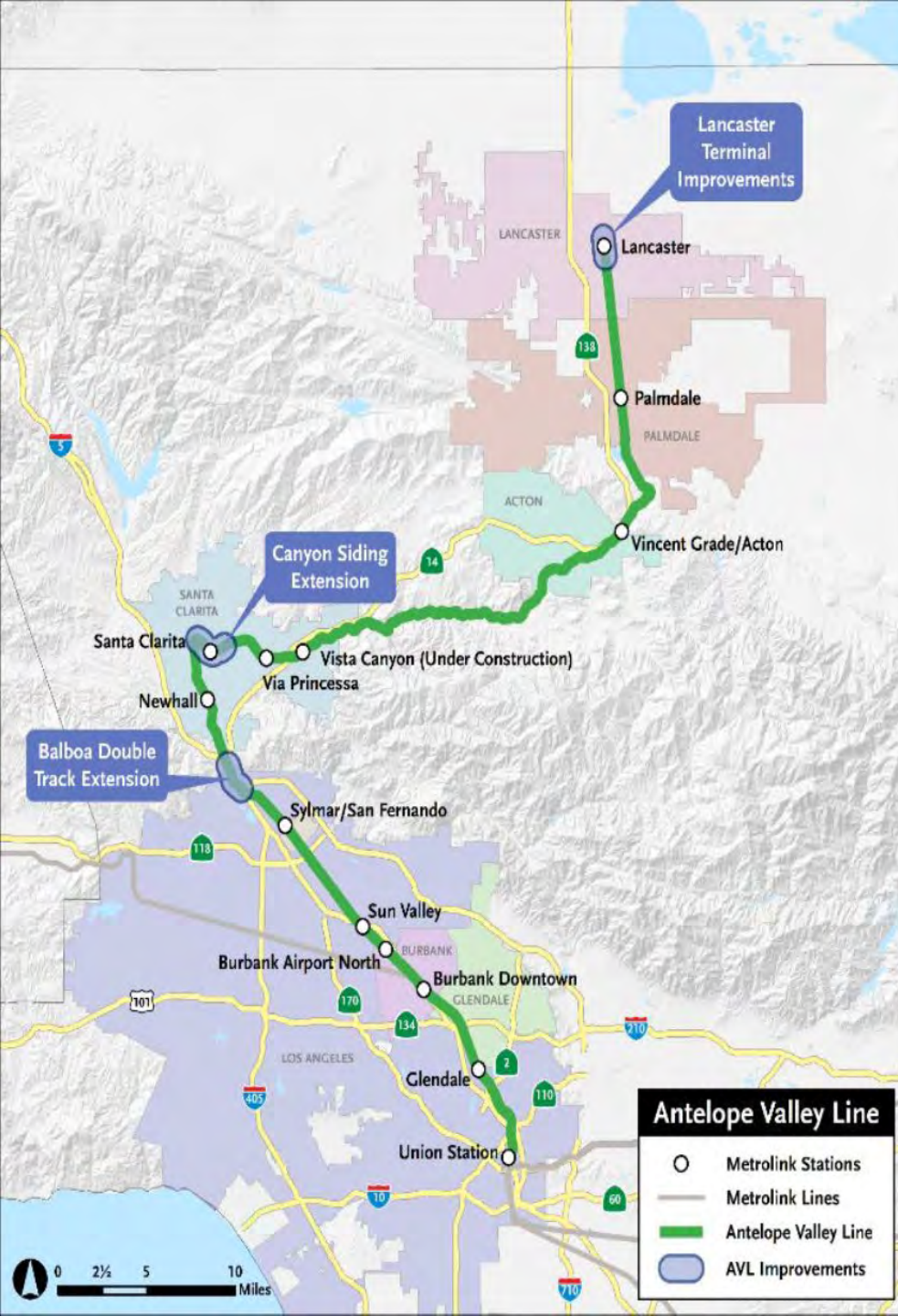


# Antelope Valley Line Capacity and Service Improvements Program

-Enable 30-minute bi-directional passenger rail service between LAUS and Santa Clarita Valley  
-60-minute bi-directional service between LAUS and Lancaster Station and infrastructure improvements:

- > Balboa Double Track Extension
- > Canyon Siding Extension
- > Lancaster Terminal Improvements

7



**METROLINK**

# Antelope Valley Line Capacity and Service Improvements Program

## Project Benefits

- Improve Antelope Valley Line (AVL) to meet strong population and employment growth forecast over the next 20 years
- Improve passenger service reliability and efficiency on the AVL rail corridor
- Provide necessary supporting infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor





# Antelope Valley Line Zero Emission Rail Pilot Program



- CalSTA awarded Metrolink and Metro \$10 million in TIRCP funding for a zero-emissions rail vehicle pilot project on the Antelope Valley Line
- Metrolink's Zero Emissions Pilot Implementation Plan will be finalized in Fall 2022



# Metrolink Trains Run on Renewable Fuel

- Metrolink began powering 100 percent of all its locomotives with renewable fuel in February.
- The renewable product is made of recycled natural fats and vegetable oils.
- It contains no petroleum fossil fuels and burns cleaner reducing harmful pollutants and decreasing greenhouse gas emissions of carbon dioxide by up to 80 percent.

**METROLINK**



# THANK YOU



## Metrolink

Metrolink 900 Wilshire Blvd.  
Ste. 1500.  
Los Angeles, CA 90017



## Email

[DavisA@scrra.net](mailto:DavisA@scrra.net)



## Phone

1-213-452-0340

[metrolinktrains.com](http://metrolinktrains.com)





METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

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**ITEM ID:** 2020-739-0

**TRANSMITTAL DATE:** June 3, 2022

**MEETING DATE:** June 10, 2022

**TO:** Contracts, Operations, Maintenance, and Safety Committee

**FROM:** Frank Castellon, Chief System Safety, Security and Compliance Officer

**SUBJECT:** Law Enforcement Activities - Quarterly Update

**Issue**

Staff is providing a summary of the Authority’s law enforcement activities for 1st Quarter of Calendar Year (CY) 2022.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. Law enforcement services provide safety and security to the Metrolink commuter rail system and its passengers.

**Background**

The Authority has obtained law enforcement services from the Los Angeles County Sheriff's Department (LASD) since the beginning of its operations in 1992. The primary mission of the Authority's law enforcement services is to ensure public safety onboard the trains, to coordinate enforcement with the cities along the Authority's right-of-way (ROW), and to assist with the Authority's fare enforcement and physical security program.

**Discussion**

The Authority's law enforcement services focus on mitigating and reducing reported crimes against persons, property, and society. In addition, services focus on fare enforcement, right-of-way enforcement, and conducting joint grade crossing operations with outside law enforcement agencies.

**Decrease in Number of Trespassing Arrests**

In Quarter 1 (Q1) of CY2022, LASD issued nine (9) written warnings and two hundred and twenty-four trespassing arrests (Table 1). Compared to Q1 of CY2021, the number of trespassing arrests has decreased 15%.

The contributing factors to the decrease in trespassing arrests by the LASD ROW team are:

- Directed enforcement based on the trespassing statistical data, and;
- Continued support of homeless encampment clean-up projects.

Table 1. Right-of-Way Enforcement Q1 of CY2021 and Q1 of CY2022

ROW Activity	Q1 CY2021	Q1 CY2022
Trespass/Homeless Contact	262	229
Trespass Verbal Warnings	0	7
Trespass Written Warnings	12	9
Trespassing Arrests	262	224

**Systemwide Crimes**

Attachment A provides a detailed summary of systemwide crimes committed by Line. In summary, systemwide crimes are provided as follows:

**Crimes Against Persons**

In Q1 of CY2022, Metrolink LASD Bureau reported 3 crimes against persons. The total reported crimes against persons for the same period of CY2021 was 7. Of the 3 crimes committed, 2 were for battery and 1 for sex offense. This is a decrease of 57% in reported crimes against persons.

**Crimes Against Property**

In Q1 of CY2022, Metrolink LASD Bureau reported 4 crime against property. The 4 crimes committed was for larceny. The total reported crimes against property for the same period in Q1 CY2021 was 8. This is a decrease of 50% in reported crimes against property.

### **Crimes Against Society**

In Q1 of CY2022, Metrolink LASD Bureau reported 277 crimes against society. The total reported crimes against society for the same period of Q1 of CY2021 was 366. This is a decrease of 24% in reported crimes against society. Of the 277 crimes committed, 276 (99%) were for trespassing and 1 was for narcotics.

### **Service Minutes by Lines**

The chart below shows the amount of time deputies spent on each line segment and the corresponding cost per line based on the fully loaded hourly rate for a deputy.

Line	Service Minutes	Cost
Antelope Valley	270,507	\$726,000
San Bernardino	247,023	\$663,000
Ventura	93,236	\$250,000
OC/91	49,042	\$132,000
Riverside	39,795	\$107,000
91/IEOC	31,331	\$84,000
IEOC	30,703	\$81,000

Prepared by:                   Tinh Quach, Manager II, Security  
   Darrell Fizer, Assistant Director of Safety, Security & Compliance  
   Frank Castellon, Chief System Safety, Security & Compliance

Approved by:                   Frank Castellon, Chief System Safety, Security & Compliance

### **Attachment(s)**

[Attachment A - System Wide Crimes 1/2022 to 3/2022](#)



**NCTC JPA July 11 2022 Agenda Report 12 - California High Speed Rail Update**

# **SOUTHERN CALIFORNIA PROJECT SECTION UPDATE**

**North Los Angeles County  
Transportation Coalition JPA Board Meeting  
California High-Speed Rail Update  
July 2022**



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL

### Phase I:

- » 494 Miles
- » San Francisco to Los Angeles/Anaheim
- » 119 miles under construction

### Phase II:

- » Extends 300 Miles
- » Connections to Sacramento and San Diego

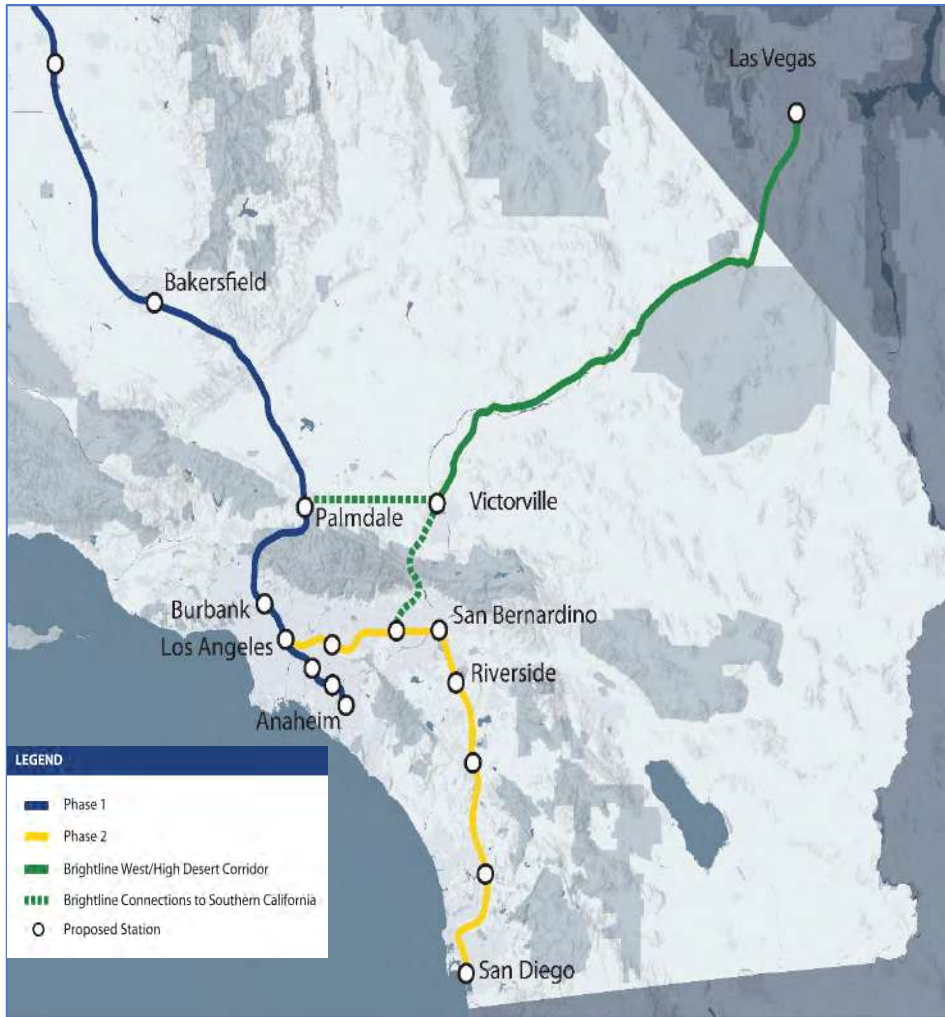
At approximately 200 mph

Up to 24 Stations



# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL



### Phase I:

Four project sections = 164 miles

- » Bakersfield to Palmdale
- » Palmdale to Burbank
- » Burbank to Los Angeles
- » Los Angeles to Anaheim

- » 6 station locations
- » Plane to train connection at Hollywood Burbank Airport station
- » 23 million people
- » Across 4 counties
- » 4 of 10 largest cities in the state
- » Two early investment projects: Link US & Rosecrans/Marquardt Grade Separation (Santa Fe Springs)

### Phase 2:

- » Los Angeles to San Diego = 167 miles
- » Across 4 counties



# CONNECTING SOUTHERN CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL



### Phase I:

Four project sections  
164 miles

- » Bakersfield to Palmdale
- » Palmdale to Burbank
- » Burbank to Los Angeles
- » Los Angeles to Anaheim





# CONNECTING CALIFORNIA

## CALIFORNIA HIGH-SPEED RAIL

Approximately 23 Million Residents

### 4 Project Sections

#### 13 Congressional Districts

#### 12 State Senate Districts

#### 15 State Assembly Districts

#### 22 Cities

Bakersfield	Colton
Tehachapi	Buena Park
Lancaster	Commerce
Palmdale	Fullerton
Santa Clarita	Grand Terrace
Los Angeles	La Mirada
Burbank	Montebello
Glendale	Norwalk
Anaheim	Pico Rivera
Barstow	Santa Fe Springs
Bell	Vernon

#### 4 Counties

Kern County	San Bernardino County
Los Angeles County	Orange County

#### Supporting Agencies

Kern COG	Metrolink
Caltrans	LOSSAN
SCAG	Amtrak
RCTC	Brightline
OCTA	Gateway Cities COG
SBCTA	NCTC
Metro	

#### BNSF Railway

#### Union Pacific Railroad



# PROJECT UPDATE

## PROJECT PROGRESS

Today:

- » 119 Miles Under Construction
- » Environmentally Clearing Full 500 Miles Between SF and LA – Nearly 300 Miles Cleared
- » Bookend Projects:
  - Caltrain Electrification
  - LAUS Improvements
  - Grade Separations:
    - 25<sup>th</sup> Street in San Mateo
    - Rosecrans/Marquardt in LA
- » Station Planning
- » MOU with Brightline West





# CONNECTING CALIFORNIA

## PROGRAM UPDATE

- 7,000+ construction jobs created since construction began
  - » 3,700 National Targeted Worker hiring (disadvantaged communities)
- 653 small businesses employed
  - » 213 are Disadvantaged Business Enterprises
  - » 76 Disabled Veteran Business Enterprises
- More than 50% investment in designated disadvantaged communities
  - » 64% in FY2019-2020
- CA High-Speed Rail will be 100% electric run on renewable energy
  - » Currently using Tier IV equipment
  - » Will provide mode shift
  - » Will reduce VMT (taking 400k cars off the road annually)



# INVESTING IN SOUTHERN CA

## SOUTHERN CALIFORNIA – \$1.3 BILLION

Link US: \$441 million for Los Angeles Union Station (in federal environmental review process)

Shared Corridor Improvements: \$363 million in environmental review work (for HSR, Metrolink, LOSSAN, others)

Safety Improvements: \$77 million for Rosecrans/Marquardt Grade Separation

Connectivity Projects: \$389 million from Proposition 1A (Metro Regional Connector, Metrolink Tier 4, PTC)





# PROGRAM UPDATE

## FUNDING BREAKDOWN

### Proposition 1A (2008)

- » Governor's Transportation Infrastructure Package includes \$9.1 billion
- » Ongoing discussions with the Legislature to appropriate remaining \$4.2 billion

### Cap-and-Trade

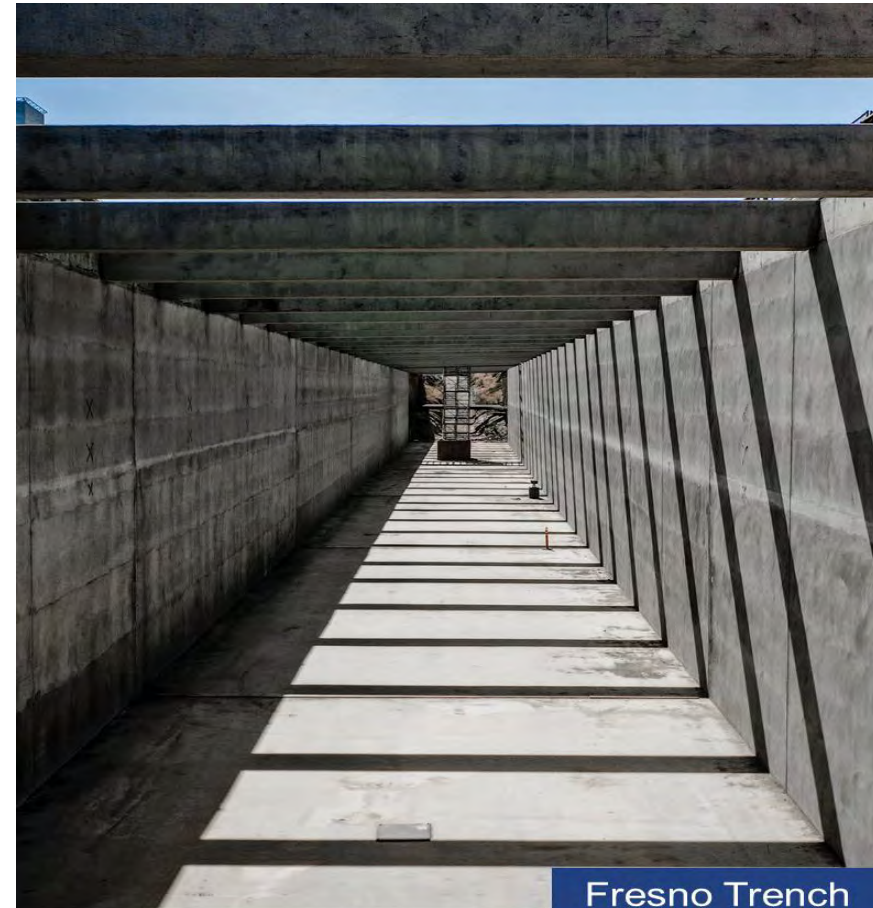
- » 25% of annual proceeds appropriated to HSR through 2030

### American Recovery and Reinvestment Act

- » \$2.5 billion awarded by Obama Administration
- » Required construction to begin in the Central Valley
- » Required HSR to spend grant money by September 2017 (complete)
- » Pushed Authority into construction before design and right-of-way were complete
- » Required Authority to match funding by December 2022 (complete)

### FY 10 grant

- » \$929 million
- » Settlement agreement reached June 2021 to return grant funding to California High-Speed Rail project



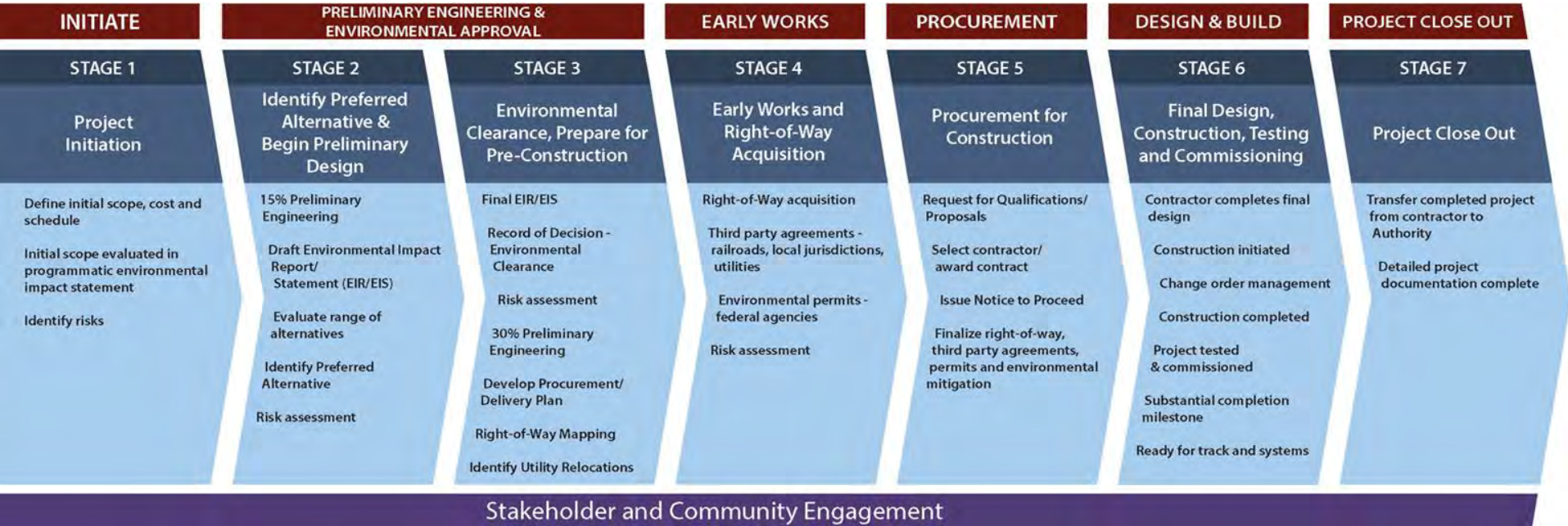
Fresno Trench



# PROJECT UPDATE

## PROJECT DELIVERY

### Staged Project Delivery Process



# BAKERSFIELD TO PALMDALE PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

Approximately 80 miles

### Two Stations

- Bakersfield (F Street)
- Palmdale Transportation Center

### Preferred Alignment

- Avoids proximity impacts to Cesar Chavez National Monument, minimizing noise and visual impacts
- Does not require relocation of SR58 in Edison
- Minimizes effects to Edison communities (school and housing) through greater distance
- Minimizes agriculture road closures
- Consolidates rail line into one corridor in Lancaster
- Reduces tunneling through Tehachapi Mountains
- Results in fewer community impacts in Lancaster

### Schedule

- Board approved August 19, 2021
- ROD signed September 3, 2021





# BURBANK TO LOS ANGELES PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

Approximately 14 miles

- Electrified HSR tracks will run in the existing rail corridor

Two Stations

- Hollywood Burbank Airport (below-ground)
- Los Angeles Union Station

Benefits

- Improve operational characteristics for passenger and freight services
- Improve safety
- Reduce emissions and congestion
- Proposed infrastructure will accommodate HSR, Metrolink and other passenger rail volumes as envisioned in the 2018 State Rail Plan

Schedule

- Final EIR/EIS presented and approved by the Board on January 20, 2022
- ROD signed March 2022





# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

Approximately 35-41 miles

### One Station

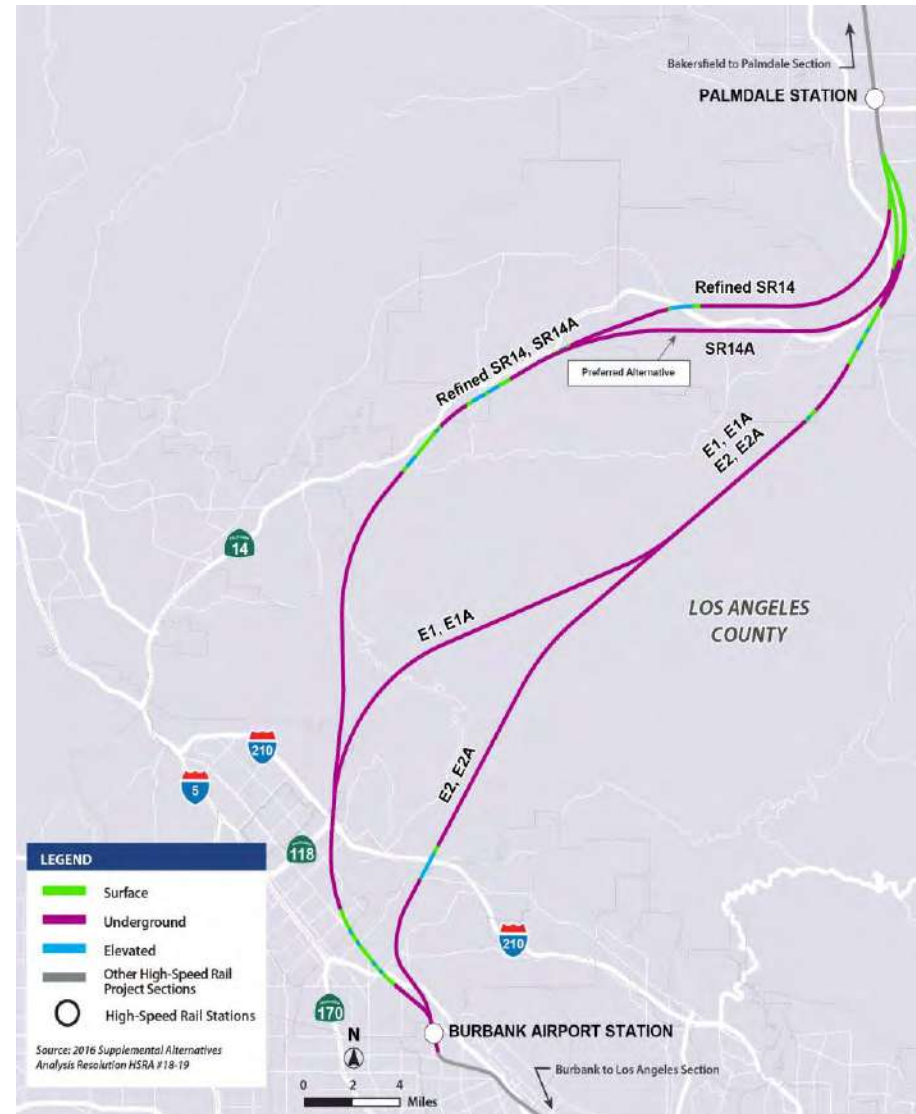
- Hollywood Burbank Airport

### Preferred Alignment

- SR14A is the modified Preferred Alignment; developed to avoid sensitive aquatic resources south of Palmdale, including Una Lake
- Entirely underground through Acton and within the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- August 2020, Authority's CEO amended the Preferred Alignment and included three modified alternatives into the project description

### Schedule

- Planned Record of Decision Date – Q2 2023

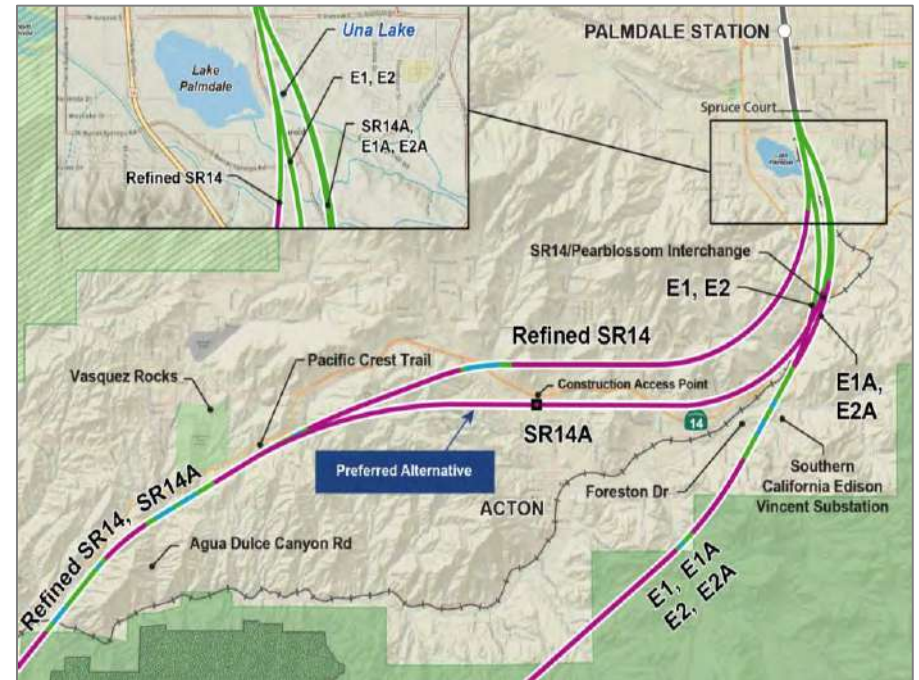


# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Modified Preferred Alternative - SR14A

- Approximately 41 miles long
  - » Non-stop design speed: 13 minutes
- At-grade east of Una Lake
- Proceeds into a tunnel near the SR14/Pearblossom Interchange
- Tunnel through Acton; resurfaces southwest of Vasquez Rocks, near Agua Dulce Canyon Road
- Underground at Pacific Crest Trail (avoids impacts to the trail)
- Reconnects with the original Refined SR14 alignment in the vicinity of the Santa Clara River crossing
- Identical to the Refined SR14 from this point south to the Hollywood Burbank Airport Station



# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### SR14A Best Balances Benefits and Impacts

- Lowest constructability risk related to tunnels, hydrogeologic, and geologic conditions
- Lowest risk of unexpected conditions or circumstances that could impact the cost to build the project or the schedule to complete it
- Shortest tunnel within the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)
- Lowest risk to impacting surface or groundwater and wildlife within the ANF
- Avoids impacts to Una Lake
- Avoids impacts to Pacific Crest Trail

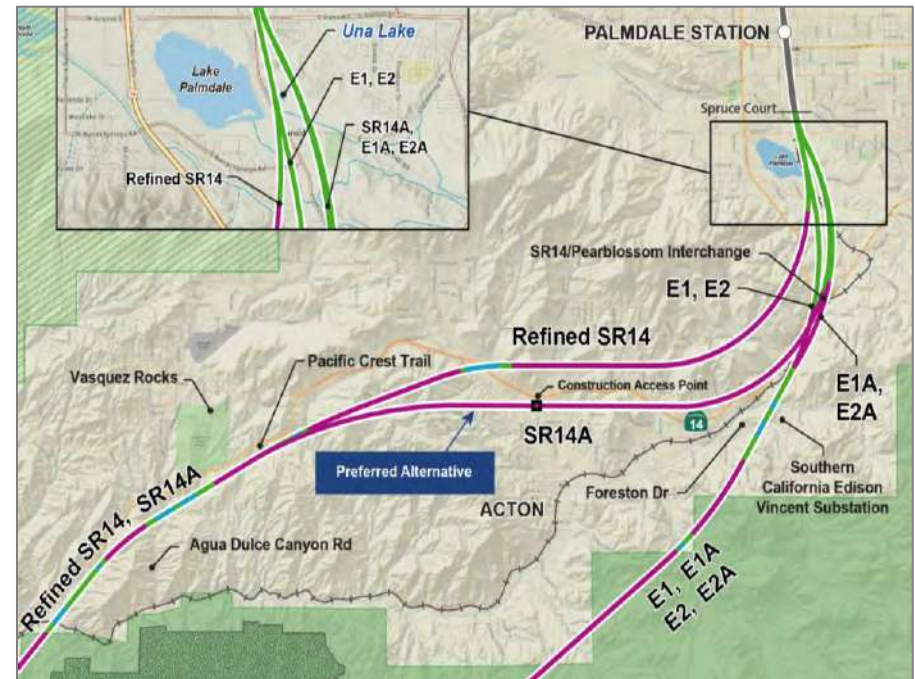


# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### E1A & E2A Build Alternatives

- Share the same alignment from Una Lake through Acton
  - » Avoids/reduces impacts to sensitive aquatic resources south of Palmdale, including Una Lake
  - » Enter a short-mined tunnel near the SR14/Pearblossom Interchange
  - » Surface before the Southern California Edison Vincent substation
  - » Connect to the original E1/E2 alignment after crossing under Foreston Drive
  - » Remain identical to the E1 and E2 alternatives from this point south to Hollywood Burbank Airport Station





# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Refined SR14/SR14A/E1/E1A

- Eliminates residential displacements in highly developed areas in NE San Fernando Valley by emerging from tunnel in industrial area
- Tunnel construction site allows for disposal of spoils by conveyor system to nearby abandoned gravel pits
- Uses existing Metrolink corridor to the extent possible by traveling on surface alongside Metrolink
- Grade separates the Sheldon Street crossing of the active rail corridor that exists today

### E2/E2A

- Reduces or avoid impacts to Big Tujunga Wash Mitigation Area near Tujunga Wash crossing
- Parallel to major electrical transmission corridors
- Completely underground in Shadow Hills

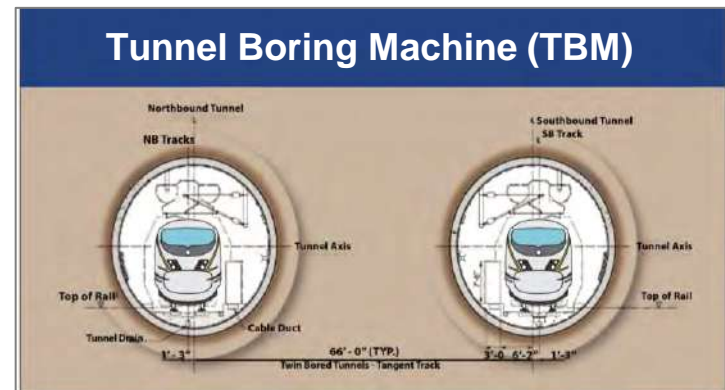
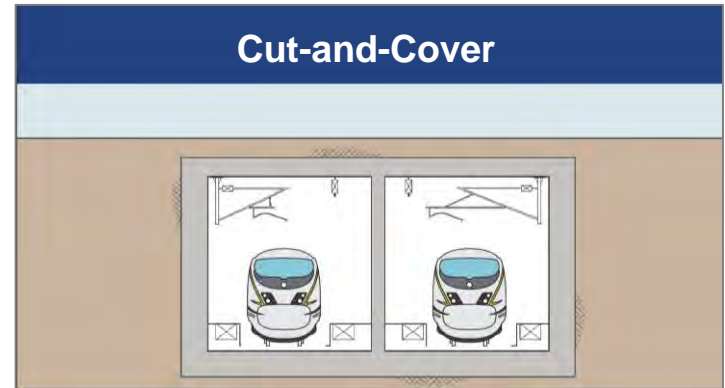


# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Tunnels

- Used to address topographic constraints (high mountains, and avoid/reduce impacts to communities, habitat and facilities above (homes, freeways, etc.)
- Approximate length: 22 to 28 miles
- Preferred Alternative, SR14A, includes four tunnels totaling approximately 28 miles:
  - Cut-and-Cover Tunnel approximately 1.3 miles long
  - Three TBM (Tunnel Boring Machine) Tunnels: approximately 26.7 miles total length





# PALMDALE TO BURBANK PROJECT SECTION

## ENVIRONMENTAL PROCESS

### Palmdale to Burbank Path Forward

- Continue stakeholder engagement
- Release Draft Environmental Impact Report/Impact Statement (Draft EIR/EIS) – Q3 2022
- Final EIR/EIS – Spring 2023
- Record of Decision/Notice of Determination (ROD/NOD) – Q2 2023

#### Project Development Process



# PALMDALE TO BURBANK ENVIRONMENTAL

## CALIFORNIA HIGH-SPEED RAIL

### Environmental Document Release

#### Draft EIR/EIS Release

- Document provides an opportunity to comment
- Legislative group briefing and stakeholder working group meetings, followed by virtual open house meetings and public hearing
- 60-day review and comment period

#### Notification

- A postal mail and email notification will be sent around the release of the Draft EIR/EIS

#### Opportunities to Review the Draft EIR/EIS

- Draft EIR/EIS will be available at [www.hsr.ca.gov](http://www.hsr.ca.gov)
- Additional materials, including an interactive map, will be available at: [www.meethrsocal.com](http://www.meethrsocal.com)
- Printed copies will be available at local libraries

#### How to submit public comments on the Draft EIR/EIS

- **Mail to the Authority's Southern California office**
- **Through the Authority's website** ([www.hsr.ca.gov](http://www.hsr.ca.gov))
- By email to [Palmdale\\_Burbank@hsr.ca.gov](mailto:Palmdale_Burbank@hsr.ca.gov) with the subject line "Draft EIR/EIS Comment"
- Verbal comment on the telephone hotline
- Oral testimony at the virtual public hearing



# STAKEHOLDER ENGAGEMENT

## CALIFORNIA HIGH-SPEED RAIL

### Traditional Outreach Strategies

- City and Agency Coordination Meetings
- One-on-one stakeholder briefings
- Speakers' bureau presentations
- Stakeholder Working Groups/Stakeholder Roundtables
- Group Legislative Briefings
- Public Meetings/Open Houses/Workshops - expanded notification efforts – including physical banners, materials delivered via walking service in targeted communities, community partners
- Social Media Posts
- Email Blasts
- Translation and interpreter services provided in Spanish, Chinese (Mandarin), Korean, Japanese, Tagalog, etc.

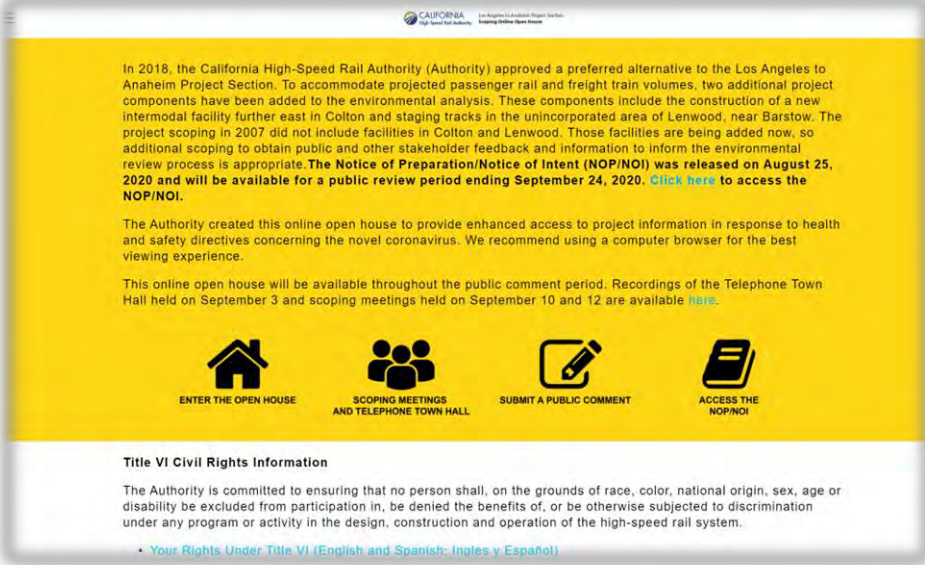


# STAKEHOLDER ENGAGEMENT

## CALIFORNIA HIGH-SPEED RAIL

### Outreach Strategies During COVID-19

- All the traditional outreach, now offered via online platforms
- Telephone Town Halls
- Office Hours by appointment via phone and online
- Launch of region specific Southern CA website [www.meetHSRsoCal.org](http://www.meetHSRsoCal.org)
- Online Open House with videos for each information station
- Continuing to work with partners and key stakeholders to identify opportunities to engage the public



CAIFORNIA High-Speed Rail Authority Los Angeles to Anaheim Project Section Meeting Online Open House

In 2018, the California High-Speed Rail Authority (Authority) approved a preferred alternative to the Los Angeles to Anaheim Project Section. To accommodate projected passenger rail and freight train volumes, two additional project components have been added to the environmental analysis. These components include the construction of a new intermodal facility further east in Colton and staging tracks in the unincorporated area of Lenwood, near Barstow. The project scoping in 2007 did not include facilities in Colton and Lenwood. Those facilities are being added now, so additional scoping to obtain public and other stakeholder feedback and information to inform the environmental review process is appropriate. **The Notice of Preparation/Notice of Intent (NOP/NOI) was released on August 25, 2020 and will be available for a public review period ending September 24, 2020. [Click here](#) to access the NOP/NOI.**

The Authority created this online open house to provide enhanced access to project information in response to health and safety directives concerning the novel coronavirus. We recommend using a computer browser for the best viewing experience.

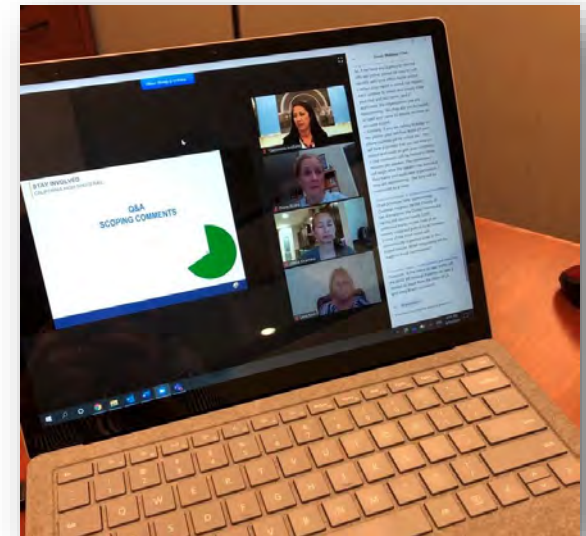
This online open house will be available throughout the public comment period. Recordings of the Telephone Town Hall held on September 3 and scoping meetings held on September 10 and 12 are available [here](#).

**ENTER THE OPEN HOUSE**      **SCOPING MEETINGS AND TELEPHONE TOWN HALL**      **SUBMIT A PUBLIC COMMENT**      **ACCESS THE NOP/NOI**

**Title VI Civil Rights Information**

The Authority is committed to ensuring that no person shall, on the grounds of race, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity in the design, construction and operation of the high-speed rail system.

• [Your Rights Under Title VI \(English and Spanish- Ingles y Español\)](#)



# PALMDALE TO BURBANK PROJECT SECTION

## CALIFORNIA HIGH-SPEED RAIL

### Environmental Milestones

#### Summer 2021

- ✓ Final EIR/EIS for the Bakersfield to Palmdale Section presented to the Board for consideration on August 18-19
- ✓ ROD signed September 3, 2021

#### Winter 2022

- ✓ Final EIR/EIS for the Burbank to Los Angeles Section presented and approved by the Board on January 20, 2022
- ✓ ROD signed March 2022

#### Summer/Fall 2022

- Draft EIR/EIS for the Palmdale to Burbank Section anticipated to be released

#### Summer/Fall 2023

- Draft EIR/EIS for the Los Angeles Anaheim Section anticipated to be released

*Dates are subject to change*





# STAY INVOLVED

## CALIFORNIA HIGH-SPEED RAIL

### Palmdale to Burbank Project Section

(800) 630-1039

[Palmdale\\_Burbank@hsr.ca.gov](mailto:Palmdale_Burbank@hsr.ca.gov)



### Southern California Regional Office

California High-Speed Rail Authority

355 S. Grand Avenue, Suite 2050

Los Angeles, CA 90071

[www.hsr.ca.gov](http://www.hsr.ca.gov)



[@cahsra](https://www.instagram.com/cahsra)



[facebook.com/CaliforniaHighSpeedRail](https://www.facebook.com/CaliforniaHighSpeedRail)

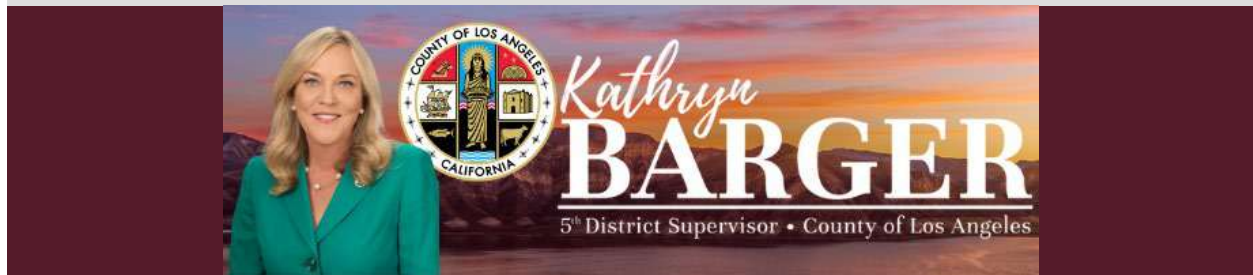


[@cahsra](https://www.twitter.com/cahsra)



[youtube.com/CAHighSpeedRail](https://www.youtube.com/CAHighSpeedRail)





## Media Release

### **FOR IMMEDIATE RELEASE**

June 28, 2022

#### **Contact:**

Helen Chavez, Communications Director

Cell: (213) 453-4316

Email: [hchavez@bos.lacounty.gov](mailto:hchavez@bos.lacounty.gov)

## **Barger Champions New Joint Powers Authority Motion to Deliver on High Desert Corridor Transportation Vision**



The Los Angeles County Board of Supervisors today unanimously approved a [motion](#) by Supervisor Kathryn Barger that will have Los Angeles County join a new High Desert Corridor Joint Powers Agency (JPA) to identify critical funding and facilitate the continued planning, development, and construction of the High Desert Multipurpose Corridor project – the first phase of which will connect high desert cities in Los Angeles and San Bernardino Counties through a new high-speed, intercity rail alignment.



The 54-mile-high speed rail project is part of a larger vision to connect Los Angeles to Las Vegas and will provide a vital new transportation mode for some of the fastest growing areas in Southern California, increase access to affordable housing stock, spur significant job creation and economic development, help the State achieve its climate goals, and invest significantly in *Equity Focus Communities* which comprise most of the project's alignment.

“The new High Desert Corridor Joint Powers Agency maintains our commitment to our federal, state, tribal, and private sector partners and stakeholders, as well as the voters of Los Angeles County who approved this as a priority project under Measure M,” **Supervisor Kathryn Barger** said. “This is a transformative project for our High Desert communities. Having multiple partners at the table ensures a collective vision is ultimately realized.”

This new JPA will become the successor agency to the long-running High Desert Corridor Joint Powers Authority, which is set to expire on July 1. The County of Los Angeles joins the cities of Adelanto and Lancaster who have already approved their membership. The City of Palmdale, City of Victorville, and Los Angeles County Metropolitan Transportation Authority will vote on their membership in the coming weeks.

The motion also defines Los Angeles County's roles and responsibilities, naming Supervisor Barger and, in future years, the Supervisor of the Fifth District, as the Board Director for the High Desert Corridor JPA, the Treasurer and Tax Collector as treasurer of the agency, Auditor-Controller as auditor of the agency, and County Counsel as legal counsel for the agency.

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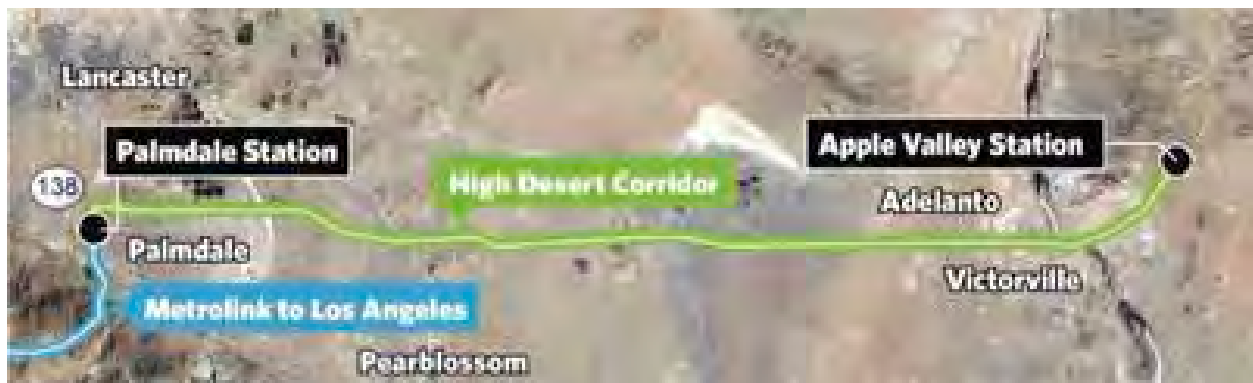


## ANTELOPE VALLEY PRESS

### Council OKs Joint Powers Agreement

The JPA will create the High Desert Corridor Joint Powers Agency

- By JULIE DRAKE Valley Press Staff Writer
- Jun 22, 2022 Updated Jun 23, 2022



A map of the proposed High Desert Corridor set to run between State Route 14 and Interstate 15. The Lancaster City Council, at the June 14 meeting, approved a Joint Powers Agreement to create the High Desert Corridor Joint Powers Agency between Los Angeles County, LA County Metropolitan Transportation Authority, and the cities of Adelanto, Apple Valley, Lancaster, Palmdale and Victorville.

LANCASTER — The Lancaster City Council, at the June 14 meeting, approved a Joint Powers Agreement to create the High Desert Corridor Joint Powers Agency between Los Angeles County, LA County Metropolitan Transportation Authority, and the cities of Adelanto, Apple Valley, Lancaster, Palmdale and Victorville to accommodate San Bernardino County's withdrawal from the existing High Desert Joint Powers Authority.

San Bernardino and Los Angeles counties formed the HDC Joint Powers Authority, in 2006, to develop a new freeway/expressway from State Route 14 to Interstate 15. The counties appointed a Board of Directors with representatives from the cities of Adelanto, Apple Valley, Lancaster, Palmdale and Victorville.

The City Council voted 4-0 with Mayor R. Rex Parris absent.

The San Bernardino County Board of Supervisors voted unanimously, on March 1, to withdraw from the High Desert Corridor Joint Powers Authority, effective June 30.

The current HDC Joint Powers Authority will be dissolved by July 1, but remain open to continue the wind-down affairs of the current Authority, according to a staff report by Assistant City Manager Trolis Niebla and Senior Manager Community Development Larissa De La Cruz.



The proposed multi-modal High Desert Corridor, estimated to cost more than \$8 billion with no identified funding, was to run 63 miles with a highway and high-speed rail line in the median connecting Los Angeles and San Bernardino counties. The proposed corridor was intended to improve east-west mobility between the Antelope and Victor valleys.

A final environmental impact report was released in 2016. Los Angeles-based nonprofit Climate Resolved sued the California Department of Transportation, arguing the proposed project's environmental impact inadequately addressed the proposed project's potential contribution to global warming.

In 2019, Caltrans dropped the freeway/tollway elements of the project with a No Build option and noted that imminent improvements to State Routes 138 and 18 would address near term east-west mobility needs, according to a staff report for the San Bernardino County Board of Supervisors.

The proposed High Desert Corridor Rail project is still alive. The project is in the federal National Environmental Policy Act environmental process under the direction of the Federal Railroad Administration.

The revised HDC Joint Powers Agency will create a new partnership between the remaining agencies to complete the federal and state environmental process according to the city staff report.

On April 20, the LA Metro Board approved \$1.23 million to complete the California Environmental Quality Act and the National Environmental Policy Act environmental document for the High Desert Corridor Rail Project.

The project would provide a critical link to connect the cities of Las Vegas and Los Angeles by way of a new, high-speed inter-city passenger rail service along a 54-mile east-west rail alignment from the future Brightline West Station in Victor Valley in San Bernardino County to the future Palmdale Multi-Modal High Speed Rail Station in Palmdale in Los Angeles County with Metro, according to an LA Metro staff report.

[jdrake@avpress.com](mailto:jdrake@avpress.com)

Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA



Board Report

File #: 2022-0171, File Type: Project

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE  
APRIL 20, 2022

**SUBJECT: HIGH DESERT CORRIDOR RAIL PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING \$1,236,500 for Fiscal Year 2023 to complete the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental document for the High Desert Corridor (HDC) Rail Project and other related activities as further described in Attachment A;
- B. APPROVING an increase of \$500,000 in Life-of-Project (LOP) budget for the High Desert Intercity Rail Corridor Service Development Plan for a new total LOP budget of \$5,125,000;
- C. REPURPOSING \$1,736,500 of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition for the High Desert Corridor High Speed Rail Project and the Service Development Plan to fund the above two recommendations; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary funding agreements with HDC JPA.

**ISSUE**

The HDC Rail Project requires additional funds to complete the CEQA/NEPA environmental document, Surface Transportation Board process, other HDC JPA related work and the HDC Service Development Plan.

**BACKGROUND**

The High Desert Corridor Rail Project will provide a critical link to connecting the cities of Las Vegas and Los Angeles by way of a new high-speed intercity passenger rail service along a 54-mile east-west rail alignment from the future Brightline West Station in Victor Valley in San Bernardino County to the future Palmdale Multi-Modal High Speed Rail Station in Palmdale in Los Angeles County with

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rail transit connection to Los Angeles Union Station via Metrolink Antelope Valley Line, Antelope Valley Transit Authority Bus and future California High Speed Rail (HSR). A new intercity passenger HSR is needed between Las Vegas and Los Angeles to enhance regional, intercity and interstate mobility in one of the most traveled corridors by automobiles. The Interstate 15 freeway (I-15) is a congested two-lane road for most of the California portion of the trip, resulting in gridlock congestion on the I-15 on weekends and during special events.

### HDC Project EIR/EIS Documents

The original HDC Project included the construction of a four-lane freeway and HSR service between Palmdale and Victorville, linking the two future HSR systems: California HSR and Brightline West HSR. The California Department of Transportation (Caltrans) originally developed the HDC Project in cooperation with several state and federal agencies, including the Federal Railroad Administration (FRA) and the Surface Transportation Board (STB). Caltrans District 7 conducted the environmental review of the HDC Project, including the preparation of the HDC Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Caltrans District 7 prepared a draft EIR/EIS in September 2014 and approved a final EIR/EIS and a Section 4(f) Evaluation in June 2016. Currently, only the HDC Rail Project is moving forward.

### Brightline West

DesertXpress, also known as Brightline West, a Brightline affiliated company, is a new privately-funded HSR service connecting the 260 miles between Las Vegas and Los Angeles with planned stations in Las Vegas, Victor Valley (in the town of Apple Valley), and Rancho Cucamonga with connections to Metrolink.

## **DISCUSSION**

The HDC Rail Project is currently in the NEPA environmental phase with the FRA as the NEPA lead agency. The FRA has been reviewing the Draft NEPA Re-evaluation and Revalidation documents submitted by the HDC JPA in April 2021. HDC JPA is requesting a not-to-exceed amount of \$1,236,500 to allow the HDC JPA to continue and complete the NEPA Re-evaluation/Revalidation process to attain a Record of Decision (ROD) from the FRA along with the CEQA concurrence letter for the HDC Rail Project. Due to a recent action taken by the San Bernardino County Board of Supervisors to withdraw from the current JPA, the HDC JPA will coordinate with the cities along the HDC corridor cities to identify a successor for the HDC JPA.

### CEQA/NEPA Process

In March 2021, Metro and the HDC JPA entered into a funding agreement to contribute up to \$400,000 in Proposition C funds for additional NEPA environmental work for the HDC Rail project to address changes to the rail alignment, station location and other related infrastructure changes. In April 2021, HDC JPA requested that the FRA act as the lead agency for NEPA compliance and the FRA issue a Record of Decision (ROD) for the HDC Rail project. The HDC JPA also submitted the NEPA Re-evaluation documents to the FRA to demonstrate that the prior results set forth in the 2016 HDC EIR/EIS remain valid. In February 2022, the FRA agreed to become the NEPA lead agency for the HDC Rail Project and subsequently began tribal consultations under the Section 106 NEPA process in March 2022. The FRA also requested that the NEPA environmental document closely align with the Service Development Plan, requiring additional engineering analysis.

### Restructuring of the HDC JPA

On March 1, 2022, the San Bernardino County Board of Supervisors approved the withdrawal from membership and participation in the HDC Joint Powers Authority (JPA), effective on July 1, 2022. Since the HDC JPA consists of only two members, Los Angeles County and San Bernardino County, the withdrawal from San Bernardino County will dissolve the current HDC JPA effective June 30, 2022. HDC JPA will also continue their work on coordinating with the cities along the HDC corridor to identify a successor for the HDC JPA and develop the new JPA agreement for the Metro Board's consideration by end of 2022.

HDC JPA is requesting up to \$1,236,500 in FY 23, beginning on July 1, 2022, and ending on June 30, 2023, to allow the HDC JPA to complete the following: a) the NEPA Re-evaluation and Revalidation process to attain a Record of Decision (ROD) from the FRA including continued coordination with the FRA to address comments on the Re-evaluation package; b) participation in the Section 106 process including tribal consultation and coordination with HDC stakeholders; c) work on a CEQA concurrence letter; d) the STB process; e) Grant funding application and other related work as stated in Attachment A.

### High Desert Intercity Rail Service Development Plan

In August 2020, Metro Board approved a Life-of-Project (LOP) budget of \$5 million, including the \$375,000 in-kind contribution from Brightline West, for the High Desert Intercity Rail Corridor Service Development Plan (SDP). This is funded with \$3 million of repurposed Measure M HDMC funds, \$1.375 million in California State Transportation Agency (CalSTA) 2018 Transit Intercity Rail Capital Plan (TIRCP) grant, \$625,000 from Brightline West (comprising of \$250,000 in cash and \$375,000 of in-kind contributions). Metro, in partnership with CalSTA and Brightline West, has been developing the SDP in coordination with the HDC JPA, Los Angeles County Public Works Department, Palmdale, Lancaster, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, Victorville, Adelanto, Apple Valley, CHSRA, SCRRRA, AVTA and others. In close coordination with funding partners and stakeholders, staff began work on the High Desert Intercity Rail Corridor Service Development Plan (SDP) in early 2021. Thus far, Metro has held three virtual meetings in April, August and December of 2021 with stakeholders to report on work progress and request feedback. In addition, the FRA requested participation as a stakeholder and has provided feedback to Metro on the development of the SDP to closely align the HDC SDP with the NEPA environmental process.

Due to feedback staff has received from the stakeholders, additional work is needed to the HDC SDP, such as engineering analysis, rail operation analysis, operations and maintenance plans (in coordination with Brightline West), and additional coordination meeting with stakeholders, including incorporating comments received by the FRA. The requested increase of \$500,000 in the LOP budget is needed to complete the SDP in coordination with all the stakeholders with an anticipated date by June 2022, and if additional feedback is received from the stakeholders, the final study will be completed no later than July 2022.

### **DETERMINATION OF SAFETY IMPACT**



The HDC Rail project will provide a high-quality high-speed rail alternative to automobiles and is intended to reduce automobile trips to/from Las Vegas along the I-15 and other freeways in Southern California, which will reduce vehicular accidents and improve safety. The HDC Rail project will be designed in accordance with safety standards established by the FRA and other regulatory agencies.

### **FINANCIAL IMPACT**

Funds required in FY22 for High Desert Intercity Rail SDP is within the Board adopted budget. Upon Board approval of the recommendations, staff will ensure HDC JPA and SDP funding requirements are included in the FY23 budget request for Board adoption in May 2022.

#### **Impact to Budget**

The funding source for these efforts is Measure M 17% Highway funds which are not eligible for transit operation. Board approval of Recommendation 3 will provide the necessary funding for both the HDC environmental clearance and restructuring of the JPA efforts as well as to wrap up the High Desert Intercity Rail SDP.

### **EQUITY PLATFORM**

The HDC Rail project will improve mobility for residents in the North Los Angeles County by providing a high-quality, environmentally friendly, safe and efficient transportation option to the communities to access jobs, health care, education, other services and economic opportunities offered at major urban and employment centers in Los Angeles and in Las Vegas.

Over 90% of the corridor is rural and the Cities of Adelanto and Victorville in San Bernardino County are designated as high poverty areas with two high speed rail stations, one in the City of Palmdale and the Town of Apple Valley. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest American Disability Act along with commuter rail, bus transit, access service, ride share and active transportation. The entire project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. In addition, residents within the High Desert Corridor project area consist of between 61 and 77% in minority populations, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency (LEP).

The proposed 54-mile HDC Rail Project corridor is in rural undeveloped areas of Los Angeles County with very limited impact to the displacement of residential housing and businesses. The HDC Rail Project has the potential to uplift low-income communities in the rural areas of Los Angeles County with a high-quality rail service with improved access to jobs and opportunities. It has the potential to attract more businesses and residential development. The travel time between Los Angeles and Las Vegas will be dramatically reduced, diverting millions of automobiles from freeways and highways in Southern California. The infrastructure investments are expected to stimulate private investments that will further stimulate the local economy.

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## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goals 1, 3 and 4. This study supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA Country's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

## **ALTERNATIVES CONSIDERED**

The alternative would be for the Board to not program funds to contribute to the HDC JPA for NEPA environmental work and HDC JPA restructuring efforts. This is not recommended as significant progress has been made by the HDC JPA to complete the NEPA environmental process with the FRA and receive the ROD from the FRA which will allow the project to be eligible for future Federal grants.

The alternative would be for the Board to not program funds for the High Desert Intercity Rail Corridor Service Development Plan. This is not recommended as it would not be consistent with prior Board actions, and the region would lose an opportunity to advance important connectivity to the regional rail network with Los Angeles Union Station as the destination. Additionally, this study allows for the HDC Rail project to be more competitive for future State and Federal grants.

## **NEXT STEPS**

Following Board approval of the staff recommendations,

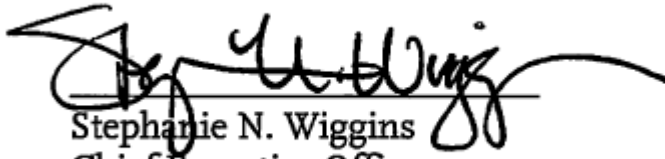
- 1) Staff will work with the HDC JPA to negotiate and execute a funding agreement for \$1.2365 million by June 2022
- 2) HDC JPA will develop a new JPA agreement for Board consideration by summer of 2022 and will work with stakeholders and potential funding partners to advance the project forward.
- 3) Staff will complete the High Desert Intercity Rail SDP by summer of 2022

## **ATTACHMENTS**

Attachment A - High Desert Corridor Joint Powers Authority Budget Request

Prepared by: Vincent Chio, Senior Director, Program Management, (213) 418-3178  
Jeanet Owens, Senior Executive Officer, Program Management, (213) 418-3189

Reviewed by: Bryan Pennington, Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins  
Chief Executive Officer

## ATTACHMENT A: High Desert Corridor Joint Powers Authority Budget Request

			Cash Flow by Quarter			
Category	Description	Total FY 23	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4
1	Complete NEPA Re-evaluation/RE-validation and Record of Decision (ROD)	\$ 625,000	\$ 375,000	\$ 250,000		
2	Conclude Surface Transportation Board	\$ 20,000	\$ 15,000	\$ 5,000		
3	Grant Funding Application Assistance/CEQA Concurrence	\$ 55,000	\$ 40,000	\$ 15,000		
4	Coordination Meetings for NEPA Environmental Review and Service Development Plan	\$ 45,000	\$ 35,000	\$ 10,000		
5	HDC JPA Management: Executive Management, Equity Focused Planning and Engagement, and JPA Restructuring and Outreach					
5.1	Executive Management, Equity Focused Planning and Administration	\$ 275,000	\$ 68,750	\$ 68,750	\$ 68,750	\$ 68,750
5.2	Equity Focus Stakeholder Engagement	\$ 125,000	\$ 25,000	\$ 25,000	\$ 12,500	\$ 12,500
5.3	Planning & Administration Staff Support	\$ 91,500	\$ 25,000	\$ 25,000	\$ 28,250	\$ 28,250
	<b>Total Budget Request</b>	<b>\$ 1,236,500</b>	<b>\$ 601,250</b>	<b>\$ 416,250</b>	<b>\$ 109,500</b>	<b>\$ 109,500</b>



# **NORTH LOS ANGELES COUNTY**

## **Transportation Coalition JPA**

### **AGENDA REPORT – BOARD ITEM 15**

#### **North Los Angeles County Transportation Coalition**

Date: July 11, 2022

To: Governing Board Members of the North Los Angeles County Transportation Coalition JPA

From: Arthur V. Sohikian, Executive Director

Subject: **NCTC JPA EXECUTIVE DIRECTOR UPDATE**

**Recommended Action:** *Receive and File.*

**Fiscal Impact:** Items mentioned in this report may have a future fiscal impact.

The NCTC JPA April 2022 Executive Director Update will cover the following items:

1. The Executive Director was authorized at the October 18, 2021, NCTC Board Meeting to prepare and send a letter to Caltrans requesting their continued funding of the next phase of the SR14 Traffic Safety Improvement Project. NCTC jurisdictions will commit our share of resources. However, for this project to become a reality, it is clear to NCTC members that Caltrans and Metro must take the lead to advance the critical life-saving improvements needed on SR-14 in the Antelope Valley and Santa Clarita Valley.

On January 20, 2022, NCTC JPA sent a letter to Caltrans Director Toks Omishakin and District 7 Director Tony Tavares requesting that the State/Caltrans provide the funding for the next phase of the project, which is estimated to cost between \$40 million to \$60 million. The NCTC Board of Directors has already allocated \$4.7 million to this project with its share of local Measure M sales-tax funds. We have proven with Caltrans and Metro at the helm, we can be successful to improve mobility for north Los Angeles County. NCTC staff prepared SR14 talking points (attached).

April 11, 2022, NCTC Leadership met with Caltrans Director Tony Tavares and Caltrans to discuss Next Steps for the SR14 Safety Improvement Project segments. Caltrans District 7 Deputy Director Gloria Roberts will present short-term, mid-term and long-term solutions. Simultaneously, NCTC has been meeting with Metro Highways staff to determine the best approach to utilize the NCTC MSP Measure M \$4.7million.

NCTC staff in cooperation with Metro Highways Planning Staff, is determining the best use of the NCTC MSP \$4.7M allocated to the SR14 Segments. The NCTC Board has clearly directed the pursuit of all 6 Hot Spot Segments to get “shovel-ready” for grant opportunities, but due to lack of funding, only 3 Segments have been advanced at this point.





# NORTH LOS ANGELES COUNTY

## Transportation Coalition JPA

With no funding from the State or Metro at this time, the NCTC Executive Director is seeking to define what segments can become shovel ready with environmental approvals using the current \$4.7M, while NCTC continues to seek more funding for ALL Segments to advance.

The inadequate NCTC Subregional funding could be allocated to the Southbound #1 Via Princessa to Newhall Ave (4miles) and Northbound #2 Newhall Ave to Golden Valley Rd. (2.5miles) miles. **OR** Southbound Agua Dulce Canyon Rd to Sand Canyon Rd (8 miles), but not all three.

The Executive Director recommends pursuing SB #1 and NB #2 to advance to environmental review/shovel ready while seeking additional funds for all segments.

### 2. METRO SUBREGIONAL EQUITY PROGRAM GUIDELINES

In May 2022, the Metro Board of Directors approved the Metro Subregional Equity Program Guidelines. The SEP will go through a subregional program development process like the other subregional MSP. The amount of SEP funding available will be consistent with the most recent Long Range Transportation Plan or Short Range Transportation Plan financial forecast. Additional funding capacity may be incorporated into the SEP from one-time funding such as the federal infrastructure bill. The source of Local, State, Federal, Other and Measure M funding for the SEP, both transit and highway, will be identified in the financial forecast released in October 2022.

The total amount of funding for the program is \$2,549 million, using an assumed 3% inflation rate. In October 2022, Metro staff will release the amount of SEP funding for the next 5-years. The following table shows the amount by subregion with inflation adjustments. The NCTC allocation total is \$254.4M, but it is unclear how many years it will take to receive the full allocation.

<b>Subregional Equity Program</b> <b>Estimated Programming With Inflation Adjustments</b> <b>2019 Short Range Financial Forecast</b> <b>(Dollars in Millions)</b>	
Subreaion	Amount
Arroyo Verdugo	\$ 212.3
Westside	353.9
Central City Area	519.8
<b>North County</b>	<b>254.4</b>
Las Virgenes Malibu	37.6
Gateway Cities	539.7
South Bav	287.5
San Gabriel Valley	217.8
SGV allocation to Gold Line to Pomona	126.0
Total	\$2,549.0



# **NORTH LOS ANGELES COUNTY**

## **Transportation Coalition JPA**

### 3. METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT

June 2022, the Metro Board approved the Metro Objectives for Multimodal Highway Investment Guidelines. North Los Angeles County Highway/roadway projects funded through Measures R and M that reduce congestion and improve roadway safety and mobility will continue to be presented to the Metro Board for consideration and approval. Every effort will be spent to identify the beneficial improvements on local streets adjacent and within the limits of the highway improvement projects to improve the use of the alternative transportation modes and reduce vehicle miles traveled (VMT). The main objectives are as follows:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Recognizing LA County’s history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities with minimal or no displacement during the implementation of highway improvements.
3. Ensure that local and regional investment in LA County’s highway system—particularly the implementation of Measures R and M priorities—is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.
4. Develop early, constructive, and meaningful public engagement processes and planning tools with subregional partners that foster engagement with a wide range of stakeholders, specifically people most directly impacted, with the goal of informing the planning, development, and implementation of subregional corridor investment strategies in LA County’s highway system aligning with local and subregional needs and priorities.
5. Partner with Caltrans and regional stakeholders to create an LA County multimodal highway strategic plan that is developed through a collaborative planning approach to improve the overall regional mobility of people and goods throughout the county, safely and equitably, while taking action to reduce the negative environmental and climate impacts of car and truck travel.



# **NORTH LOS ANGELES COUNTY**

## **Transportation Coalition JPA**

6. Support the optimization of existing highway facilities by using technology and innovation that maximizes the throughput and travel time of people and goods, while supporting sustainable, resilient, and healthy outcomes, including reducing air pollutants and greenhouse gas emissions generated from the use of the facilities.

#### 4. METRO EQUITY FOCUSED COMMUNITIES AND QUALITY OF LIFE

In June 2019 the Metro Board approved the Equity Focused Communities (EFCs). This definition identified two demographic factors that have historically been determinants of disinvestment and disenfranchisement: household income and race/ethnicity. A third factor, households with low vehicle ownership, presented an opportunity to target new investments in neighborhoods with a higher propensity. Each of the three factors was given a threshold and considered together to identify census tracts with high concentrations of historically disinvested and disenfranchised households and populations that might benefit from new mobility investments.

The EFCs adopted, and reconfirmed in the adoption of the LRTP in September 2020 (“Original EFCs”), consist of census tracts that contain the following:

- 40 percent of households are low-income (defined as having an annual household income of \$35,000 or less), AND
- 80 percent of people are non-white/Black, Indigenous, and other People of Color (BIPOC), OR
- 10 percent of households have zero vehicles.

The resulting map captured approximately 30 percent of the Los Angeles County population in order to identify the highest concentration of need, including in North Los Angeles County. The 2020 LRTP contains nine (9) EFC specific performance measures to evaluate the benefits of the Metro investments. Additionally, this map has been used by staff to assess potential impacts from individual Metro projects, programs, and services to EFCs since September 2019.

In July 2021, Metro Chair Hilda L. Solis requested that Metro revisit the agency’s EFC definition and map to consider redlining and impacts from the COVID-19 pandemic as part of the EFC criteria.

Development of the 2022 EFC Update included:

- Updating the Original EFC factors with the latest available data;
- Adjusting low-income definition to align with other agency programs;
- Using an index methodology to assign a relative equity need designation to each census tract in the county;
- Initiating development of topical overlays for focused equity analyses; and
- Establishing a three-year cycle for future updates to the EFC definition and map.



# **NORTH LOS ANGELES COUNTY**

## **Transportation Coalition JPA**

The resulting map for the 2022 EFC Update divides all census tracts into five percentile tiers: Very High Need, High Need, Moderate Need, Low Need, and Very Low Need. The two high need tiers (Very High Need and High Need) are defined as Equity Focus Communities and capture 40 percent of the population in the county.

Approximately 87 percent of the Original EFC census tracts continue to be captured in the 2022 EFC Update. The original EFC maps and 2022 EFC update maps are shown in the attached June 16, 2022 Metro presentation to the Council of Governments Executive Directors. The NCTC JPA staff continues to work with Metro, SCAG, Caltrans, and Los Angeles County to highlight the inequities in mobility investments to our subregion in Northern Los Angeles County.



NORTH LOS ANGELES COUNTY  
Transportation Coalition JPA



## North LA County Transportation Priorities

### SR-14 Traffic Safety Improvement Project

#### 1. SR-14 project is a traffic safety improvement project—not capacity enhancement

- SR-14 is the only viable roadway for 500,000 people in Antelope and Santa Clarita Valleys including communities such as Agua Dulce, Acton,
- Unsafe current sub-standard configuration is same as in 1980: 1,600 collisions and more than 30 deaths between 2014 and 2018.
- The sub-standard lane drop configuration has created bottlenecks contributing to more accidents and deaths per capita than other similar facilities across the county and state
- Population skyrocketed since 1980: Antelope Valley nearly doubled in 30 years.
- Completed the SR-14 Project Study Report.
- Next step is environmental clearance with Caltrans & Metro. Cost \$40-\$60 million
- NCTC has committed \$4.7 million of Measure M funds.

#### 2. SR-14 Traffic Safety Improvement Project consists of correcting the sub-standard lane-drop design to a safe consistent design from Santa Clarita to Palmdale.

- Correcting the unsafe sub-standard freeway consists of fixing six locations.
- The current proposed project is ready for environmental clearance consists of three project locations over 13 miles estimated to cost \$170 million and are located between Golden Valley Road Off-ramp to Newhall Avenue, Agua Dulce Canyon Road Off-ramp to Sand Canyon Road OC, and at Newhall Avenue UC to Golden Valley Road.
- These three locations could be completed by TBD.

#### 3. North LA County is an Underserved and Equity Focused Community

- About 1 in 3 people in North LA County live in an equity focused community
- Poverty rate: Lancaster - 21.7% Palmdale – 15.6%, Santa Clarita – 8.2%
- In Palmdale & Lancaster nearly 1 in 10 people are over 65 yrs old. Santa Clarita:11.7%
- 6.1% of the North LA County population are veterans compared to 3.5% in the County
- North LA County provides a mobile labor pool needing mobility options to get to work.
- SR-14 is the only goods movement route between North LA County and Greater LA
- All transit providers use the SR-14 between the Antelope and San Fernando Valleys
- Black/African American population: Lancaster 21.8 %, Palmdale 12.5%
- Asian population: Santa Clarita 11%
- Hispanic or Latino: Lancaster 39.7%, Palmdale 60.2%, Santa Clarita 33.5%
- Persons in Poverty: Lancaster 23.8%, Palmdale 17.3%, Santa Clarita 8.6%
- School Free/Reduced Lunch Program, Lancaster K-6 eligible: 75%





## **SR-14 Traffic Safety Improvement Project (Cont.)**

### **4. SR-14 Freeway is a Strategic Gateway for National Defense**

- SR-14 is named the Aerospace Highway since it is a strategic link for national defense
- Serves as an important roadway for 100,000 aerospace workers who work at Edwards Air Force Base, NASA, and other defense related businesses.

### **5. What is the SR-14 Traffic Safety Improvement Project?**

It is a series of lane safety improvements along the SR-14 freeway in six segments. If funding were available to build what is needed, the proposed installations are on both the northbound and southbound direction, in order of prioritization as follows:

#### Southbound SR-14

1. Golden Valley Road Off-ramp to Newhall Avenue UC
2. Agua Dulce Canyon Road Off-ramp to Sand Canyon Road OC
3. Pearblossom Highway to Escondido Canyon Road OC

#### Northbound SR-14

1. Newhall Avenue UC to Golden Valley Road
2. Sand Canyon Road OC to Soledad Canyon Road
3. Puritan Mine Road UC to Sierra Highway OC

Due to budget constraints, three segments were identified to be studied into the Environmental clearance phase and preliminary engineering. They are:

#### Southbound SR-14

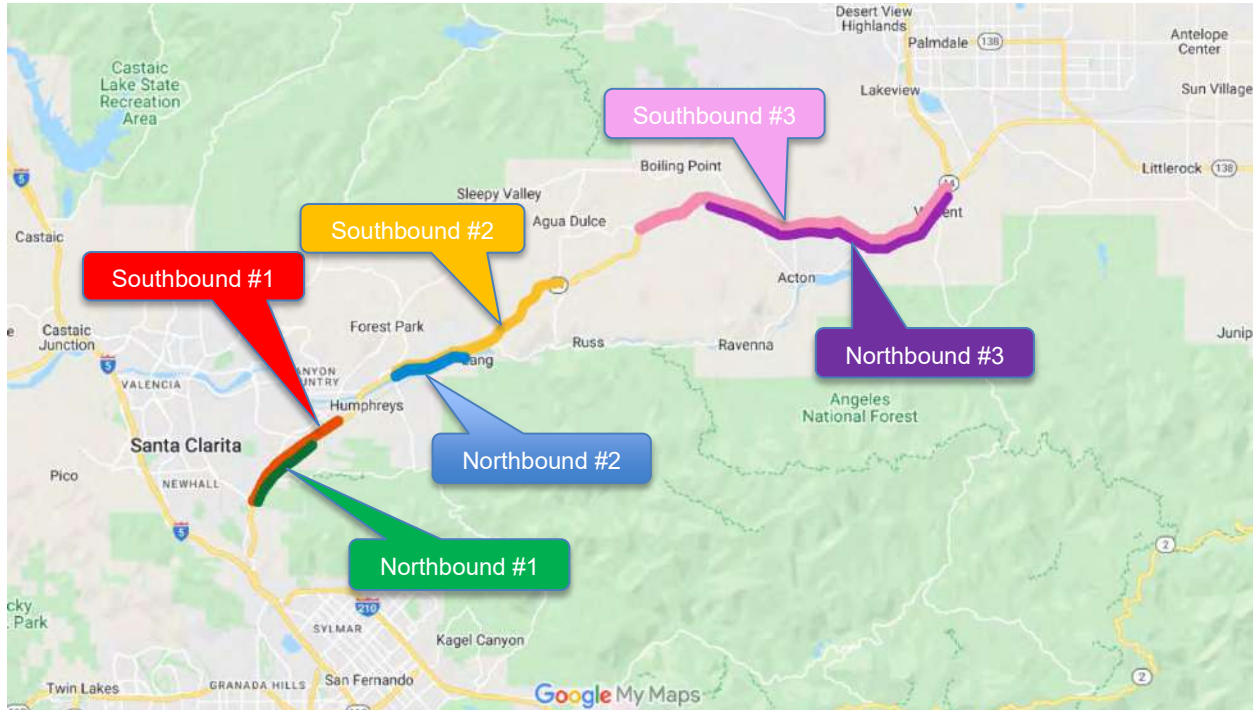
1. Golden Valley Road Off-ramp to Newhall Avenue UC (3.8 miles)
2. Agua Dulce Canyon Road Off-ramp to Sand Canyon Road OC (6.6 miles)

#### Northbound SR-14

1. Newhall Avenue UC to Golden Valley Road (2.7 miles)



## SR-14 Gap Closure/Capacity Improvement Project Map



Southbound SR-14	Next Phase
1. Via Princessa to Newhall Ave	Environmental Clearance
2. Agua Dulce Canyon Rd to Sand Canyon Rd	Environmental Clearance
3. Pearblossom Hwy to Escondido Canyon Rd	TBD
Northbound SR-14	
1. Newhall Ave to Golden Valley Rd	Environmental Clearance
2. Sand Canyon Rd to Soledad Canyon Rd	TBD
3. Puritan Mine Rd to Pearblossom Hwy	TBD

The estimated cost for completing the three projects identified as a priority is approximately \$170 million dollars. These three projects are Southbound 1 & 2, and Northbound 1 and they are positioned for environmental clearance. Staff is pursuing state and local sources of funding to build this project. The other three projects have not been evaluated in a Project Study Report and have no start date or estimated cost at this time.

# NCTC JPA July 11 2022 Agenda Report 15 - Executive Director Report

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## PROCLAMATION

### OF THE CITY COUNCIL OF THE CITY OF LANCASTER PROCLAIMING THE EXISTENCE OF A DANGEROUS CONDITION ON PUBLIC PROPERTY STATE ROUTE 14

WHEREAS, State Route-14 (“SR-14”) is the only viable roadway for 500,000 people in the Antelope and Santa Clarita Valleys to access the Los Angeles basin; and

WHEREAS, the unsafe current sub-standard configuration of SR-14 is the same as in 1980: 1,600 collisions and more than 30 deaths between 2014 and 2018; and

WHEREAS, the sub-standard lane drop configuration has created bottlenecks contributing to more accidents and deaths per capita than other similar facilities across the county and state; and

WHEREAS, the population of Antelope and Santa Clarita Valleys has skyrocketed since 1980; the population of the Antelope Valley has nearly doubled in 30 years; and

WHEREAS, the North Los Angeles County Transportation Coalition completed its SR-14 Project Study Report (the “Report”); and

WHEREAS, the Report proposes the following measures to correct the unsafe and substandard configuration of SR-14, including improvements to six locations; and

WHEREAS, SR-14 is named the Aerospace Highway because it is a strategic link for national defense and serves as an important roadway for 100,000 aerospace workers who work at Edwards Air Force Base, NASA, and other defense related businesses; and

WHEREAS, the NCTC has proposed to begin work at three project locations over 13 miles estimated to cost \$170 million and are located between Golden Valley Road Off-ramp to Newhall Avenue, Agua Dulce Canyon Road Off-ramp to Sand Canyon Road OC, and at Newhall Avenue UC to Golden Valley Road (the “Key Segments”); and

WHEREAS, the collision rates at the Key Segments are higher than the statewide average, with 1576 total collisions of which 568 collisions resulted in serious injury and/or fatality between January 1, 2014 and December 31, 2016; and

WHEREAS, the California Department of Transportation has, to date, failed to fund the necessary safety improvements to address the unsafe current sub-standard configuration of SR-14.

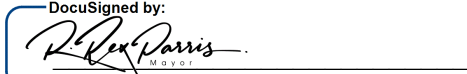
NOW, THEREFORE, IT IS HEREBY RESOLVED AS FOLLOWS:

Section 1. The unsafe and substandard configuration of SR-14 constitutes a dangerous condition of public property placing users of SR-14 in peril.

Section 2. NCTC and its members, including the City are prepared to continue their efforts to redress the unsafe and substandard configuration of SR-14, however, the California Department of Transportation has, to date, failed to fund the necessary safety improvements to address the unsafe current sub-standard configuration of SR-14.

Ratified and approved by the City Council of the City of Lancaster, California on May 24, 2022.

Dated: May 24, 2022

By:   
R. Rex Parris  
Mayor  
Lancaster, California



Board Report

File #: 2020-0501, File Type: Motion / Motion Response

Agenda Number: 29.

EXECUTIVE MANAGEMENT COMMITTEE  
MAY 19, 2022

**SUBJECT: SUBREGIONAL EQUITY PROGRAM GUIDELINES**

**ACTION: APPROVE RECOMMENDATION**

RECOMMENDATION

APPROVE guidelines for the use of the Subregional Equity Program funds (Attachment A).

ISSUE

Board Motion 38.1 from May 2020 (Attachment B) requests “Standard and explicit criteria for how and when a subregion’s SEP allocation may be accelerated to meet their needs”. In response, this item proposes newly created guidelines for the Subregional Equity Program (SEP) that identify how the funds can be accelerated, as well as detail on the future administration of this Measure M Multi-year Subregional Program (MSP).

BACKGROUND

The SEP is included in row 68 of the Measure M Expenditure Plan. The source of funding for the SEP is not specified in the Expenditure Plan, and the SEP is eligible for funding of Measure M “Systemwide Connectivity Projects” (i.e., projects related to regional facilities). The total spending available for the SEP is equal to \$1,196 million from FY 2018 to FY 2057.

The SEP was added to the Expenditure Plan in June 2016 after all other MSPs were included and funded in the Long Range Transportation Plan (LRTP) financial forecast. Because the SEP was allocated planned funding after all other Measure M projects and programs, there was no available funding for the SEP until FY 2043, and this is how SEP funds are programmed in the 2020 LRTP.

In four prior instances, Metro recommended SEP funds be accelerated for use prior to FY 2043. This was done to address cost overruns on Foothill 2B in July 2019, Crenshaw/LAX in May 2020, Eastside Access Improvements Project in March 2021, and Westside Purple Line Extension Section 1 in May 2021, all subject to approval from the respective subregions. Not all subregions have approved their SEP for these recommendations (Board motion 48 from June 2021 henceforth eliminates SEP from consideration to address funding shortfalls during construction). The existing Measure M Guidelines and Administrative Procedures do not specifically describe how the SEP can be accelerated. Several of the subregions have asked Metro staff about the availability of SEP funds.



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The Gateway Cities COG has requested the SEP for active transportation projects and to supplement local return for jurisdictions in this subregion. The South Bay COG has already committed the entire South Bay SEP for the Centinela Grade Separation Project. The Los Angeles City Council approved the commitment of the City of LA's portion of Central City Area SEP to an Arts District rail station, Vermont Transit Corridor, and Crenshaw Northern Extension.

## DISCUSSION

This Board item proposes SEP guidelines that identify the process for allocating funds to the subregions comparable to the process for other MSPs, and parameters for the acceleration of funds.

Staff will prepare five-year SEP funding estimates for the subregions, no later than October 31, 2022, including inflation adjustments in accordance with the Measure M Ordinance and pursuant to Board Motions 36.1 from July 2019, 38.1 from May 2020, and 48 from June 2021. The current estimated funding availability for the SEP will be programmed over the next five fiscal years. Metro staff will prepare future funding estimates by October 31 of each year.

The proposed guidelines provide for the future acceleration of SEP funding if recommended by Metro staff and in compliance with existing Board policies, including the Measure M Early Project Delivery Strategy (EPD) from November 2017. The EPD requires scoring of proposals to accelerate funds based on factors including the amount of local match and the status of the project in its development process, so long as the acceleration does not negatively impact the funding of other Measure M projects and programs.

The proposed guidelines will also allow the subregions to exchange the SEP with another MSP that is allocated to the subregion. This type of exchange is described as "inter-program borrowing" in the Final Guidelines and may be beneficial to a subregion to accelerate SEP funds that can be spent on either transit or highway uses, whereas the exchanged MSP may only be used for one purpose.

## Eligible Uses

The SEP funds can be used on transit and highway capital eligible under the Measure M Ordinance, which includes first/last mile, active transportation, and complete streets projects, as identified by the subregions. In addition to transit and highway projects led by the subregions, the SEP funds can be used to pay for capital obligations of the subregions or cities that comprise the subregions, such as the obligation for cities to pay a 3% local agency contribution for new Metro rail projects with stations in their jurisdiction.

## Outreach to Subregions

This Board item was postponed from September 2020 to allow for input from Board staff and the subregions. Metro staff prepared a "white paper" and subsequent "policy paper" that summarizes the proposed guidelines, had multiple meetings with Board staff to discuss their input, and presented the information to the Central City Area, Westside Cities, Gateway, San Gabriel Valley, and Arroyo Verdugo subregions and responded to questions and statements from their respective boards and staff. Additionally, the CEO shared the draft guidelines with the Executive Directors' of the region's Councils of Governments for their review and feedback. The proposed guidelines incorporate input from Board staff. The subregions prepared correspondence that includes commentary on the

proposed guidelines. Metro staff believe the proposed guidelines are consistent with specific requests on the content of the guidelines.

## FINANCIAL IMPACT

### Impact to Budget

This item would make funds available for subregions on eligible transit and highway capital projects submitted to Metro for approval. Funding will not be required in FY 2022 for the SEP as any initial amounts will be programmed for FY 2023 or FY 2024. Should funding be needed in FY 2023 it would be paid from federal funds, and or the Measure M 35% Transit and or 17% Highway Subfunds.

## EQUITY PLATFORM

This report seeks Board approval of guidelines for the programming of funds to subregions, for capital projects as proposed by the cities and/or implementing agencies of the subregions in Los Angeles County. It does not change how the funds can be used. The cities and/or implementing agencies have discretion, subject to the provisions of the Measure M Ordinance, Final Guidelines, and Administrative Procedures, to determine the capital projects they will undertake, and will lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Nevertheless, Metro will continue to work with the subregions and cities to encourage engagement of stakeholders, including those with the greatest mobility needs, that can enhance continued efforts to fund projects that improve transportation deficiencies.

Based on the scopes previously submitted to Metro by the implementing agencies, local improvements have historically been within the public right-of-way and include infrastructure upgrades and/or enhancements such as traffic signal upgrades, signal synchronization, turn pockets, intersections, curbs, sidewalks, bike lanes, and center median improvements. Future annual reports regarding the programming of subregional funds that are presented to the Board for approval will identify any project level equity-related issues of concerns identified through the cities' project selection process.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5 and helps ensure fiscal responsibility in how funding determinations are made and transparency in the agency's investment decisions.

## ALTERNATIVES CONSIDERED

The Board can choose to modify, amend, or reject the guidelines. Any such action should consider the financial and policy implications on Metro's overall financial capacity and ability to fund other Metro projects and programs.

## NEXT STEPS

Metro staff will incorporate the guidelines into the Measure M Final Guidelines and post these for public dissemination. Metro staff will distribute the SEP financial forecast to the subregions in tandem with the annual forecast of funding for other active MSPs no later than October 31, 2022, and accept and review any proposals to accelerate funding in consideration of the provisions of the Measure M Ordinance and Board-adopted policies including the EPD.

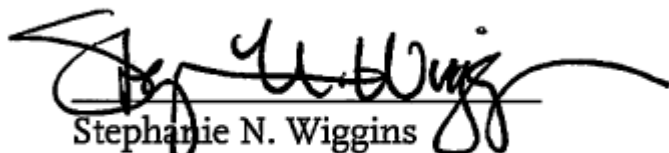
Metro staff will return to the Board for approval of specific projects and programming amounts funded from the SEP, likely at the same time as the programming for other MSPs is submitted to the Board for a subregion.

### ATTACHMENTS

Attachment A - Proposed Subregional Equity Program Guidelines  
Attachment B - Motion 38.1

Prepared by: Craig Hoshijima, EO, Countywide Planning & Development, (213) 418-3384  
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins  
Chief Executive Officer

**IX.i SUBREGIONAL EQUITY PROGRAM**

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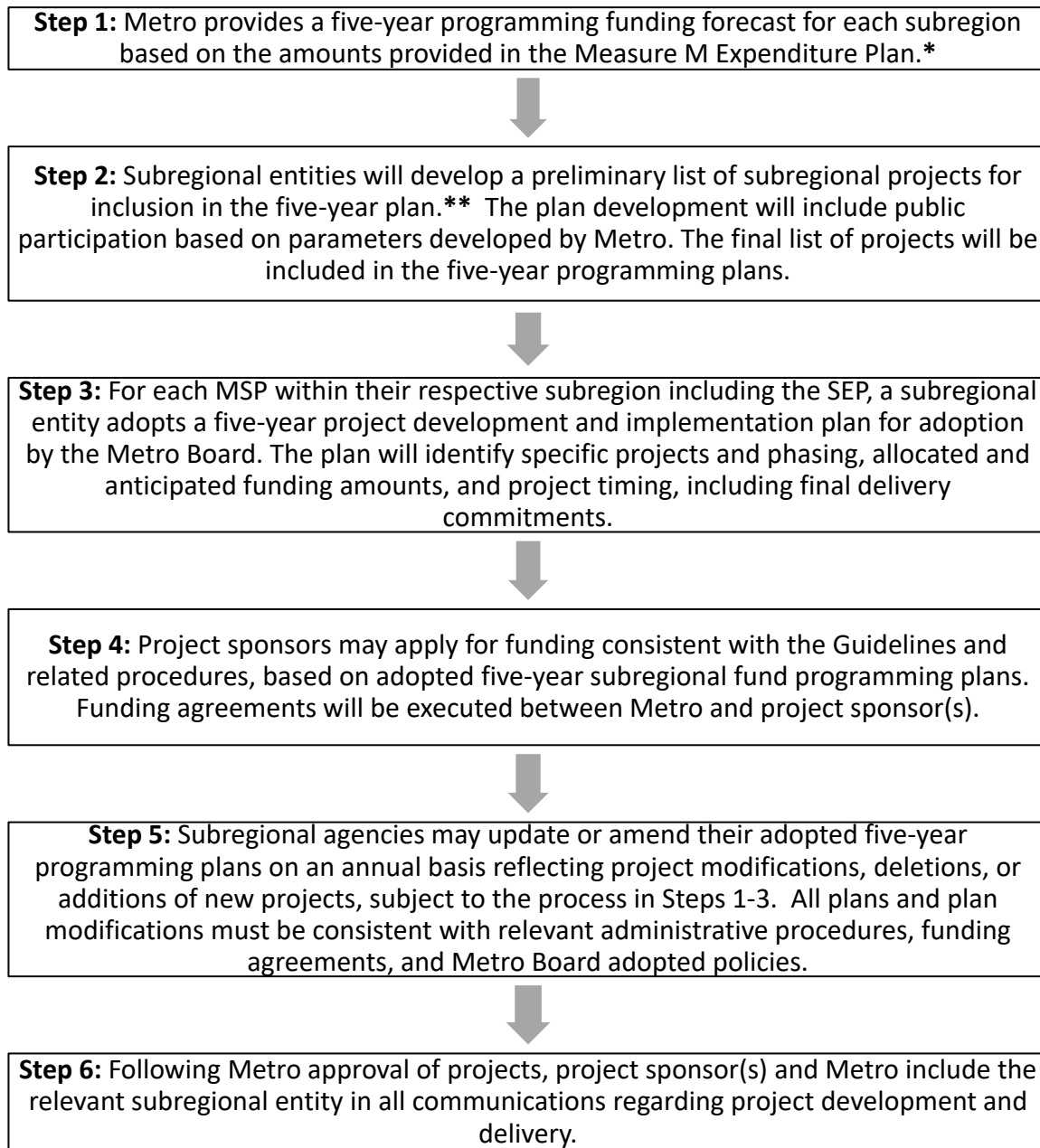
**INTRODUCTION**

The Subregional Equity Program (SEP) is a MSP on row 68 of the Measure M Expenditure Plan. It has Guidelines separate from the MSP Guidelines because the amount of Local, State, Federal, Other and Measure M funding is not specified, a total amount of spending for each subregion is identified, and any spending can be for either transit or highway modes as defined in the Ordinance, which includes first/last mile, active transportation, and complete streets improvements. Projects that subregions submit for this program are subject to the definitions provided in the Ordinance and these Guidelines, and are limited to capital projects.

**Process**

The SEP will go through a subregional program development process similar to the other subregional MSP. The amount of SEP funding available will be consistent with the most recent Long Range Transportation Plan or Short Range Transportation Plan financial forecast presented to the Metro Board, subject to any changes in Metro’s financial capacity during the intervening period from the most recent financial forecast and the distribution of SEP funding amounts. Additional funding capacity may be incorporated into the SEP from one-time funding such as the federal infrastructure bill. It will be adjusted for inflation in accordance with the Ordinance and Board motion 36.1 (Board file #2019-0598). The source of Local, State, Federal, Other and Measure M funding for the SEP, both transit and highway, will be identified in the financial forecast. Administrative and procedural details for the process may be developed upon the adoption of these Guidelines, in the event it facilitates the functioning of the program. Generally, the development process will follow the steps provided in the following table:

**Table IX.i: Subregional Equity Program Project Development Process**



*\*Metro will announce the funding forecast by year concurrently with the announcement of the other MSP funding forecasts, and the amounts will extend five years from the date of the announcement and cover the same time period as the other MSP funding forecasts.*

*\*\* Coordination with Metro staff is required to ensure project eligibility, as determined by Metro and the applicable State or federal grant criteria. Administrative review procedures developed specific to each MSP program area (Highway, Transit modes as defined in the Ordinance, which includes first/last mile, active transportation, and complete streets improvements) will be applied to projects submitted and include plan requirements and eligible use of funds within each MSP program area.*



Resources to support the steps listed in Table IX.i can be drawn from SEP funds (subject to any restrictions on amounts funded from State or federal grants), not to exceed 0.5% of the amounts for any single year determined in Step 1 of Table IX.i. Any additional resources to support the steps in Table IX.i must be drawn from resources under the control of the subregion or its constituent cities.

### **Advancing Funds**

#### Metro Staff Recommendation

The amount of SEP funding that has not already been expended or allocated by the Board to another use can be advanced if recommended by Metro staff and adequately noticed to and approved by the respective subregion pursuant to Motion 38.1 (Board file #2020-0356). This motion calls for “Subregional governing body approval of any funding recommendation and use” and “Written notice to the respective Subregional governing body and representative Board offices at least 120 days before Metro recommends the use of SEP funding to ensure adequate time for subregions to understand and approve any funding recommendations.”

Beginning June 17, 2021, Motion 48 (Board file #2021-0435) amends the “Measure R and Measure M Unified Cost Management Policy” to eliminate the SEP from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase.

SEP funding can also be advanced and included in the five-year funding forecast described in Table IX.i. This can occur if Measure M or other local, State, federal, or other funding is made available during the five-year period due to a reduction in funds programmed for a capital project resulting from a decrease in project cost, cancellation or defunding of the project, or provision of other local funds to supplant the funds, as identified and requested by a subregion. In addition, if new local, State, federal, or other funding, that is not already programmed by Metro for another use, is made available, this could be included in the five-year SEP funding forecast and credited against the balance available.

#### Request by Subregion

The programming of SEP funds can be considered for acceleration if requested by a subregion and in compliance with existing Board policies, including the Measure M Early Project Delivery Strategy (EPD) from November 2017 (Board file #2017-0686) and the MSP inter-program borrowing provisions in the Measure M Final Guidelines. The EPD requires scoring of proposals to accelerate funds based on factors including the amount of local match and the status of the project in its development process, so long as the acceleration does not negatively impact the funding of other Measure M projects and programs. Metro staff will evaluate the financial

impact of any proposed SEP programming and consider the potential use of debt to finance the SEP that may reduce the immediate cash flow requirement. Metro will accept all proposals by subregions, provide recommendations, and submit the proposals and recommendations to the Metro Board for consideration, which could involve an amendment to the Measure M ordinance.

The subregions may also request SEP funding to deliver a project by borrowing, or exchanging, from another MSP that has programmed funding in earlier years, in accordance with the “Cashflow Management” section of the Measure M Final Guidelines. Metro staff will be available to provide technical assistance to the subregions in preparing any proposal to borrow SEP funds.

### **Supplemental Funds Requirements**

If project sponsors are able to fully fund projects identified in their five-year plans, consistent with procedures established within these Guidelines with SEP funds, the project sponsor may proceed to request disbursement of those funds. However, if the project requires supplemental Metro support or funding, including Metro staff resources, then the project must comply with all requirements attached to Metro-sponsored or controlled fund sources and policies, as appropriate. For example, if a project using SEP funds is matched with discretionary fund programs managed by Metro, the project is subject to all evaluation criteria, reporting requirements or other provisions of that discretionary program. There is no minimal amount of additional Metro investment that would prevent additional Measure M policy requirements. The only exception to this rule is use of Local Return funding from sales tax measures A, C, R or M. Once the Metro supplemental funding request is made, staff will notify project sponsors of policy implications.

Projects and programs utilizing additional assistance or funding are encouraged to comply with the Metro Board adopted Small Business Enterprise (SBE) Program and the Prohibition against Discrimination or Preferential Treatment by State and Other Public Entities.

### **READINESS**

The timing of the actual distribution of funds will be determined based on project readiness. The Timely Use of Funds principle applies to the MSP and SEP and require establishing project readiness to be able to access program funds.

Project readiness will apply to separate phases of a project. Readiness thresholds will be determined for planning, environmental, right of way, and construction, and will be defined as appropriate for each funding category as determined by Metro (i.e., Highway, Transit, Active Transportation, etc.).

## **PROGRAM MANAGEMENT CONSIDERATIONS**

The SEP funds are subject to the cash flow parameters within these Guidelines. Project sponsors must notify Metro by the last day of February of each year of the amount of subregional funding they plan to use, by project, in the subsequent fiscal year, which for Metro begins July 1. This is needed for Metro budget purposes, and the cash flow expenditure estimate provided may differ from the initial Metro funding forecast or amounts programmed in the funding agreements between Metro and the subregions. When notice is not provided, funding availability will be on a first-come, first-served basis in the subsequent fiscal year.

Per the Cashflow provisions in Section VI, the Metro Board will consider tools that allow for expediting projects within and among subregional programs. Subregional project sponsors can elect to borrow from one MSP fund amount (including the SEP) to accelerate a project in another MSP fund of a different type that may not be available until a later year. This type of inter-program borrowing within the MSP requires approval from Metro and the affected subregion.

## **AUDIT REQUIREMENTS**

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors at any time.

# Metro



## Board Report

**File #:** 2020-0356, **File Type:** Motion / Motion Response

**Agenda Number:** 38.1.

**CONSTRUCTION COMMITTEE  
MAY 21, 2020**

**Motion by:**

**DIRECTORS GARCETTI, BUTTS, GARCIA AND HAHN**

Related to Item 38: Crenshaw/LAX Transit Project

**SUBJECT: CRENSHAW/LAX TRANSIT PROJECT**

**RECOMMENDATION**

APPROVE Amending Motion by Directors Garcetti, Butts, Garcia and Hahn directing the CEO to:

- A. Allocate \$33.1 million of CMAQ, plus the revenue generated from LAWA acquisition of property and easements (at least \$1.7 million) to fund immediate LOP budget needs on the Crenshaw/LAX project.
- B. After taking CMAQ and LAWA-generated revenues off the top, approve the use of Subregional Equity Program (SEP) funding for the remainder of the \$90 million Crenshaw/LAX LOP budget increase, subject to formal approval from each subregion's governing body and according to the 2016 subregional borders designating the LAX area as a Regional Facility and conforming the South Bay subregion to the South Bay COG's boundaries:

<b>Subregion</b>	<b>Miles</b>	<b>Percent</b>
Central Los Angeles	3.40	41.4%
South Bay	3.32	40.4%
Regional Facility: LAX Area	1.50	18.2%
Total	8.22	100.0%

These SEP funds shall be escalated from 2015 dollars in accordance with Board file 2019-0598, which reaffirmed that each subregion's SEP allocation as listed in the Measure M Expenditure Plan (line item 68,note s.) is listed in 2015 dollars and escalated to year-of expenditure in accordance with the escalation policies in the Measure M expenditure plan;

- C. Defer any future recommendation or use of any unprogrammed SEP funding pending the development, in partnership with all Board offices, of a uniform process by which Subregions can elect to use SEP funding, including but not limited to:
1. Subregional governing body approval of any funding recommendation and use;
    - a. Hereby acknowledging that the South Bay COG has already committed the entire South Bay SEP for the Centinela Grade Separation Project.
  2. Written notice to the respective Subregional governing body and representative Board offices at least 120 days before Metro recommends the use of SEP funding to ensure adequate time for subregions to understand and approve any funding recommendations;
  3. Standard and explicit criteria for how and when a subregion's SEP allocation may be accelerated to meet their needs, consistent with Board file 2019-0598 (see above);
- D. Report back on all the above during the September 2020 Board cycle.





Metro  
Board Report

File #: 2022-0302, File Type: Policy

Agenda Number: 9.

REVISED  
PLANNING AND PROGRAMMING COMMITTEE  
JUNE 15, 2022

SUBJECT: METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed Metro Objectives for Multimodal Highway Investment (Attachment A); and
- B. RECEIVING AND FILING the report back on FY23 Budgeted Multimodal Highway Investments.

SOLIS & DUPONT WALKER AMENDMENT TO ATTACHMENT A, OBJECTIVE 2: Recognizing LA County’s history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities with minimal or no displacement during the implementation of highway improvements.

ISSUE

LA County’s position as the nation’s most populous county, the home of the Western Hemisphere’s most vital seaport complex, and the steward of the world’s 18<sup>th</sup> largest economy poses significant transportation demands, policy challenges, and unequal impacts for a region comprising a socioeconomically and racially diverse array of 88 cities and over 130 unincorporated communities.

Our region’s ability to thrive, grow together, and develop a more inclusive, equitable, sustainable, and vibrant economy depends upon its ability to plan for, invest in, and implement a well-functioning, multimodal and multipurpose transportation system that moves people and goods seamlessly and sustainably throughout the region and provides access to opportunity for every resident. At the heart of this shared use, complex, and oversubscribed transportation system is the expansive highway system that serves local communities, regional mobility, and the national economy by linking residents to opportunities, commuters to jobs, patients to healthcare, students to education, customers to businesses, goods to markets and families to one other. Metro is leading the region in

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discussing and understanding how to invest in the LA County highway system within this multimodal framework in such a way as to support shared economic, sustainability, and equity goals.

A set of proposed objectives - goals that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life - are needed to provide a clear view on how Metro can engage our partners to develop a modernized and more comprehensive approach to investing in our important highway system as part of this larger vision. Upon adoption of these objectives, Metro will work with its regional, state, and local partners to develop strategies to advance them.

As part of the FY23 Budget proposal, Director Bonin requested a report back on the planned expenditures for Highway Investment. This report provides the response and demonstrates how it aligns with the proposed objectives for multimodal highway investment.

## BACKGROUND

As the regional transportation authority for Los Angeles County, Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The public also entrusts Metro to implement recent voter-approved measures (R in 2008 and M in 2016) which call for leveraging investment into a multimodal transportation vision for the county developed in partnership with regional stakeholders.

Both Measure R and Measure M include a significant subfund category for highway-related projects (20% and 17%, respectively) intended to provide local funding toward the implementation of major highway projects and subregional programs, as determined by input received from local jurisdictions and subregional Councils of Government, to improve regional mobility, economic competitiveness, air quality, and the movement of people and goods throughout LA County.

To inform and accomplish this mission, Metro leads with equity, defining it as follows:

Equity is both an outcome and a process to address disparities, to ensure fair and just access to opportunities, including jobs, housing, education, mobility options, and healthier communities.

The experience in implementing highway capacity and improvement projects varies from subregion to subregion based on community impacts, characteristics of the project, and priorities established by local jurisdictions. For example, the San Gabriel Valley and the North County subregions have supported major highway expansion projects designed to improve safety and traffic flow at key chokepoints on the freeway system, at the State Route 57/60 Confluence and the steep Calgrove grade on Interstate 5 (I-5) North, respectively. These improvements, which collectively have received \$563.9 million in discretionary grant awards from state and federal partners, seek to improve safety and capacity on those freeway facilities in confined areas with minimal displacement impacts and few residential neighborhoods directly adjacent to each project site.

In contrast, other subregions like the Gateway Cities feature communities that have long suffered impacts on health, air quality, mobility, and quality of life as a result of being directly adjacent to existing freight-focused freeway facilities such as the I-710 South, where widening the freeway would

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cause displacement and bring more trucks—mostly diesel-powered—near low-income households and communities of color impacted over generations by highway investment decisions mired in a legacy of inequitable policies. The Board's suspension of the I-710 South environmental process in May 2021, followed by its adoption of a No Build alternative last month for that project in place of the previously approved Locally Preferred Alternative 5C, demonstrates that different circumstances yield very different outcomes.

In addition, over the past couple of years, the Board has passed motions to expand the eligibility of highway investments to include complete streets.

Consequently, Metro needs to determine a set of objectives that will create a more holistic, multimodal, and equitable process that will result in a better approach to moving people and goods, a resilient multimodal transportation system and more equitable outcomes for communities in need of greater investment, improved access to opportunities, better mobility options, improved health and a more vibrant quality of life.

This focus on articulating a new set of objectives for multimodal highway investment comes at a critical time when our state and federal partners are redefining how they will invest in highway projects to leverage local funds. Over the past few years, Governor Newsom's administration has sought to link transportation funding decisions to improving equity and reducing greenhouse gas emissions. The State has also amended the environmental review process (CEQA) through SB 743 so that development projects including roads and highways will be required to mitigate Vehicle Miles Traveled (VMTs).

Similarly, the federal government has identified through its funding programs the inclusion of these same goals, notably through the United States Department of Transportation's (USDOT) reconfiguration of programs like the Better Utilizing Investments to Leverage Development (BUILD) into Rebuilding American Infrastructure with Sustainability and Equity (RAISE) to include a greater focus on this more comprehensive approach to delivering transportation investments to uplift equity-challenged communities. New programs like the National Electric Vehicle Infrastructure (NEVI) and the Carbon Reduction Program specifically fund infrastructure that helps reduce carbon dioxide emissions from on-road highway sources. USDOT's focus on racial equity under Secretary Buttigieg also manifested itself in the 2021 decision to halt construction of the I-45 widening project in Houston due to possible civil rights violations caused by the impacts on predominantly minority and low-income communities adjacent to and subject to displacement by the project (<https://www.politico.com/news/2021/04/01/dot-texas-highway-equity-478864>).

Equitable processes help lead to equitable outcomes. For Metro to lead with equity and drive investment into its many disadvantaged communities impacted by freeway facilities, the agency must not only align with these developments at the state and federal levels but also articulate a vision on how Metro can create a better multimodal transportation system for all of LA County by strategically investing in its highway system in a more community-focused manner to reduce disparities and not generate greater burdens and inequities. To achieve this the CEO recently realigned Metro's highway programs into the new Multimodal Integrated Planning Unit of Countywide Planning & Development to address the need to have a comprehensive multimodal planning approach and to strengthen our relationships with local communities and key institutional stakeholders. This re-

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alignment also ensures Metro can deliver current and future Measure R and M highway investments in a manner that is consistent with current State and Federal policies, as well as Metro's own sustainability goals. Under the Multimodal Integrated Planning Unit, highway investments will be evaluated and scoped using the objectives outlined in this report, in collaboration with our agency and regional partners, and through a meaningful public engagement process.

## DISCUSSION

Metro's strategy for investing in the LA County highway system must be updated to align the agency with state and federal policies and funding opportunities while simultaneously supporting community improvement and equitable advancement for local residents, especially those most impacted by past, current and future use of our region's many highway facilities. Staff proposes the Multimodal Highway Investment Objectives found in Attachment A for Board consideration.

### FY23 Budget Multimodal Highway Investments

The application of the proposed objectives in Attachment A is well-illustrated by the FY23 budget for multimodal highway investments, which emphasizes a shift towards integration of multimodal elements in projects while addressing subregional priorities and prior funding commitments. The budget proposal includes \$634 million for our highway program - about seven percent of the overall budget. A summary of the FY23 Multimodal Highway Budget is included in Attachment B. Some highlights of the adopted budget are provided below.

Projects that are currently in construction or nearing construction completion (prior commitments) account for 33% of the FY23 Multimodal Highway Budget. All the freeway/highway projects in the FY23 budget, including those in construction, are either targeting notorious safety hotspots and traffic chokepoints, complete streets, or adding HOV and/or ExpressLanes. Several of these projects-for example, the SR-57/60 Confluence improvements in the San Gabriel Valley and the I-5 North HOV and Truck Lanes in the North County-have received strong community and subregional support, do not have right-of-way incursions into residential communities, address serious accident and traffic congestion locations caused by truck/vehicle conflicts, and have received competitive discretionary grant commitments (\$563.9 million) from state and federal partners that heavily leverage Measure M funding.

Metro has shifted the focus of the highway program toward projects that can be used by buses, carpoolers, bicycles and pedestrians, or projects that help older and existing roads work better. For Metro-led operational highway improvements, project-specific Vehicle Miles Travel (VMT) and Green House Gas (GHG) assessments have been completed as part of the environmental review and approval processes. A summary of available VMT/GHG information for Highway Programs is provided as part of the FY23 Multimodal Highway Budget summary in Attachment B.

Complete street improvements on roads near freeways are part of most highway projects, and help make streets more hospitable, safer, and more attractive to pedestrians and cyclists. Furthermore, the Board-approved update to the Highway Subregional Fund Eligibility Guidelines has resulted in more locally-led Complete Streets projects being funded this fiscal year. The Highway Program budget includes \$225 million in local street projects in cities across LA County, which include

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pedestrian and bike improvements. Metro staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program and the Complete Streets Act of 2008. As of today, 62 of the 89 jurisdictions in LA County are compliant with Metro Complete Streets Policy 6.2.

The Highway Program budget also supports the development of new bus lanes to speed up our bus system and make buses more reliable and less prone to getting stuck in traffic (\$11.1 million in FY23).

Finally, the FY23 Multimodal Highway Budget also includes \$20 million in funding for soundwall construction, as part of the countywide soundwall program, which helps reduce noise in impacted, oftentimes disadvantaged communities across LA County.

### DETERMINATION OF SAFETY IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment will support the development of a safer and more community-focused multimodal transportation system that will seek to reduce impacts experienced by commuters and residents from impacted communities adjacent to the LA County highway system.

### FINANCIAL IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment would have a positive financial impact to the agency, providing greater competitiveness for state and federal discretionary grant opportunities by aligning Metro with new state and federal highway policies and objectives.

#### Impact to Budget

No impact to Metro's budget is anticipated as a result of Board adoption of this item.

### EQUITY PLATFORM

The proposed Metro Objectives for Multimodal Highway Investment seek to incorporate several considerations and principles of equity in how Metro plans, invests in and implements highway projects in LA County.

Central to these objectives is the inclusion of communities that have been and are most likely to be impacted in the development of highway-related projects and investment strategies through more robust and early public engagement processes that seeks to incorporate their voices into planning.

Additionally, the proposed objectives also provide a new focus on the outcomes of highway investment strategies by seeking to reduce disparities first and maximize benefits based on needs, rather than mitigating harms after a general strategy is determined. By prioritizing the quality of life of local communities-including low-income and communities of color-Metro can transform how it invests in highways into a more holistic, multimodal, community-centered approach to moving people and goods through and near highway facilities in LA County.



## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Metro Objectives for Multimodal Highway Investment provide a more comprehensive and multimodal approach to improving the regional highway system in support of Metro's overall investment strategy in a multimodal, equitable and sustainable transportation system that improves local communities while also improving the flow of people and goods throughout the region. By bringing community values and benefits into the policymaking on highway investment, Metro seeks to "enhance communities and lives through mobility and access to opportunity" (#3).

How Metro invests in the LA County highway system will lead to better choices in providing "high-quality mobility options that enable people to spend less time traveling" (#1) by creating transit and active transportation modes of travel for residents in and traveling through local communities. By doing so, especially through investment in managed lanes that allows transit usage, Metro endeavors to "deliver outstanding trip experiences for all users of the transportation system" (#2).

This vision for the LA County highway system requires collaboration with federal and state partners, Caltrans District 7, regional stakeholders and local communities in concert to develop a better LA County system of transportation, thus affirming the Strategic Plan goal to "transform LA County through regional collaboration and national leadership" (#4).

## ALTERNATIVES CONSIDERED

The Board could choose not to adopt the proposed Metro Objectives for Multimodal Highway Investment. Doing so could prevent Metro from aligning how it develops investment strategies for highway corridors in LA County with state and federal policies and local community engagement.

## NEXT STEPS

Staff will work with subregional Councils of Governments to identify ways to implement these objectives in a manner consistent with those subregions' communities and needs.

Staff will continue development of Metro's VMT Mitigation Program with local and State entities to evaluate the VMT impacts on Metro's highway improvement projects and establish a VMT mitigation program that meets the needs of projects on the State highway system.

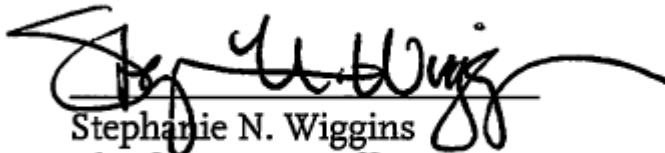
## ATTACHMENT

Attachment A - Metro Objectives for Multimodal Highway Investment  
Attachment B - FY23 Multimodal Highway Budget Summary

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Stephanie N. Wiggins  
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### **Metro Objectives for Multimodal Highway Investment**

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities during the implementation of highway improvements.
3. Ensure that local and regional investment in LA County's highway system—particularly the implementation of Measures R and M priorities—is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.
4. Develop early, constructive, and meaningful public engagement processes and planning tools with subregional partners that foster engagement with a wide range of stakeholders, specifically people most directly impacted, with the goal of informing the planning, development, and implementation of subregional corridor investment strategies in LA County's highway system aligning with local and subregional needs and priorities.
5. Partner with Caltrans and regional stakeholders to create an LA County multimodal highway strategic plan that is developed through a collaborative planning approach to improve the overall regional mobility of people and goods throughout the county, safely and equitably, while taking action to reduce the negative environmental and climate impacts of car and truck travel.
6. Support the optimization of existing highway facilities by using technology and innovation that maximizes the throughput and travel time of people and goods, while supporting sustainable, resilient, and healthy outcomes, including reducing air pollutants and greenhouse gas emissions generated from the use of the facilities.

# FY23 Multimodal Highway Budget Summary

**ATTACHMENT B**

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<b>LOCAL SUBREGIONS (STREET IMPROVEMENTS, ON-OFF RAMP IMPROVEMENTS, SIGNAL SYNC, ETC.), SAFETY/OPERATIONAL IMPROVEMENTS, AND SAFETY/GRADE SEPARATIONS</b>									
Highway Efficiency Program (Las Virgenes/Malibu) <sup>1</sup>	\$1,000.0	-	\$1,000.0	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$133,000.0	\$10,720.9	\$122,279.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Efficiency Program (North County) <sup>1</sup>	\$1,000.0	-	\$1,000.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on highway enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$128,870.0	\$0.0	\$128,870.0	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Arroyo Verdugo Subregion <sup>1</sup>	\$8,239.0	-	\$8,239.0	Coordinated operational improvements will improve traffic flow and mobility, and enhance pedestrian safety and quality of life.	\$170,000.0	\$50,251.8	\$119,748.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Las Virgenes/Malibu Subregion <sup>1</sup>	\$6,741.0	\$43.1	\$6,784.1	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$175,000.0	\$130,419.2	\$44,580.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate (I)-405, I-110, I-105, and State Route (SR)-91 Ramp and Interchange Improvements (South Bay) <sup>1</sup>	\$16,430.0	\$120.0	\$16,550.0	Auxiliary lanes, on and off ramp improvements/construction, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways. All projects will either be a freeway improvement project or an arterial improvement with a direct relationship to the specific freeway where an improvement would likely benefit both the freeway and the arterial.	\$384,519.0	\$110,857.3	\$273,661.7	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
I-405 FROM I-105 TO ARTESIA <sup>1</sup>		\$7,132.3	\$7,132.3	Auxiliary lanes from I-105 to Artesia Boulevard which will improve the current operational/weaving deficiencies and improve mobility and safety on north & southbound I-405 within the project limits.	\$141,534.4	\$3,594.9	\$137,939.5	+1% VMT (433,628,446 annual VMT with Project vs 429,016,400 annual VMT without Project) & +2% GHG with Project vs No Project in year 2045 (99,279.83 CO2 tons per year with project vs 97,429.15 CO2 tons per year No Project). -34% GHG emissions in year 2045 vs Existing (99,279.83 CO2 tons per year With Project vs 147,678.87 CO2 tons per year Existing).	Constrained within the existing highway right of way/avoiding local impacts. Focused on alleviating insufficient vehicular storage at mainline exits and weaving from automobiles entering and exiting the roadway.

# FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<i>I-405 FROM I-110/WILMINGTON</i> <sup>1</sup>		\$3,332.1	\$3,332.1	Project will improve freeway operations and safety along both directions of I-405 through construction of auxiliary lanes between on- and off-ramps to improve merging and diverging vehicle movements.	\$123,337.1	\$972.4	\$122,364.7	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-105 INTEGRATED CORRIDOR MANAGEMENT</i> <sup>1</sup>	-	\$2,300.0	\$2,300.0	The I-105 Integrated Corridor Management (ICM) Project is along I-105 between Sepulveda Boulevard and I-110, approximately seven miles in length. The project will develop an ICM system that integrates all systems from nine (9) different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$20,000.0	\$577.2	\$19,422.8	No change with Project (transportation management system).	Not applicable (transportation system management).
<i>I-405 - 182ND/CRENSHAW IMPROVEMENTS - Construction</i> <sup>2</sup>	\$16,000.0		\$16,000.0	This project proposes to make improvements at the I-405/Crenshaw Boulevard/182nd Street Interchange. New northbound and southbound on-ramps will be constructed on Crenshaw Boulevard and operations will be improved on the I-405 mainline and surrounding arterials. This project will improve current deficiencies and support the mobility needs of interstate commerce as well as the needs of local residents and businesses.	\$98,400.0	\$20,705.3	\$77,694.7	+4% VMT & GHG with Project vs No Project in year 2040 (111.260 CO2 tons per day with project vs 107.024 CO2 tons per day No Project). -20% GHG emissions in year 2040 vs Existing (111.260 CO2 tons per day with Project vs 138.495 CO2 tons per day Existing).	LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks at on-and-off ramps at Crenshaw Boulevard and 182nd Street in the City of Torrance.
<b>Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)</b> <sup>1</sup>	\$16,250.0	\$4,433.9	\$20,683.9	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$396,605.1	\$46,463.9	\$350,141.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-605 CIP (I-605 / I-5 INTERCHANGE IMPROVEMENTS)</i> <sup>1</sup>		\$1,139.9	\$1,139.9	The project includes improvements I-605 from Rosecrans Ave to Slauson Ave and along I-5 from Florence Ave to Paramount Blvd. The proposed freeway mainline will accommodate a variety of configurations, which may include High-Occupancy Vehicle (HOV) lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned.	\$36,675.5	\$34,019.5	\$2,656.0	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-605 CIP (I-605/SR-60 INTERCHANGE IMPROVEMENTS)</i> <sup>1</sup>		\$1,139.9	\$1,139.9	The proposed freeway improvements will accommodate a variety of configurations, which may include the addition of HOV lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned. A direct connector is also being evaluated at the I-605/I-10 Interchange.	\$45,144.5	\$40,336.7	\$4,807.8	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.



# FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
WB SR91 IMP ALONDRA-SHOEMAKER <sup>2</sup>		\$5,320.2	\$5,320.2	I-605/SR-91 interchange at Alondra Boulevard Improvements include auxiliary lanes, one mixed flow lane, and the associated ramp realignments. The proposed enhancements in this project will improve operation and safety along the SR-91 corridor.	\$156,006.0	\$19,333.8	\$136,672.2	+5% VMT (114,828,749 annual VMT with Project vs 109,391,887 annual VMT without Project) & +3% GHG with Project vs No Project in year 2044 (30,380 CO2 tons per year with Project vs 29,449 CO2 tons per year No Project). -39% GHG emissions in year 2044 vs Existing (30,380 CO2 tons per year With Project vs 49,810 CO2 tons per year Existing).	Class II bicycle lanes on Pioneer Blvd in City of Artesia. Bicycle and pedestrian signage, LED lighting, and ADA compliant curb ramps and high-visibility crosswalks on local roads. Striped shoulders and sidewalks on Gridley & Bloomfield bridges in the Cities of Artesia and Cerritos.
EB SR91 ATLANTIC/CHERRY AUX <sup>2</sup>		\$136.2	\$136.2	The Project consists of adding one auxiliary lane in the eastbound direction and extending the outside lane near the Cherry Ave undercrossing for a total project length of approximately 1.5 miles. Improvements will address significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements. The project includes accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits to benefit the North Long Beach community.	\$95,190.0	\$7,263.1	\$87,926.9	+3% VMT (65,274,642 annual VMT with Project vs 63,634,314 annual VMT without Project) & GHG with Project vs No Project in year 2045 (20,008 CO2 tons per year with Project vs 19,502 CO2 tons per year No Project). -18% GHG emissions in year 2045 vs Existing (20,008 CO2 tons per year With Project vs 24,266 CO2 tons per year Existing).	New retaining walls to facilitate implementation of Hamilton Loop Park Project in City of Long Beach. Provision of upgraded landscaping (including 2:1 tree replacement ratio) and lighting within park areas.
SR-91 ACACIA CT/CENTRAL AVE IMPROVEMENTS <sup>1</sup>		\$8,377.1	\$8,377.1	The proposed project will improve congestion between Central Avenue and Acacia Court and at the local interchanges of Central Avenue, Wilmington Avenue, and Acacia Court. The project aims to improve mobility and safety of the SR-91 freeway (both mainline and ramps) and local roadway operations. The C-D Road Alternative implements a concrete barrier and/or retaining wall separated system that would run parallel to the SR-91 mainline, connecting Central Avenue, Wilmington Avenue, and Acacia Court on- and off-ramps.	\$175,203.3	\$5,865.9	\$169,337.4	+1% VMT (1,015,887 annual VMT with Project vs 1,013,003 annual VMT without Project) & GHG with Project vs No Project in year 2040 (98,303 CO2 tons per year with Project vs 97,400 CO2 tons per year No Project). -17% GHG emissions in year 2040 vs Existing (98,303 CO2 tons per year With Project vs 118,484 CO2 tons per year Existing).	Class II buffered bicycle lanes, high visibility crosswalks, ADA compliant curb ramps, concrete bus pads, transit shelters, & pedestrian scale lighting on Artesia Blvd and Albertoni St within the Cities of Compton and Carson.

# FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<i>I-605 BEVERLY INTERCHANGE IMPROVEMENTS</i> <sup>1</sup>		\$13,195.5	\$13,195.5	The Southbound I-605 Beverly project includes improvements to on/off ramps and is intended to improve operations of this interchange, enhancing regional traffic flow, improve travel time and public safety. The project includes a modified diamond configuration (includes southbound loop on-ramp), which will include a retaining wall adjacent to the western right of way line next to Union Pacific Rail Road (UPRR) and a privately-owned parcel. Other features include the removal of the southbound I-605 collector-distributor road from the mainline; the new ramps will instead merge/diverge directly from the mainline; a new intersection will be created on Beverly Boulevard at the southbound ramps providing access to all directions.	\$27,136.5	\$3,577.4	\$23,559.1	No change with Project (interchange reconfiguration).	Provision of controlled access (signalized intersection) to/from Beverly Blvd vs uncontrolled cloverleaf & slip ramp. Provision of high visibility crosswalk, ADA compliant curb ramps, and accommodation for future Class II bicycle lane on overcrossing. Within the City of Pico Rivera.
<i>I-605 SOUTH ST INTERCHANGE IMPROVEMENTS</i> <sup>2</sup>		\$6,824.0	\$6,824.0	The I-605 South Street improvement project will add a right turn lane, and provide a standard deceleration distance from the off ramp at the intersection. Currently both lanes exiting the SB I-605 line up with left turn lanes at the intersection with South Street. Additionally, the right turn lane widens off of the outside of the left turn lane. By reconfiguring the South Street southbound off ramp, project will help ease congestion, enhance mobility, improve public safety and improve regional traffic flow.	\$23,060.0	\$4,540.0	\$18,520.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Cerritos.
<i>I-605 VALLEY BLVD INTERCHANGE</i> <sup>1</sup>		\$2,760.6	\$2,760.6	I-605/Valley Boulevard Interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecasted to increase in the future and exacerbate existing traffic operations without improvements. The project includes improvements to the ramps and Valley Boulevard and will reduce congestion, alleviate mobility constraints, and enhance safety at this local interchange. The Project is one in a series of small scale "Early Acton" projects that will alleviate operational deficiencies and improve mobility and safety, consistent with the goals and recommendations in the SR-91/I-605/I-405 Hot Spots Program.	\$45,322.3	\$2,782.4	\$42,540.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Industry and County of Los Angeles.
<i>I-605 CORRRDR-HOT SPOTS (GC#61)</i> <sup>2</sup>	\$1,500.0	\$2,000.0	\$3,500.0	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$1,240,000.0	\$424.2	\$1,239,575.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

# FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<b>Interstate 710 South and/or Early Action Projects (Gateway Cities) + Task Force <sup>2</sup></b>	\$5,500.0	\$4,802.0	\$10,302.0	Projects include local interchange improvements with no/minimal impacts, soundwalls, arterials and intersection improvements. Other beneficial and feasible local improvement components such as active transportation, pedestrian safety, complete streets, and similar projects will be included in the scope of the local interchange improvements to the extent possible.	\$259,671.2	\$176,192.0	\$83,479.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-710 Corridor Task Force <sup>1</sup></i>		\$500.0	\$500.0	The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.	\$6,282.0	\$1,492.5	\$4,789.5	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
<i>I-710 EARLY ACTION PROJECT-Soundwall Project <sup>2</sup></i>		\$174.1	\$174.1	Soundwall Package 2 includes 2,713 linear feet of new soundwalls and 19,367 linear feet of aesthetic treatment of existing soundwalls. Soundwall Package 2 is located north of SR-91 in Caltrans' right of way in the Cities of Bell Gardens, Commerce, Compton, East Los Angeles, and Long Beach.	\$9,437.3	\$4,050.0	\$5,387.3	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 EARLY ACTION PROJECT-Soundwall Project 3 <sup>1</sup></i>		\$167.5	\$167.5	Soundwall Package 3 includes 4,131 linear feet of new soundwalls, 4,750 linear feet of aesthetic treatment of existing soundwalls and 13,376 linear feet of existing soundwalls to be replaced. Soundwall Package 3 is located south of SR-91 in Caltrans' right of way in the City of Long Beach.	\$52,000.0	\$8,485.5	\$43,514.5	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 SEAP - INTEGRATED CORRIDOR MANAGEMENT <sup>1</sup></i>		\$1,600.0	\$1,600.0	I-710 Integrated Corridor Management (ICM) project is parallel to 12 miles of the I-710 between SR-91 to SR-60. The project will develop an ICM system that integrates all systems from 15 different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$40,000.0	\$2,379.5	\$37,620.5	No change with Project (transportation management system).	Not applicable (transportation system management).
<b>South Bay Highway Operational Improvements <sup>2</sup></b>	\$2,342.0		\$2,342.0	Auxiliary lanes, improving on and off ramps, constructing new on and off ramps, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways.	\$1,100,000.0	\$182.2	\$1,099,817.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

# FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

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SR-710 N Corridor Mobility Improvements <sup>2</sup>	\$12,375.9	\$4,865.0	\$17,240.9	Local street/operational improvements, Intelligent Transportation Systems; transit; active transportation; and parking structure projects within the San Gabriel Valley and City and County of Los Angeles.	\$1,026,510.0	\$2,025.9	\$1,024,484.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
SR-57/SR-60 Interchange Improvements <sup>2</sup>	\$94,000.0	\$35,932.0	\$129,932.0	Major operational/safety improvements including grade-separation of the two freeways and new ramps at Grand Ave/Eastbound SR-60. These improvements will increase freeway throughput and safety, increasing access to opportunity for the region.	\$457,500.0	\$68,532.9	\$388,967.1	+0% VMT (4,230,237 annual VMT with Project vs 4,230,956 annual VMT without Project) & +2% GHG with Project vs No Project in year 2037 (2,017 CO2 tons per day with Project vs 1,997 CO2 tons per day No Project).	Bicycle and pedestrian signage, LED lighting in pedestrian/bicycle accessible areas, and ADA-compliant curb ramps with high-visibility crosswalks.
Transportation System and Mobility Improvement Program (South Bay) <sup>1</sup>	\$13,097.0	-	\$13,097.0	The projects will provide arterial-related operational, pedestrian, cyclist improvements throughout the subregion. Examples of these projects include signal synchronization, intersection improvements, park and ride facilities, pedestrian safety and access improvements, bike lanes, arterial, and freeway on/off ramp improvements. The improvements will enhance safety, operations, traffic flow, mobility, and multi-modal access.	\$350,000.0	\$3,104.1	\$346,895.9	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Alameda Corridor East Grade Separations Phase II <sup>1</sup>	\$20,000.0	\$68.9	\$20,068.9	The ACE Grade Separation Program is constructing rail-highway grade separation projects and at-grade safety improvement projects to improve community safety and cohesion, and reduce vehicle idling and associated tailpipe emissions at multiple locations in the San Gabriel Valley.	\$400,000.0	\$314,067.9	\$85,932.1	No change with Project (transit grade separation).	Not applicable (transit grade separation).
High Desert Corridor (SR-138/SR-18 Project Study Report) <sup>2</sup>	\$250.0		\$250.0	Attempts to identify the feasibility and benefits of improving the remaining segments of the SR-138 in LA County as well as the SR-18 in San Bernardino County to provide a minimum 4-lane footprint between the Los Angeles County's Antelope Valley and San Bernardino County's Victor Valley. This project is being considered as an alternative highway alignment to a larger 6 to 8-lane freeway project considered in the multi-modal High Desert Corridor environmental document but found infeasible.	\$1,000.0	\$224.0	\$776.0	TBD: Impacts will be quantified in Environmental Document.	TBD: All modes under consideration at this time.
State Route 138 Capacity Enhancements (North County) <sup>1</sup>	\$10,700.0		\$10,700.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on capacity enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$200,000.0	\$66,515.4	\$133,484.6	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate 5/St. Route 14 Capacity Enhancement (Utility Relocation) <sup>1</sup>	\$137.0		\$137.0	HOV Direct Connector in median of I-5 and SR-14 connecting with I-5 and SR-14.	\$5,000.0	\$0.0	\$5,000.0	No change with Project (utility relocation).	Not applicable (utility relocation project).

# FY23 Multimodal Highway Budget Summary

Costs in 1000's

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I-210 Barrier Replacement <sup>1</sup>		\$6,634.6	\$6,634.6	The purpose of this project is to replace the existing median barrier along the Metro Gold Line right-of-way within the I-210 freeway with a stronger and taller Caltrans standard barrier to reduce the likelihood of future vehicular intrusions into Metro Gold Line right-of-way. Due to funding challenges current focus is only on the S-curve portion of the project alignment at this time instead of the entire project alignment.	\$22,541.4	\$13,623.6	\$8,917.8	No change with Project (safety barrier).	Not applicable (safety barrier project).
<b>Sub Total</b>	<b>\$225,561.9</b>	<b>\$112,998.8</b>	<b>\$338,560.7</b>		<b>\$7,544,945.6</b>	<b>\$1,153,581.5</b>	<b>\$6,391,364.1</b>		
<b>TRAFFIC NOISE REDUCTION/SOUNDWALLS</b>									
SOUNDWALL PACKAGE 10 <sup>2</sup>		\$18,830.5	\$18,830.5	Constructing approximately one mile of Soundwalls along I-210 Freeway from 0.2 Mile West of Marengo Avenue Overcrossing to Wilson Avenue in the City of Pasadena. Constructing approximately 1.5 miles of soundwalls from Baldwin Avenue to Santa Anita Avenue in the City of Arcadia. Also constructing a 600 foot section of wall on the SR-134 east of Cahuenga Blvd near Arcola Street and a 600 foot section at Santa Anita off-ramp.	\$50,862.0	\$3,390.0	\$47,472.0	No change with Project (soundwall project).	Not applicable (soundwall project).
SOUNDWALL PACKAGE 11 <sup>1</sup>		\$1,873.0	\$1,873.0	Constructing approximately four miles of Soundwalls along SR-170 Freeway from US-101 to Sherman Way Overcrossing and I-405 from North of Stagg Street to South of Stagg Street, along with bridge reconstruction.	\$102,480.0	\$95,830.0	\$6,650.0	No change with Project (soundwall project).	Not applicable (soundwall project).
<b>Sub Total</b>		<b>\$20,703.5</b>	<b>\$20,703.5</b>		<b>\$153,342.0</b>	<b>\$99,220.0</b>	<b>\$54,122.0</b>		
<b>CAPACITY IMPROVEMENT PROJECTS/LEGACY COMMITMENTS</b>									
I-5 Capacity Enhancement from SR-134 to SR-170 <sup>2</sup>	\$19,000.0	\$43.1	\$19,043.1	I-5 N Corridor project is divided into four segment projects to improve the I-5 (Golden State Freeway) between SR-134 (Venture Freeway) and SR-170 (Hollywood Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and interchanges and frontage roads modifications.	\$935,316.0	\$867,512.8	\$67,803.2	Not available.	Not available.
I-5 Carmenita Road Interchange Improvement <sup>2</sup>	\$2,000.0		\$2,000.0	The Santa Ana Freeway (I-5)/Carmenita Road Interchange Project, in the Cities of Santa Fe Springs and Norwalk, is one of six segments of a two-mile section and HOV project. This segment is a 10-lane bridge overcrossing with 5 lanes in each direction.	\$419,881.0	\$409,533.3	\$10,347.7	Not available.	Not available.



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Interstate 5 Capacity Enhancement from I-605 to Orange County Line <sup>2</sup>	\$19,020.0	-	\$19,020.0	I-5 South Corridor project is divided into five segment projects to improve the I-5 (Santa Ana Freeway) between the Orange County line and I-605 (San Gabriel River Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and pedestrian bridges with interchanges and frontage roads modifications.	\$1,468,368.0	\$1,400,727.5	\$67,640.5	Not available.	Not available.
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) <sup>2</sup>		\$153,132.8	\$153,132.8	This project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of Parker Road, construct a new truck lane in the southbound direction from Calgrove Boulevard to SR-14, extend the existing truck lane in the northbound direction from Gavin Canyon to Calgrove Boulevard, and construct auxiliary lanes between interchanges at six locations. Project will include reconstruction of bridges, ITS improvements, including count stations, closed-circuit television (CCTV) and ramp metering.	\$679,370.0	\$88,600.0	\$590,770.0	Not available.	Not available.
SR-71 Gap from I-10 to Rio Rancho Road (South Segment) <sup>2</sup>	\$20,000.0		\$20,000.0	The Project will upgrade SR-71 from a four-lane expressway to a six mixed flow lanes and two HOV lane freeway from SR-60 to south of Mission Boulevard. This project improves the safety of the facility and includes extensive utility relocations, a new retaining wall and soundwalls.	\$174,544.0	\$40,256.4	\$134,287.6	Not available.	ADA curb ramp modifications and crosswalks at all signalized intersections. Pedestrian crossing at the Mission Boulevard and Rio Rancho Road interchanges will remain in place. Pedestrian bridge south of 9th Street will be removed and replaced with a new ADA compliant bridge.
<b>Sub Total</b>	<b>\$60,020.0</b>	<b>\$153,175.9</b>	<b>\$213,195.9</b>	-	<b>\$3,677,479.0</b>	<b>\$2,806,630.0</b>	<b>\$870,849.0</b>		

# FY23 Multimodal Highway Budget Summary

Costs in 1000's

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<b>PROPERTY ROW MAINTENANCE</b>									
Caltrans Property Maintenance		\$900.0	\$900.0	Maintenance, security, and operation of Park and Ride Lots.			\$ -	Not applicable (maintenance).	Not applicable (maintenance).
<b>GENERAL PLANNING</b>									
Highway Planning		\$3,261.4	\$3,261.4	General program costs, including administration and as-needed project management support services.			\$ -	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
<b>GRAND TOTAL</b>	<b>\$285,581.9</b>	<b>\$291,039.6</b>	<b>\$576,621.5</b>		<b>\$11,375,766.6</b>	<b>\$4,059,431.5</b>	<b>\$7,316,335.1</b>		

**Footnotes:**

**1. Project/Program funded by Measure R/M Local funds**

**2. Project/Program funded through Local and State/Federal Funds**

**3. VMT/GHG impact**

a. For VMT impact calculations, estimates are based on a corridor-focused, Southern California Association of Governments (SCAG) federally approved regional travel demand model analysis. For the GHG emissions impact calculations, the same VMT estimates are processed using an Emission FACTor (EMFAC) model which is utilized to quantify GHG emissions from mobile (non-stationary) sources. These tools are independently developed and validated by SCAG and/or the California Air Resources Board (CARB) for project focused analysis, with the VMT and GHG results useful for a comparison among alternatives. These estimates are documented within the federal (National Environmental Policy Act [NEPA]) and state (California Environmental Quality Act [CEQA]) approved final environmental documents.

b. For VMT estimation, Metro's VMT Mitigation Program is working on the development of a preferred quantification methodology. This program will also look to develop consensus on mitigation options for any new highway projects undergoing environmental review, with the goal of reducing impacts to a level less than significant under CEQA, consistent with Senate Bill (SB) 743.

c. For all VMT/GHG impact estimation, positive contributions (i.e., mitigation potential) of Complete Streets/non-SOV/carbon sequestration (e.g. tree replacements) project elements not quantified.

**4. Complete Streets Assessment** - Currently in development and/or there are numerous projects in the subregional programs.

# 2022 Equity Focus Communities Update

Councils of Government Leadership – June 16, 2022



CHIEF EXECUTIVE OFFICE

KeAndra Cylear Dodds, Executive Officer  
Naomi Iwasaki, Senior Director  
Jessica Medina, Manager  
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# Overview



- Background
- 2022 EFC Update
- Next Steps



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# Background

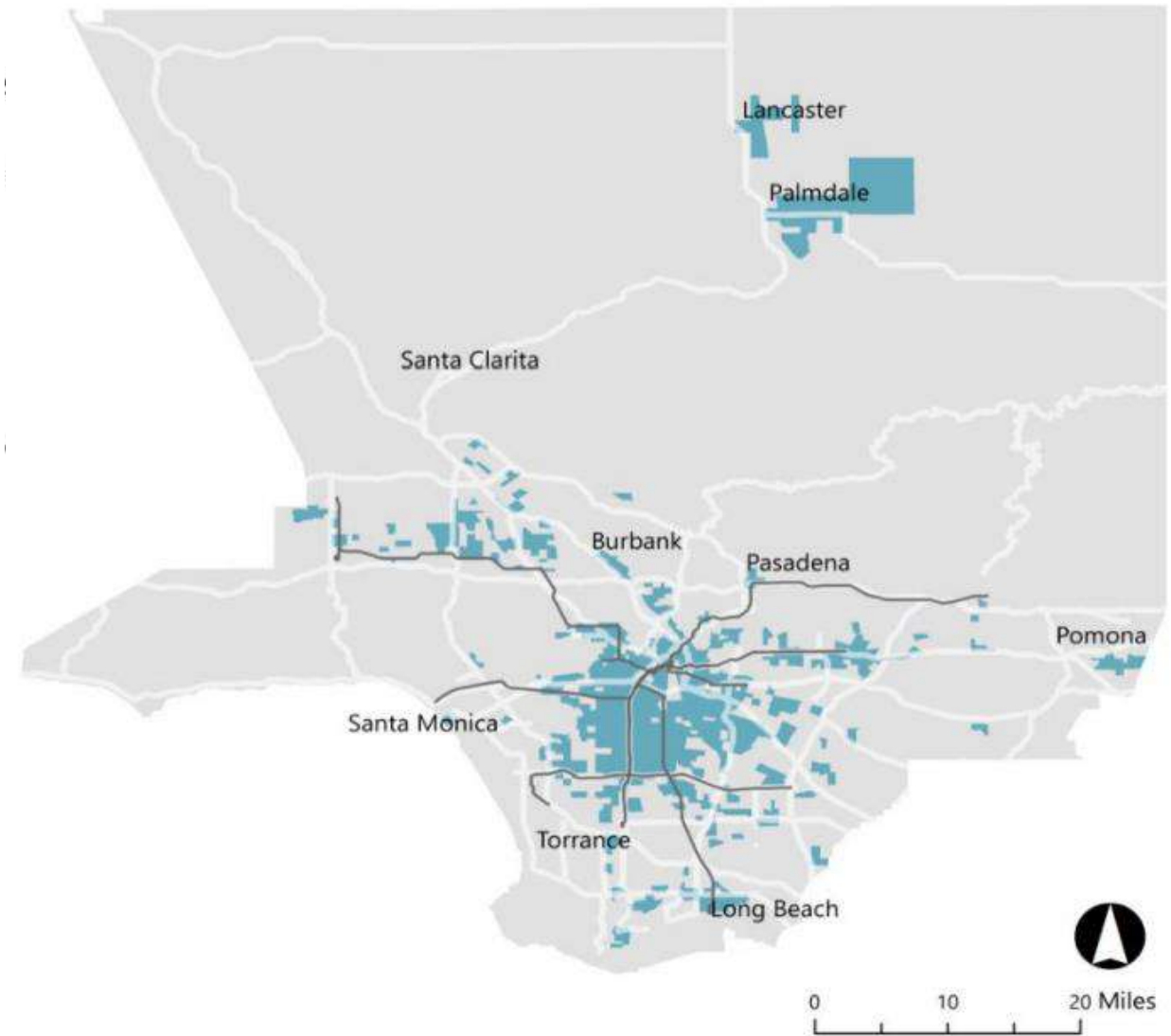
- First pillar of Equity Platform framework:  
Define and Measure
- Original Equity Focus Communities definition adopted in 2019
- Request from Chair
  - Consider historical inequities and COVID-19 impacts



# Background

## Original EFC Definition (2019)

- 40% of residents are low-income (\$35,000 or less per year), AND
- 80% of residents are people of color, OR
- 10% of households do not have a car





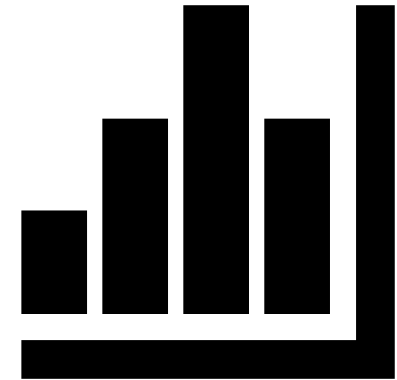
# 2022 EFC Update

- Updated baseline data
- Redefined low-income household definition
- Index methodology
- Historical inequities and COVID-19 vulnerability & impacts research
- Schedule 3-year update cycle



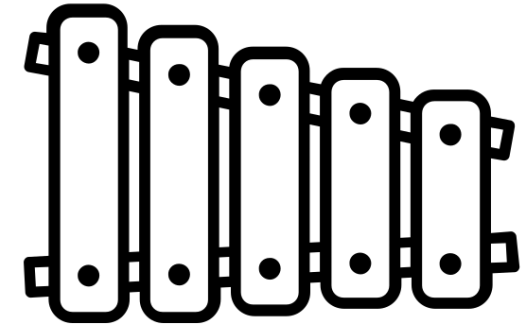
# 2022 EFC Update

- Updated data and low-income definition
  - Low-income, BIPOC, zero-car households
  - US HUD definition of “Very Low” income in Los Angeles County
    - Less than \$60,000 annual HH income
    - Align with LIFE and Joint Development



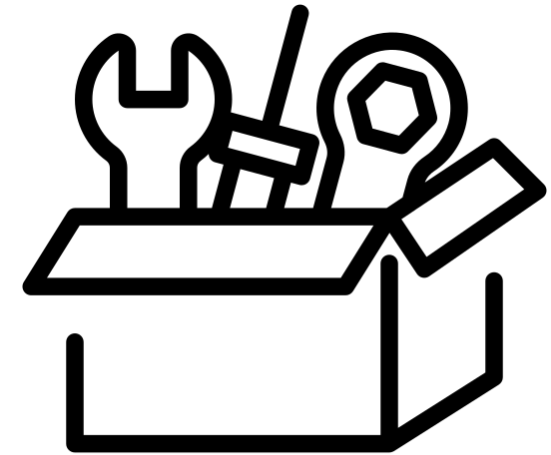
# 2022 EFC Update

- Index
  - Calculate concentration of criteria
  - Assign rank (0 – 99<sup>th</sup>)
  - Divide into five tiers
  - Examples: 2016 County Parks Needs Assessment, City of LA Equity Index



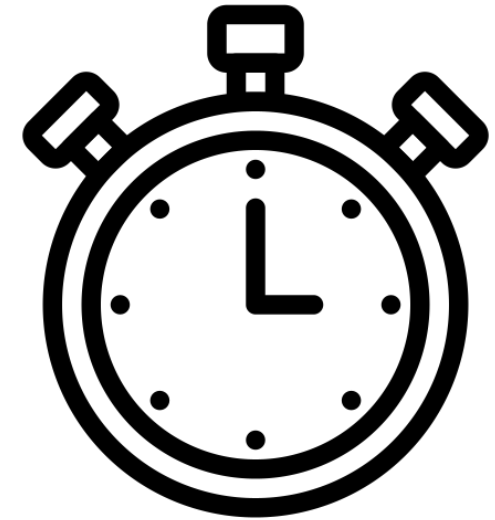
# 2022 EFC Update

- Toolkit of Overlays
  - Baseline EFC definition
    - Low-income, BIPOC, zero-car households
  - Topic-specific Overlays
    - Environmental Justice/Land Use
    - Jobs/Economic Opportunity
    - Community Health
- Engage Policy Advisory Council



# 2022 EFC Update

- Three-Year Cycle
  - Balance relevance and capacity
  - Align with Title VI cycle
  - Historical inequities analysis



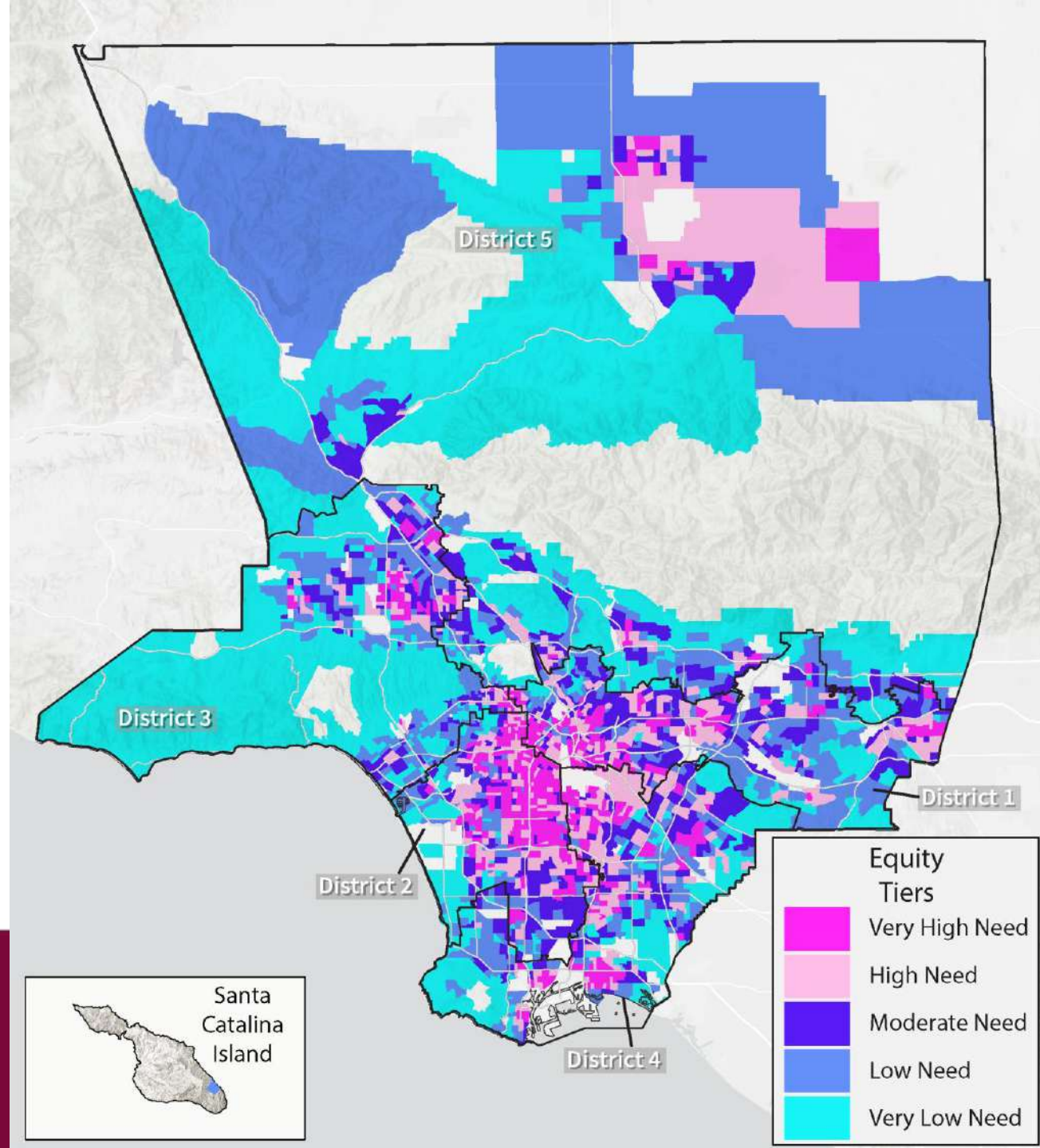
# 2022 EFC Update

## EFCs

Very High Need (80<sup>th</sup> – 99<sup>th</sup> pctle)  
High Need (60<sup>th</sup> – 79<sup>th</sup> pctle)

## Non-EFCs

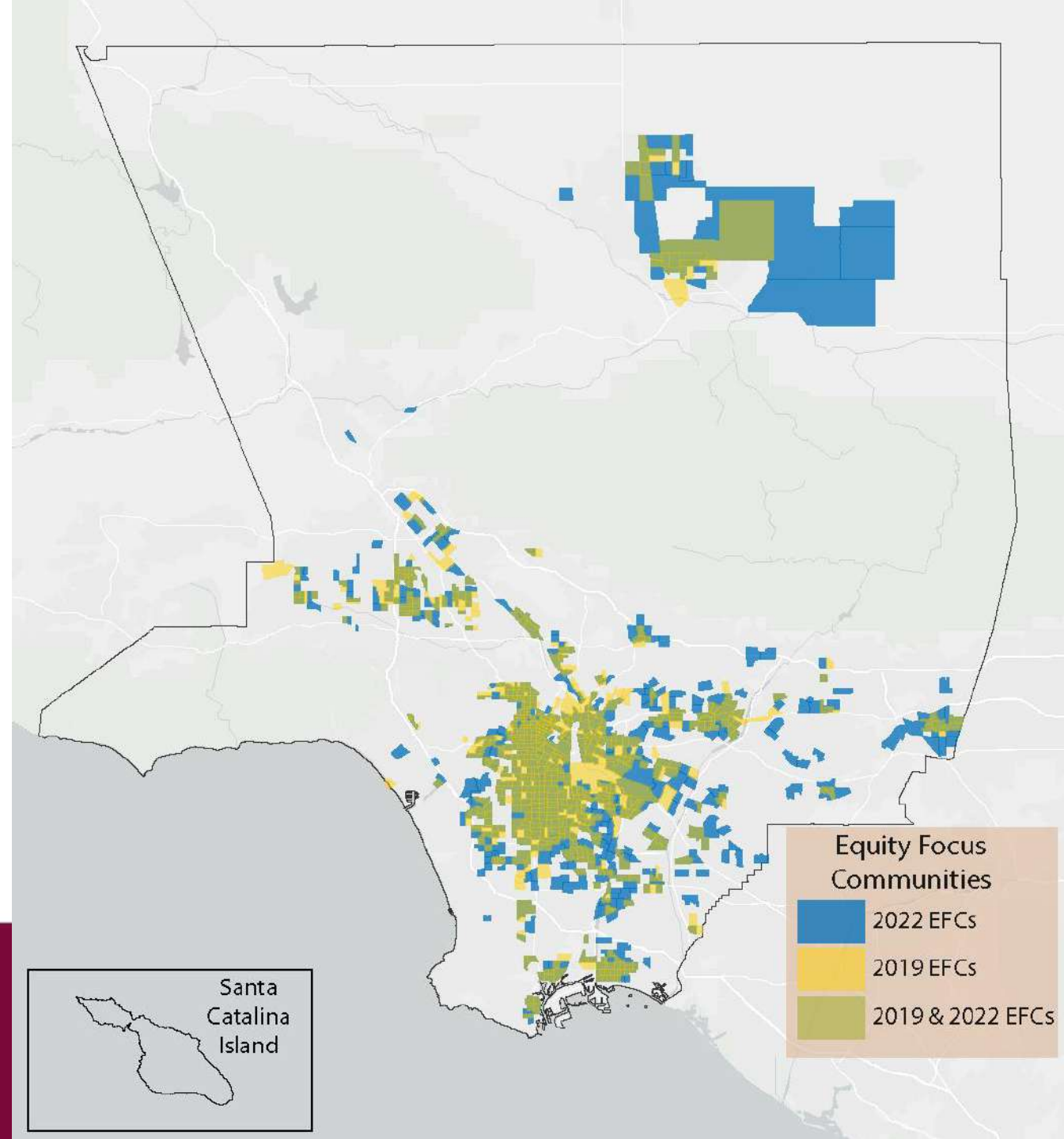
Moderate Need (40<sup>th</sup> – 59<sup>th</sup> pctle)  
Low Need (20<sup>th</sup> – 39<sup>th</sup> pctle)  
Very Low (below 20<sup>th</sup> pctle)





# 2022 EFC Update

- Original EFCs vs 2022 Update
  - Expanded to 40% of population
  - Captures 87% same census tracts
  - Shift in low-income concentration

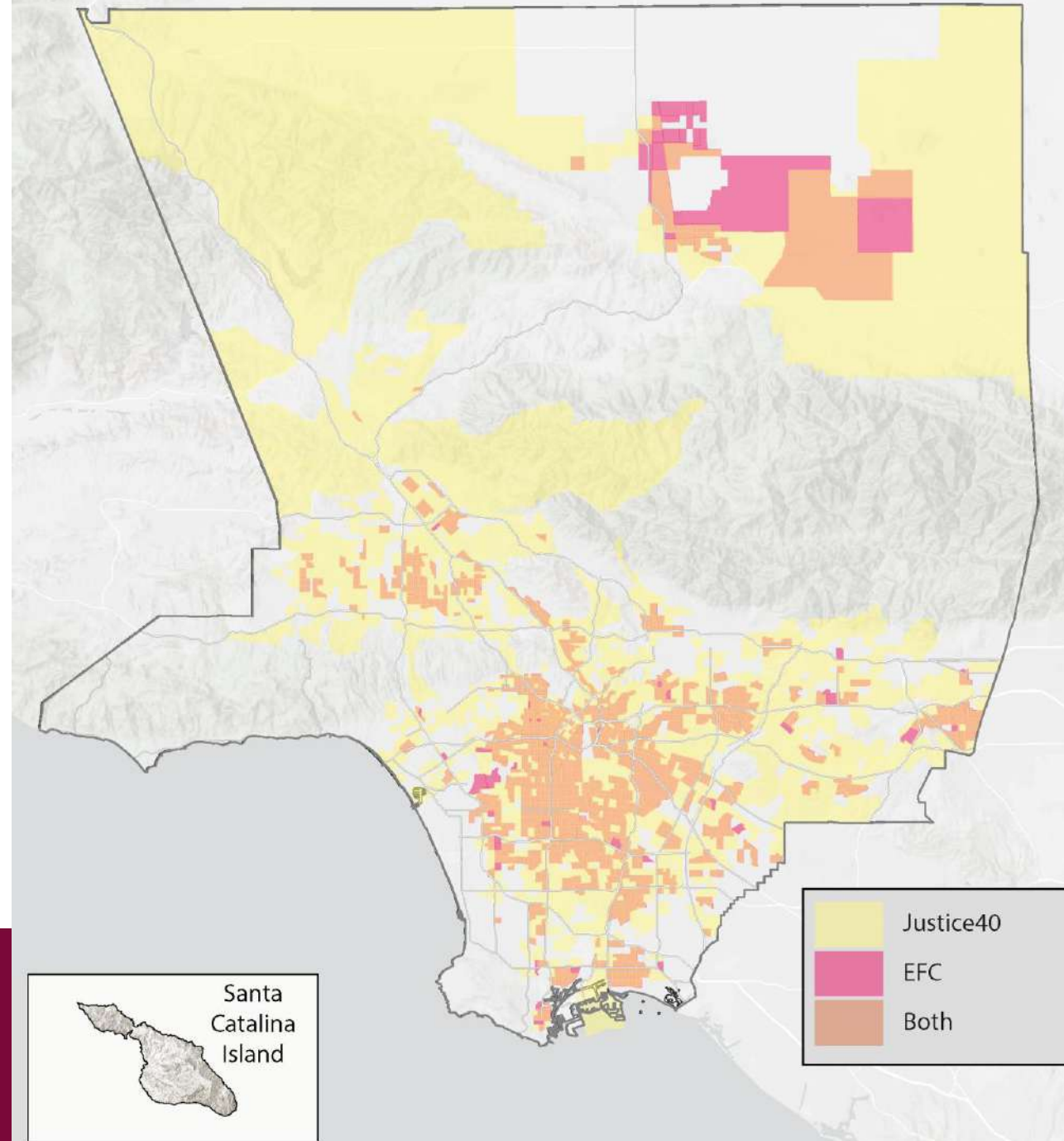


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# 2022 EFC Update

- 2022 Update vs. Justice 40
  - Climate & Economic Justice Screening Tool
  - Criteria includes climate, energy, housing, pollution, workforce
  - Justice 40: currently taking feedback



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# Next Steps

- Continue research: historical inequities and toolkit of overlays
- Start with the PAC
- Agency rollout (trainings, grace period)
- 2025 EFC Update



# Quality of Life Equity Report

Councils of Government Leadership – June 16, 2022



CHIEF EXECUTIVE OFFICE

KeAndra Cylear Dodds, Executive Officer  
Naomi Iwasaki, Senior Director

[EquityandRace@metro.net](mailto:EquityandRace@metro.net)

# Goals



- Highlight the experiences, mobility needs, and levels of access to opportunities of Metro customers and the general public since the passage of Measure M
- Identify Metro's outcomes and opportunities for improvement in serving the people of Los Angeles County through Measure M
- Contribute to a refreshed agency road map seeking more equitable outcomes for Los Angeles



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# Timeline





# Thank you!

Icon credits:  
The Noun Project  
iconic  
Asheega  
Luis Prado



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# Caltrans Updates

on I-5 HOV and Truck Lanes Oversight Project,  
SR-14 Hot Spots Capacity Improvement Project,  
and SR-138 Segment 13 & 14 Projects, Pearblossom Project and  
Roundabout Project

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OSAMA MEGALLA / JANE YU



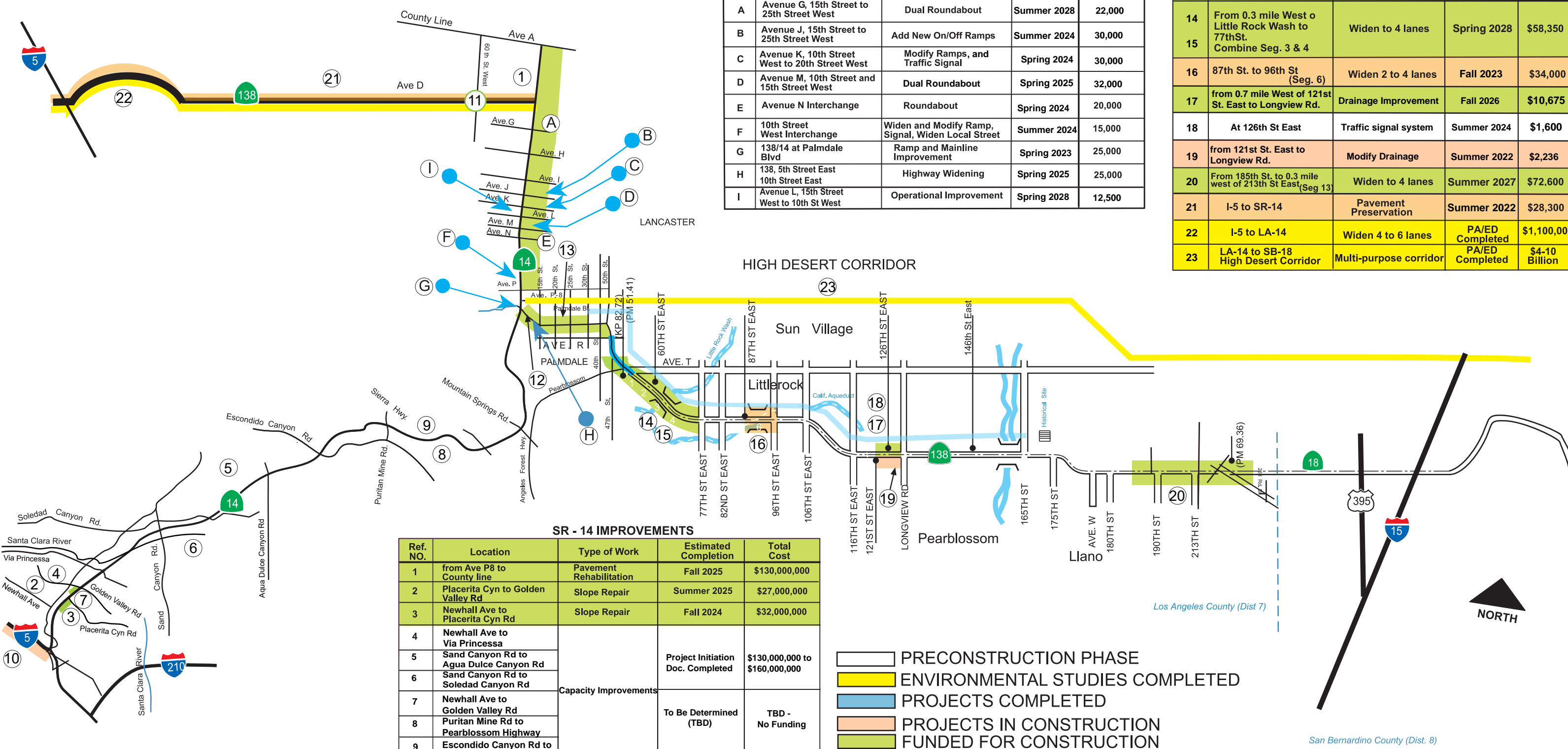
# CALTRANS PROJECTS ON ROUTES 14 AND 138 IN LOS ANGELES AND SAN BERNARDINO COUNTIES

## SR - 138 IMPROVEMENTS

Ref. NO.	Location	Type of Work	Estimated Completion	Total Cost \$ x 1000
11	At 60th St West	Roundabout	Fall 2026	\$12,900
12	At 2nd St East	Traffic signal system	Fall 2023	\$4,000
13	LA-138 from 138/14 Junction to Ave T	ADA compliance	Spring 2026	\$20,000
14	From 0.3 mile West o Little Rock Wash to 77th St.	Widen to 4 lanes	Spring 2028	\$58,350
15	Combine Seg. 3 & 4			
16	87th St. to 96th St (Seg. 6)	Widen 2 to 4 lanes	Fall 2023	\$34,000
17	from 0.7 mile West of 121st St. East to Longview Rd.	Drainage Improvement	Fall 2026	\$10,675
18	At 126th St East	Traffic signal system	Summer 2024	\$1,600
19	from 121st St. East to Longview Rd.	Modify Drainage	Summer 2022	\$2,236
20	From 185th St. to 0.3 mile west of 213th St East (Seg 13)	Widen to 4 lanes	Summer 2027	\$72,600
21	I-5 to SR-14	Pavement Preservation	Summer 2022	\$28,300
22	I-5 to LA-14	Widen 4 to 6 lanes	PA/ED Completed	\$1,100,000
23	LA-14 to SB-18 High Desert Corridor	Multi-purpose corridor	PA/ED Completed	\$4-10 Billion

### LOCAL AGENCY

Ref. NO.	Location	Type of Work	Estimated Completion	Total Cost \$ x 1000
A	Avenue G, 15th Street to 25th Street West	Dual Roundabout	Summer 2028	22,000
B	Avenue J, 15th Street to 25th Street West	Add New On/Off Ramps	Summer 2024	30,000
C	Avenue K, 10th Street to 20th Street West	Modify Ramps, and Traffic Signal	Spring 2024	30,000
D	Avenue M, 10th Street and 15th Street West	Dual Roundabout	Spring 2025	32,000
E	Avenue N Interchange	Roundabout	Spring 2024	20,000
F	10th Street West Interchange	Widen and Modify Ramp, Signal, Widen Local Street	Summer 2024	15,000
G	138/14 at Palmdale Blvd	Ramp and Mainline Improvement	Spring 2023	25,000
H	138, 5th Street East to 10th Street East	Highway Widening	Spring 2025	25,000
I	Avenue L, 15th Street West to 10th St West	Operational Improvement	Spring 2028	12,500



### SR - 14 IMPROVEMENTS

Ref. NO.	Location	Type of Work	Estimated Completion	Total Cost
1	from Ave P8 to County line	Pavement Rehabilitation	Fall 2025	\$130,000,000
2	Placerita Cyn to Golden Valley Rd	Slope Repair	Summer 2025	\$27,000,000
3	Newhall Ave to Placerita Cyn Rd	Slope Repair	Fall 2024	\$32,000,000
4	Newhall Ave to Via Princessa	Capacity Improvements	Project Initiation Doc. Completed	\$130,000,000 to \$160,000,000
5	Sand Canyon Rd to Agua Dulce Canyon Rd			
6	Sand Canyon Rd to Soledad Canyon Rd			
7	Newhall Ave to Golden Valley Rd			
8	Puritan Mine Rd to Pearblossom Highway			
9	Escondido Canyon Rd to Pearblossom Highway	To Be Determined (TBD)	TBD - No Funding	

### I-5 IMPROVEMENTS

Ref. NO.	Location	Type of Work	Estimated Completion	Total Cost \$ X 1000
10	SR-14 to Parker Rd	HOV lane and Truck Lane	Summer 2026	\$560,000

NOT TO SCALE



# STATE ROUTE 14 - #4, 5, 6

---

## Hot Spots Capacity Improvement project:

- From Newhall Avenue to Agua Dulce Canyon Road
- Begin Project Initiation Document (PID): May 1, 2020 (Actual Date)
- Percent Completed: 100%
- Finish PID: June 30, 2021 (Actual Date)



# INTERSTATE 5 - #10

---

## Construct High Occupancy Vehicle Lanes and Truck Lanes Oversight Project:

- From SR-14 to Parker Road
- RTL: April 8, 2020 (Actual Date)
- Approve Contract: August 23, 2021 (Actual Date)
- Contract Acceptance: December 18, 2026\* (Target Date)

\*Target dates to be confirmed with Metro



# STATE ROUTE 138 - #11

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## Roundabout Project:

- At 60th Street West
- Begin Project Approval and Environmental Document (PA&ED) Studies: June 30, 2020 (Actual Date)
- Finish PA&ED: April 20, 2022 (Actual Date)
- Begin Design: February 3, 2022 (Actual Date)
- Percent Completed: 5%
- Finish Design and RTL: March 15, 2024 (Target Date)





# STATE ROUTE 138 - #17, 18

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## Pearblossom Upgrade Drainage Project:

- From 0.7 miles west of 121st Street to Longview Road
- Begin PA&ED: June 1, 2022 (Actual Date)
- Percent Completed: 5%
- Finish PA&ED: March 30, 2023 (Target Date)

## Modify Drainage Project:

- From 121st Street to Longview Road
- Will work with community to prioritize locations as minor project budget limits may not cover entire project limits
- Begin Construction: March 1, 2022 (Actual Date)
- Percent Completed: 95%
- Contract Acceptance: July 29, 2022 (Target Date)



# STATE ROUTE 138 - #19

---

## Segment 13 Project:

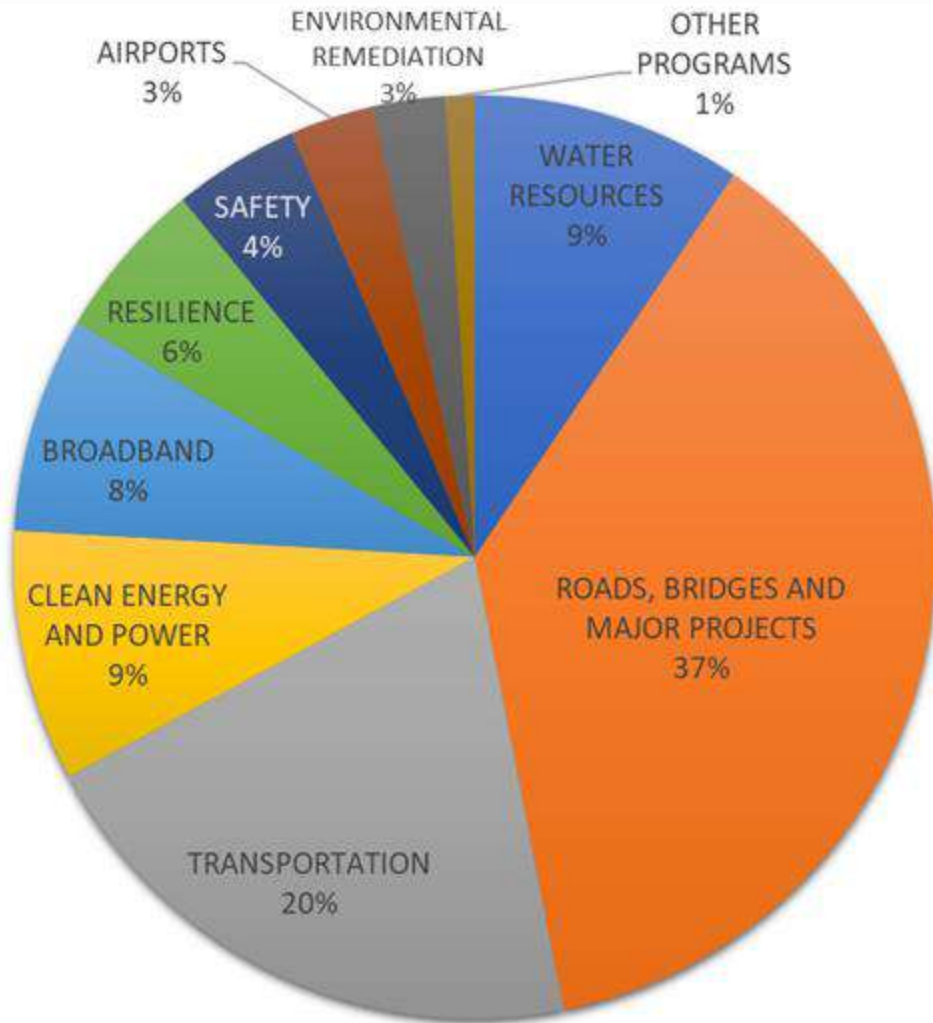
- From 0.4 mile west of 190<sup>th</sup> Street East to State Route 18 Junction
- Begin Design: May 10, 2019 (Actual Date)
- Percent Completed: 45%
- Finish Design and RTL: August 4, 2023 (Target Date)

NCTC JPA July 11 2022 Agenda Report 17 - Infrastructure LA



North County Transportation Coalition  
July 11, 2022

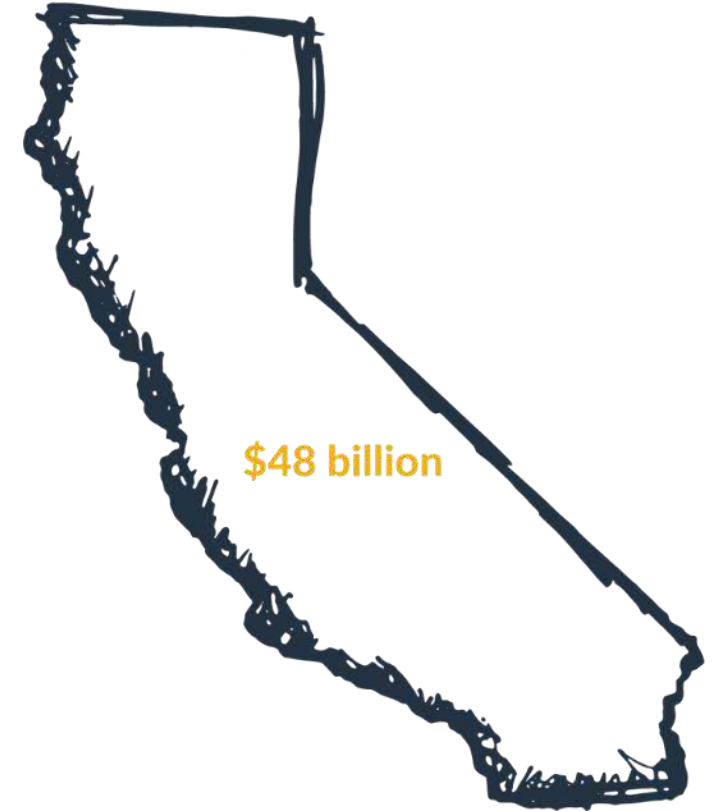
# Bipartisan Infrastructure Law



- **Generational:** Once-in-a-lifetime infrastructure funding opportunities
- **Unprecedented:** \$1 trillion over 5 years (through FY 2026)
- **Equity:** invest in un-finished communities

# Bipartisan Infrastructure Law

- 375 Programs Funded
- Formula funding and competitive grants
  - California - \$48 billion in Formula Funding
  - Competitive grants - \$195 billion
- Funding for Transportation, Water, Energy, Resiliency, Sustainability, & Others



# Why Infrastructure LA?

- **Infrastructure Initiative** (Motion #30 – April 5, 2022)
- **Benefits of Initiative**
  - Regional Approach
  - Maximize Funding Received
  - Project Evaluation
  - Cost Effective
  - Support of LA County Board of Supervisors
- Find out more at [www.InfrastructureLA.org](http://www.InfrastructureLA.org)





# Regional Coordination

orts



**May 10 – Regional Agency Coordination**

May 19 – Infrastructure Week Press Conference

# North County Transportation Coalition Opportunities

- Vision Zero/Safe Streets
  - Deadline: 9/22
  - Funding for planning funds
  - Encourages multi-jurisdiction application
- EV Charging Infrastructure
- Bridge Investment
  - NOFO expected to be released Summer 22
  - DOT is encouraging “bridge bundling”
- Rural Surface Transportation
  - Round 1 Complete.
- Renewable Energy
- Water State Revolving Fund
- Broadband

# How can InfrastructureLA help?

## Grant Support

- Project Identification & Collaboration Opportunities
- Lead Regional Approach

## Stay up to Date!

- Subscribe [InfrastructureLA@pw.lacounty.gov](mailto:InfrastructureLA@pw.lacounty.gov)
- Check out [www.InfrastructureLA.org](http://www.InfrastructureLA.org)

## Next Steps

- Share Project Ideas
- Established Grant Application Process

# Questions

**Contact:**

**TJ Moon – Infrastructure LA**

**[tmoon@pw.lacounty.gov](mailto:tmoon@pw.lacounty.gov)**

**626-476-7164**



# **NORTH LOS ANGELES COUNTY**

## **Transportation Coalition JPA**

### **AGENDA REPORT – BOARD ITEM 18**

#### **North Los Angeles County Transportation Coalition**

Date: July 11, 2022

To: Governing Board Members of the North Los Angeles County Transportation Coalition (NCTC) JPA

From: Arthur V. Sohikian, Executive Director

Subject: **Approve FY2022-23 Proposed Budget and NCTC Executive Director Signing Authority**

#### **Recommended Actions:**

- A. Approve NCTC FY2022-23 Proposed Budget.
- B. Authorize Executive Director signing authority for administrative costs/expenses up to \$5,000.00.
- C. Receive and File FY2020-21 Financial Statements Compliance Audit

#### **Fiscal Impact:**

FY2022-23 fiscal impact of \$242,230 described below. Please see Attachment A for the FY2021-22 approved budget and FY2022-23 proposed budget breakdown.

#### **Budget Background:**

On July 18, 2021, the NCTC JPA approved the FY2021-22 budget of \$197,712, including \$78,712 Reserve.

The FY2020-2021 Financial Statements Compliance Audit was conducted in conjunction with the Department of Auditor-Controller, County of Los Angeles who contracted with independent firm Simpson & Simpson CPAs. The completed audit found no internal control deficiencies or exceptions noted and the NCTC was issued a clean opinion. Audit at NCTC website: [www.northcountytransportationcoalition.org](http://www.northcountytransportationcoalition.org)

#### **FY2022-23 Proposed Budget**

To advance the NCTC JPA Transportation Programs and Projects, the Executive Director working closely with Member Agency staff determined the proposed budget for FY2022-23 is \$242,230 including \$98,230 in Reserve.

Los Angeles County committed to fund the County Counsel and County Auditor-Controller's expenditures for FY2022-23. Each Member Agency dues for FY2022-23 is \$31,000. LA County dues total \$70,000 (\$31,000 Member Agency dues and \$39,000 LA County Departments expenditures).

Authorize Executive Director to have signing authority for administrative cost/expenses up to \$5,000.

**Attachment A:** FY2021-22 Adopted Budget and FY2022-23 Proposed Budget Breakdown

**ATTACHMENT A**  
**NCTC July 11, 2022 BOARD REPORT 18**

**NCTC JPA BUDGET BREAKDOWN**  
**NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION JOINT POWERS AUTHORITY**  
**FISCAL YEAR 2022-2023**

	FY2021-2022 Approved Budget	FY2022-20223 Proposed Budget	Difference
<b>REVENUES</b>			
LA County	\$ 39,000	\$ 39,000	\$ -
Member Agency Dues	\$ 100,000	\$ 124,000	\$ (24,000)
Sponsorship/Donations	\$ -	\$ -	\$ -
<b>TOTAL REVENUE</b>	<b>\$ 139,000</b>	<b>\$ 163,000</b>	<b>\$ (24,000)</b>
<b>EXPENDITURES</b>			
County Counsel & Auditor Controller	\$ 39,000	\$ 39,000	\$ -
Computer Supplies	\$ -	\$ -	\$ -
Incidental Expenses	\$ -	\$ -	\$ -
Management Services Contract	\$ 75,000	\$ 99,000	\$ (24,000)
Membership Dues	\$ -	\$ -	\$ -
Office & Meeting Supplies	\$ 250	\$ 250	\$ -
Parking fees	\$ -	\$ -	\$ -
Postage	\$ -	\$ -	\$ -
Printing	\$ 1,000	\$ 1,000	\$ -
Travel	\$ -	\$ -	\$ -
Website hosting & updates	\$ 1,400	\$ 2,300	\$ (900)
Record Management (cloud services)	\$ 200	\$ -	\$ 200
Administration Costs/Misc.	\$ 2,150	\$ 1,450	\$ 700
<b>TOTAL EXPENDITURES</b>	<b>\$ 119,000</b>	<b>\$ 143,000</b>	<b>\$ (24,000)</b>

Note:

- (a) Estimate of remaining Revenue carry-over balance is \$79,230.
- (b) Estimate of Contingency/Reserve balance is \$99,230.



**NORTH LOS ANGELES COUNTY  
TRANSPORTATION COALITION**

**BASIC FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED  
JUNE 30, 2021 and 2020**



**NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

Basic Financial Statements

For the Years Ended June 30, 2021 and 2020

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SIMPSON & SIMPSON  
CERTIFIED PUBLIC ACCOUNTANTS

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www.simpsonandsimpsoncpas.com

## INDEPENDENT AUDITOR'S REPORT

To the Governing Board  
North Los Angeles County Transportation Coalition  
Los Angeles, California

### Report on the Financial Statements

We have audited the accompanying financial statements of the North Los Angeles County Transportation Coalition (the Authority), which comprise the statement of net position as of June 30, 2021 and 2020, and the related statements of revenues, expenses, and changes in fund net position, and cash flows for the years then ended, and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

### *Management's Responsibility for the Financial Statements*

The Authority's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### *Auditor's Responsibility*

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.



***Opinion***

In our opinion the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2021 and 2020, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

***Other Matters***

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3 through 5 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated March 25, 2022 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Simpson &amp; Simpson".

Los Angeles, California  
March 25, 2022

## **NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

### **Management's Discussion and Analysis (Unaudited)**

June 30, 2021 and 2020

Management's discussion and analysis (MD&A) of the North Los Angeles County Transportation Coalition Authority (the Authority) provides a narrative overview of the Authority's financial activities for the fiscal years ended June 30, 2021 and 2020. Please read it in conjunction with the accompanying financial statements, footnotes, and supplementary information.

This discussion is intended to:

- Assist the reader in understanding significant financial issues
- Provide an overview of the Authority's financial activities
- Identify changes in the Authority's financial position

### **BACKGROUND**

The North Los Angeles County Transportation Coalition (the Authority) was created on May 14, 2018 pursuant to the Government Code of the State of California (the State) under a Joint Powers Agreement (JPA) between the City of Lancaster, the City of Palmdale, the City of Santa Clarita, and the County of Los Angeles (hereinafter referred to as the member agencies). The Authority is governed by a Governing Board made up on 12 voting members, representing three representatives from each of the member agencies.

The purpose of the creation of the Authority is to provide a vehicle for the member agencies to coordinate regional and cooperative planning, primarily in the area of transportation and determining how to prioritize regional transportation projects and the allocation of public monies, including building a more connective transportation system between the member agencies. Such efforts will include the development of policies and strategies that directly lead to the implementation of the projects and programs that address critical north county transportation issues, promote economic development, and maximize transportation funding opportunities for member jurisdictions.

### **FINANCIAL HIGHLIGHTS**

- The Authority's assets exceeded its liabilities as of June 30, 2021 by \$59,251, compared to \$60,841 as of June 30, 2020, a decrease of \$1,590.
- Total operating revenues decreased \$9,000 and operating expenses increased \$19,991 from fiscal year 2019-2020.
- Total non-operating revenues totaled \$592 for the year ended June 30, 2021, compared to \$1,852 for the year ended June 30, 2020.
- The Authority had no short-term or long-term debt.
- The Authority had no capital assets.

### **OVERVIEW OF THE FINANCIAL STATEMENTS**

This MD&A is intended to serve as an introduction to the Authority's audited financial statements, which are comprised of the 1) basic financial statements; and 2) notes to the basic financial statements.

## NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION

### Management's Discussion and Analysis (Unaudited)

June 30, 2021 and 2020

The Authority's financial statements are prepared on the accrual basis of accounting in accordance with generally accepted accounting principles. It is designed to provide readers with a broad overview of the Authority's finances, in a manner similar to a private-sector business. Additional information on the Authority's significant accounting policies can be found in Note 1 on pages 9 to 11 of this report.

- The **Statement of Net Position** presents information on all of the Authority's assets, liabilities, and resulting net position. Over time, an increase or decrease in net position may serve as a useful indicator of the Authority's financial position.
- The **Statement of Revenues, Expenses and Changes in Fund Net Position** presents information showing how the Authority's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing or related cash flows. Thus, revenue and expenses are reported in these statements for some items that will result in cash flows in future periods.
- The **Statement of Cash Flows** relates to the flows of cash and cash equivalents. Consequently, only transactions that affect the Authority's cash accounts are recorded in these statements. A reconciliation is provided at the bottom of the Statement of Cash Flows to assist in the understanding of the difference between cash flows from operating activities and operating income or loss.

#### Notes to the Financial Statements

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the Authority's financial statements. Notes to the financial statements are on pages 9 to 12.

#### FINANCIAL ANALYSIS

As of June 30, 2021, the Authority's net position was \$59,251.

Revenues for the year ended June 30, 2021 consisted of member contributions from the County of Los Angeles (County) totaling \$119,000, as well as interest income in the amount of \$592. Total expenditures in the amount of \$121,182 for the year ended June 30, 2021 consisted mainly of payments for County accounting and legal services, executive director charges, and miscellaneous operating expenses.



## **NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

Management's Discussion and Analysis (Unaudited)

June 30, 2021 and 2020

### **CAPITAL ASSET AND DEBT ADMINISTRATION**

#### **Capital Assets**

As of June 30, 2021, the Authority had no capital assets.

#### **Debt Administration**

As of June 30, 2021, the Authority had no outstanding debt.

### **ECONOMIC FACTORS**

The Authority was created to assist with streamlining of transportation projects and voluntarily and cooperatively resolve differences in a more representative and formal structure. Such efforts are planned to include the development of policies and strategies that directly lead to the implementation of the projects and programs that address critical north county transportation issues, promote economic development, and maximize transportation funding opportunities for member jurisdictions.

### **CONTACTING THE AUTHORITY'S FINANCIAL MANAGEMENT**

This financial report is designed to provide our citizens and other interested parties with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact the County, Department of Auditor-Controller, 500 West Temple Street Room 525, Los Angeles, CA 90012.

**NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

Statement of Net Position

June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
<b>Assets</b>		
Current assets		
Cash and cash equivalents (Note 2)	\$ 68,733	\$ 79,278
Interest receivable	156	286
Total current assets	<u>68,889</u>	<u>79,564</u>
<b>Total assets</b>	<u>68,889</u>	<u>79,564</u>
<b>Liabilities</b>		
Current liabilities		
Accounts payable	9,638	18,723
Total current liabilities	<u>9,638</u>	<u>18,723</u>
<b>Total liabilities</b>	<u>9,638</u>	<u>18,723</u>
<b>Net Position</b> (Note 1)		
Restricted for:		
Transportation	-	18,989
Unrestricted	59,251	41,852
<b>Total net position</b>	<u>59,251</u>	<u>60,841</u>
<b>Total Liabilities and Net Position</b>	<u>\$ 68,889</u>	<u>\$ 79,564</u>

See accompanying notes to basic financial statements.

See accompanying notes to the basic financial statements.

**NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

Statement of Revenues, Expenses, and Changes in Fund Net Position

Years Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
<b>Operating Revenues</b>		
Member contributions	\$ 119,000	\$ 128,000
<b>Total operating revenues</b>	<u>119,000</u>	<u>128,000</u>
<b>Operating Expenses</b>		
General operating expenses	4,040	694
Professional	109,167	93,960
Legal	7,975	6,537
<b>Total operating expenses</b>	<u>121,182</u>	<u>101,191</u>
<b>Total operating income</b>	<u>(2,182)</u>	<u>26,809</u>
<b>Nonoperating Revenues</b>		
Interest income	592	1,852
<b>Total non-operating revenues</b>	<u>592</u>	<u>1,852</u>
<b>Change in net position</b>	<u>(1,590)</u>	<u>28,661</u>
<b>Net Position, beginning of year</b>	<u>60,841</u>	<u>32,180</u>
<b>Net Position, end of year</b>	<u>\$ 59,251</u>	<u>\$ 60,841</u>

See accompanying notes to basic financial statements.

See accompanying notes to the basic financial statements.

**NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

Statement of Cash Flows

Years Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
<b>Cash Flows from Operating Activities</b>		
Cash received from member agencies	\$ 119,000	\$ 60,000
Cash paid to suppliers for goods and services	<u>(130,267)</u>	<u>(92,389)</u>
<b>Net cash from operating activities</b>	<u>(11,267)</u>	<u>(32,389)</u>
<b>Cash Flows from Investing Activities</b>		
Interest received	<u>722</u>	<u>1,892</u>
<b>Net cash from investing activities</b>	<u>722</u>	<u>1,892</u>
<b>Net increase (decrease) in cash and cash equivalents</b>	(10,545)	(30,497)
Cash and cash equivalents, beginning of the year	<u>79,278</u>	<u>109,775</u>
Cash and cash equivalents, end of the year	<u>\$ 68,733</u>	<u>\$ 79,278</u>
<b>Reconciliation of Operating Income to Net Cash from Operating Activities</b>		
Operating income	<u>\$ (2,182)</u>	<u>\$ 26,809</u>
Adjustments to reconcile operating income (loss) to net cash from operating activities:		
decrease (increase) in assets:	-	-
increase (decrease) in liabilities:		
Accounts payable	(9,085)	8,802
Unearned revenue	<u>-</u>	<u>(68,000)</u>
Total adjustments	<u>(9,085)</u>	<u>(59,198)</u>
Net cash from operating activities	<u>\$ (11,267)</u>	<u>\$ (32,389)</u>

See accompanying notes to basic financial statements.

See accompanying notes to the basic financial statements.

# NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION

Notes to Basic Financial Statements

Years Ended June 30, 2021 and 2020

## Note 1 - Summary of Significant Accounting Policies

**Reporting Entity:** The North Los Angeles County Transportation Coalition (the Authority) was created on May 14, 2018, pursuant to the Government Code of the State of California (the State) under a Joint Powers Agreement (JPA) between the City of Lancaster, the City of Palmdale, the City of Santa Clarita, and the County of Los Angeles (hereinafter referred to as the member agencies). The JPA designates the County of Los Angeles (County) Department of Auditor-Controller as the Authority's fiscal agent. The Authority is governed by a Governing Board made up of 12 voting members, comprised of three representatives from each of the member agencies.

The purpose of the creation of the Authority is to provide a vehicle for the member agencies to coordinate regional and cooperative planning, primarily in the area of transportation and determining how to prioritize regional transportation projects and the allocation of public monies, including building a more connective transportation system between the member agencies. Such efforts will include the development of policies and strategies that directly lead to the implementation of the projects and programs that address critical north county transportation issues, promote economic development, and maximize transportation funding opportunities for member jurisdictions.

**Financial statement presentation:** The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units and the Authority is accounted for as a proprietary fund. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The accompanying financial statements have been prepared using the economic resources measurement focus and the accrual basis of accounting.

The Authority records revenue primarily from member agency dues and reports its financial statements under guidance for special purpose entities engaged in only business-type activities. This model allows all financial information for the Authority to be reported in a single column in the basic financial statements.

**Cash and cash equivalents:** Cash and cash equivalents represent funds held in the County Treasury Pool. Cash equivalents are defined as short-term, highly liquid investments that are both readily convertible to known amounts of cash or so near their maturity that they present insignificant risk of changes in value because of changes in interest rates and have an original maturity of three months or less. For purposes of the statement of cash flows, cash represents balances that can be readily withdrawn without substantial notice or penalty.

**Interest receivable:** Interest receivable comprises of undistributed interest earnings on the Authority's Cash and Cash Equivalents held in the County Treasury Pool.

**Operating revenues and operating expenses:** Operating revenues primarily consist of membership contributions from the member agencies. Member agencies are responsible for the annual payment of dues for each fiscal year in the amounts budgeted and adopted by the Governing Board, for the operating costs of the Authority. An annual dues assessment is issued to member agencies and are due and payable in July of each calendar year. Operating expenses represent the costs for the operations of the Authority during the year.

Revenues outside the normal course of operations are recorded as nonoperating revenues in the statement of revenues, expenses and changes in fund net position. Nonoperating revenues consist primarily of interest income.

# NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION

Notes to Basic Financial Statements  
Years Ended June 30, 2021 and 2020

## Note 1 - Summary of Significant Accounting Policies (continued)

**Taxation:** As a joint-powers authority, the Authority is not subject to income or franchise taxation by federal or state authorities. The Authority is recognized by the Internal Revenue Service (IRS) as a tax-exempt organization under Section 501(c)(3) of the U.S. Internal Revenue Code.

**Use of estimates:** The preparation of financial statements requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates. Significant estimates and assumptions made by management include, but are not limited to, contingent assets and liabilities.

**Net position:** The Authority's financial statements are presented in accordance with the provisions of GASB No. 34 *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*. GASB Statement No. 34 established standards for external financial reporting for all state and local governmental entities. It requires the classification of net position into three components – net investment in capital assets; restricted; and unrestricted.

These classifications are defined as follows:

Net investment in capital assets – This component of net position consists of capital assets, including restricted capital assets, net of accumulated depreciation and is reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds. As of June 30, 2021, and June 30, 2020, the Authority had no net investment in capital assets net position.

Restricted net position – This component of net position represents restricted assets net of liabilities that relate to those specific restricted assets. A restricted asset is an asset for which constraints have been placed on the asset's use by creditors, contributors, laws, or regulations of other governments, or as a consequence of a restriction established by the reporting government's own governing body at the time a particular fee, charge, levy, or assessment was approved. These restrictions must be narrower than the general purposes for which the reporting government can use its resources. As of June 30, 2021, and June 30, 2020, the Authority had \$0 and \$18,989 in restricted net position, respectively.

Unrestricted net position – This component of net position represents net position of the Authority not restricted for any project or other purpose. When an expenditure is incurred for purposes for which both restricted and unrestricted net position is available, the Authority considers restricted funds to have been spent first. As of June 30, 2021, and June 30, 2020, the Authority had \$59,251 and \$41,852 in unrestricted net position, respectively.



# NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION

Notes to Basic Financial Statements  
Years Ended June 30, 2021 and 2020

## **Note 1 - Summary of Significant Accounting Policies** (continued)

**New Pronouncements:** The GASB has issued Statement No. 84, Fiduciary Activities, effective for periods beginning after June 15, 2018. In May 2020, GASB issued Statement No. 95, Postponement of the Effective Dates of Certain Authoritative Guidance, which deferred the effective date for implementing Statement No. 84 to periods beginning after December 15, 2019. The objective of this statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. The statement established criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. The Authority's adoption of this statement does not have a material impact on its financial statements.

The GASB has issued Statement No. 90 – Majority Equity Interests, an amendment of GASB Statements No. 14 and No. 61. This Statement aims to improve the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. The Authority's adoption of this statement does not have a material impact on its financial statements.

## **Note 2 - Cash and Cash Equivalents**

As of June 30, 2021, \$68,733 was invested in the County Investment Pool as compared to \$79,278 as of June 30, 2020. In accordance with the California Government Code, cash balances of the Authority are deposited with and pooled and invested by the Los Angeles County Treasurer for the purpose of increasing interest earnings through investment activities. Interest earned on pooled investments is deposited to participating funds based upon each fund's average daily balance during the allocation period.

Statutes authorize the County Treasurer to invest pooled investments in obligations of the United States Treasury, federal agencies, municipalities, asset-backed securities, bankers' acceptances, commercial paper, negotiable certificates of deposit, medium-term notes, corporate notes, repurchase agreements, reverse repurchase agreements, forwards, futures, options, shares of beneficial interest of a Joint Powers Authority that invests in authorized securities, shares of beneficial interest issued by diversified management companies known as money market mutual funds (MMF) registered with the Securities and Exchange Commission (SEC), securities lending agreements, the State of California's Local Agency Investment Fund (LAIF), interest rate swaps, and supranational institutions.

Investments are stated at fair value and are valued on a monthly basis. The Treasurer categorizes its fair value measurements within the fair value hierarchy established by GAAP. Securities classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for those securities. Securities classified in Level 2 of the fair value hierarchy are valued using other observable inputs such as matrix pricing techniques or based on quoted prices for assets in markets that are not active. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices. Level 3 inputs are significant unobservable inputs. Securities classified in Level 3 are valued using the income approach such as discounted cash flow techniques. Investment in an external government investment pool is not subject to reporting within the level hierarchy.

Investment policies and associated risk factors applicable to the Authority are included in the County's Annual Comprehensive Financial Report for the year ended June 30, 2021. Detailed deposit and investment risk disclosures are included in Note 4 of the County's Annual Comprehensive Financial Report.

## **NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION**

Notes to Basic Financial Statements  
Years Ended June 30, 2021 and 2020

### **Note 3 - Related Party Transactions**

The Authority's cash and investments are pooled and invested by the County Treasurer and Tax Collector (TTC). For the year ended June 30, 2021, interest income amounted to \$592 and interest receivable amounted to \$156. For the year ended June 30, 2020, interest income amounted to \$1,852 and interest receivable amounted to \$286.

The County maintains the books and records of the Authority and provides other administrative and support services such as legal counsel. Total fees paid to the County as of June 30, 2021, amounted to \$23,975, with \$4,190 representing total payables. Total fees paid to the County as of June 30, 2020, amounted to \$20,537, with \$3,846 representing total payables.

### **Note 4 - Subsequent Events**

Subsequent events have been evaluated through March 25, 2022, which is the date the financial statements were available to be issued.

### **Note 5 – Covid-19 Impact**

On January 30, 2020, the World Health Organization declared the coronavirus outbreak a “Public Health Emergency of International Concern” and on March 10, 2020, declared it to be a pandemic. Actions taken around the world to help mitigate the spread of the coronavirus include restrictions on travel, and quarantines in certain areas, and forced closures for certain types of public places and businesses. The coronavirus and actions taken to mitigate it have had and are expected to continue to have an adverse impact on the economies and financial markets of many countries. To date, it is unknown how long these conditions will last and what the complete financial effect will be to businesses and other affected organizations.



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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

To the Governing Board  
North Los Angeles County Transportation Coalition  
Los Angeles, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the North Los Angeles County Transportation Coalition (the Authority) as of and for the years ended June 30, 2021 and 2020, and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated March 25, 2022.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Simpson &amp; Simpson".

Los Angeles, California  
March 25, 2022