NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

A Joint Powers Authority

BOARD OF DIRECTORS
MEETING AGENDA

Monday, October 18, 2021 - 1:00PM

NCTC JPA Board Meeting
Virtual Zoom Board Meeting Info:

Please Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join.

Join NCTC JPA October 18, 2021, 1-3pm Board of Directors Meeting:

Join Zoom Meeting
https://us02web.zoom.us/j/87079165024?pwd=TGxJWU85SEZ2UmxURTBrZklSdFM2UT09&from=addon

Meeting ID: 870 7916 5024 Passcode: 592083

One tap mobile
+16699009128,,87079165024#,,,,*592083# US (San Jose)
+12532158782,,87079165024#,,,,*592083# US (Tacoma)

Dial by your location
+1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Washington DC)
+1 312 626 6799 US (Chicago)
Meeting ID: 870 7916 5024
Passcode: 592083

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

NCTC JPA BOARD OF DIRECTORS

BOARD MEMBERS

Chair, Marsha McLean, Council Member, City of Santa Clarita
Vice Chair, Marvin Crist, Vice Mayor, City of Lancaster
Jason Gibbs, Council Member, City of Santa Clarita
Robert Newman, Director of Public Works, City of Santa Clarita
Kenneth Mann, Council Member, City of Lancaster
Jason Caudle, City Manager, City of Lancaster
Kathryn Barger, Supervisor, 5th District, County of Los Angeles
Mark Pestrella, Director of Public Works, County of Los Angeles
Victor Lindenheim, County of Los Angeles
Austin Bishop, Council Member, City of Palmdale
Laura Bettencourt, Council Member, City of Palmdale
Bart Avery, City of Palmdale

EX-OFFICIO BOARD MEMBERS

Macy Neshati, 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
Raj Malhi, Council Member, City of Lancaster
Mike Hennawy, 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

OPEN SESSION

1. **CALL TO ORDER –** Marsha McLean, Chair

2. **ROLL CALL**

3. **PLEDGE OF ALLEGIANCE**

4. **PUBLIC COMMENTS:** NCTC is conducting business remotely. NCTC is committed to ensuring that our public meetings are accessible to the public to observe and address the meeting and to participate by providing written and oral comment on NCTC matters. Please do not hesitate to reach out to Executive Director Arthur Sohikian at sohikian@northcountytransportationcoalition.org.

Providing 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
      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 agendized item at the public meeting, the NCTC Chair will ask whether there are any requests for public comment.
      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/en-us/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 members of the Board request specific items to be removed from the Consent Calendar.

5. MINUTES/RECAP OF PROCEEDINGS

Recommended Action: *Approve July 19, 2021 Minutes/Board Meeting Recap of Proceedings held via virtual zoom webinar format.*

6. MEMBER AGENCY TRANSPORTATION & TRANSIT PROJECT UPDATES

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

7. CALIFORNIA HIGHWAY PATROL & SHERIFFS NORTH COUNTY UPDATE

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

8. **CALTRANS HIGHWAYS PROJECT UPDATES –** Jane Yu, Kenneth Young, Osama Megalla, District 7
   Recommended Action: *Receive and file report.*

9. **METRO HIGHWAYS UPDATE –** Abdollah Ansari, Isidro Panuco, Metro
   Recommended Action: *Receive and file report.*

10. **METRO REGIONAL RAIL/AVL STUDY UPDATE** – Jeanet Owens, Vincent Chio, Brain Balderrama, Metro
    Recommended Action: *Receive and file report.*

11. **METROLINK NORTH COUNTY UPDATE** – Jeffrey Dunn, Jeanette Flores, Metrolink
    Recommended Action: *Receive and file report.*

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

13. **HIGH DESERT CORRIDOR PROJECT UPDATE**
    Recommended Action: *Receive and file report.*

14. **METRO LEGISLATIVE UPDATES –** Michael Turner, Raffi Hamparian, Metro
    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.

15. **NCTC 2022 BOARD OF GOVERNORS MEETING CALENDAR –** NCTC Staff
    Recommended Action: *Approve 2022 NCTC Board of Governors Meeting Calendar*
    - **A.** January 24, 2022, 1pm/Antelope Valley (AVTA)
    - **B.** April 18, 2022, 1pm/Santa Clarita
    - **C.** July 11, 2022, 1pm/Antelope Valley (AVTA)
    - **D.** October 17, 2022, 1pm/Santa Clarita

16. **NCTC JPA EXECUTIVE DIRECTOR UPDATE –** Executive Director,
    Recommended Action: *Receive and file report.*

17. **NCTC JPA VIRTUAL/REMOTE BOARD MEETING OPT-IN UNDER AB 361 –** Executive Director**,** Legal Counsel
    Recommended Action: *Adopt findings and approve October 18, 2021 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.

18. NCTC JPA BOARD MEMBER FUTURE AGENDA ITEMS

19. ADJOURNMENT. Next regular Board of Directors meeting: January 24, 2022 at 1:00pm.
NCTC JPA Special Board of Directors meeting with Sheriff Alex Villanueva on November 15, 2021, 2-3pm, via Zoom and Interim NCTC JPA Special Meetings under AB 361 possibly TBD.
https://northcountytransportationcoalition.org/upcoming-meetings

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

AGENDA REPORT – BOARD ITEM 5

North Los Angeles County Transportation Coalition

Date: October 18, 2021
To: Governing Board Members of the North Los Angeles County Transportation Coalition JPA
From: Arthur V. Sohikian, Executive Director
Subject: **NCTC JPA Recap of Proceedings July 19, 2021 Board of Directors Meeting**

1. CALL TO ORDER – Chair Marsha McLean called virtual meeting to order at 1:01 p.m.

2. ROLL CALL – Quorum Present

Directors Present/Voting:

Chair, Marsha McLean, Council Member, City of Santa Clarita
Vice Chair, Marvin Crist, Vice Mayor, City of Lancaster
Jason Gibbs, Council Member City of Santa Clarita
Robert Newman, Director of Public Works, City of Santa Clarita
Kenneth Mann, Council Member City of Lancaster
Jason Caudle, City Manager, City of Lancaster
Kathryn Barger, Supervisor, 5th District, County of Los Angeles
Mark Pestrella, Director of Public Works, County of Los Angeles
Victor Lindenheim, County of Los Angeles
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Juan Carrillo, Council Member, City of Palmdale
Mike Hennawy, City of Santa Clarita

NCTC JPA STAFF

Executive Director: Arthur V. Sohikian, AVS Consulting, Inc.
Legal Counsel: Warren R. Wellen, County of Los Angeles

3. PLEDGE OF ALLEGIANCE: Led by Vice Chair Crist

VOTING LEGEND

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

4. PUBLIC COMMENTS – No public comments were made.

5. APPROVED MINUTES/MEETING OF RECAP OF PROCEEDINGS. Motion by Director Crist, Second by Director Bettencourt.

April19, 2021 Minutes/Board Meeting Recap of Proceedings held virtual and open to public

MM	MC	JG	RN	KM	JC	KB	MP	VL	AB	LB	BA
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

6. **MEMBER AGENCY TRANSPORTATION & TRANSIT PROJECT UPDATES**
7. **CALIFORNIA HIGHWAY PATROL & SHERIFFS NORTH COUNTY UPDATE**
8. **CALTRANS HIGHWAY UPDATE**
9. **METRO HIGHWAYS PROJECT UPDATES**
10. **METRO REGIONAL RAIL/AVL STUDY UPDATE**
11. **METROLINK NORTH COUNTY UPDATE**
12. **CALIFORNIA HIGH SPEED RAIL UPDATE**
13. **HIGH DESERT CORRIDOR PROJECT UPDATE**
14. **METRO LEGISLATIVE UPDATES**

RECIEVED REPORTS 6 TO 14, Motion by Vice Chair Crist, Second by Director Mann

MM	MC	JG	RN	KM	JC	KB	MP	VL	AB	LB	BA
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

15. **APPROVE FY2021-22 PROPOSED BUDGET AND NCTC EXECUTIVE DIRECTOR SIGNING AUTHORITY – Executive Director, Arthur Sohikian. APPROVE MOTION By Vice Chair Crist, Seconded by Director Mann**

MM	MC	JG	RN	KM	JC	KB	MP	VL	AB	LB	BA
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

16. **RECIEVED REPORT NCTC JPA EXECUTIVE DIRECTOR UPDATE – Executive Director Arthur V. Sohikian**

17. **NCTC SCAG POLICY SEAT APPOINTMENT**
APPROVE MOTION by Vice Chair Crist, Seconded by Director Mann.

MM	MC	JG	RN	KM	JC	KB	MP	VL	AB	LB	BA
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

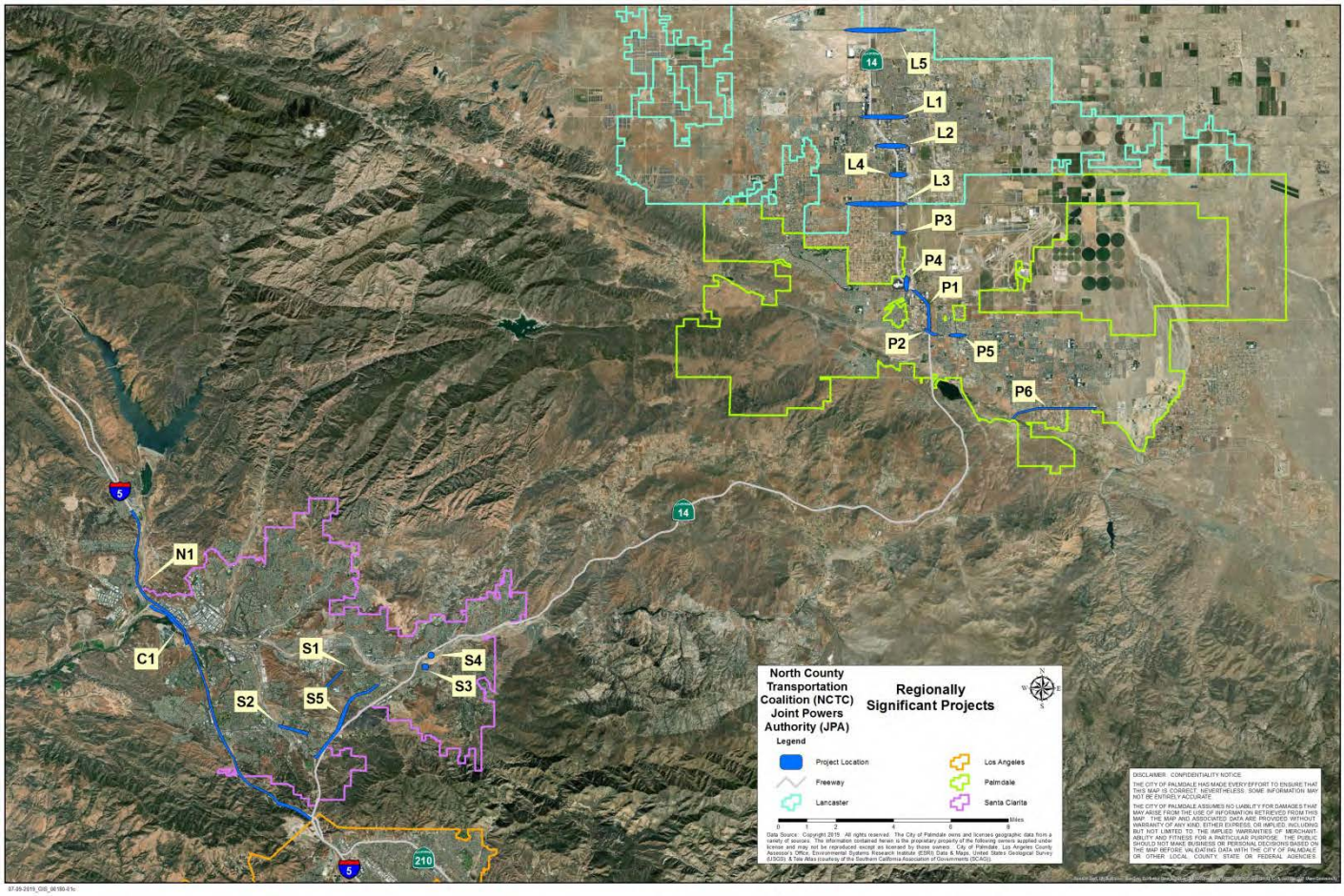
18. **NCTC JPA BOARD MEMBER FUTURE AGENDA ITEMS**

19. **ADJOURNMENT AT 2:17 PM. Next Board of Directors meeting: October 18, 2021 at 1:00pm.**

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

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

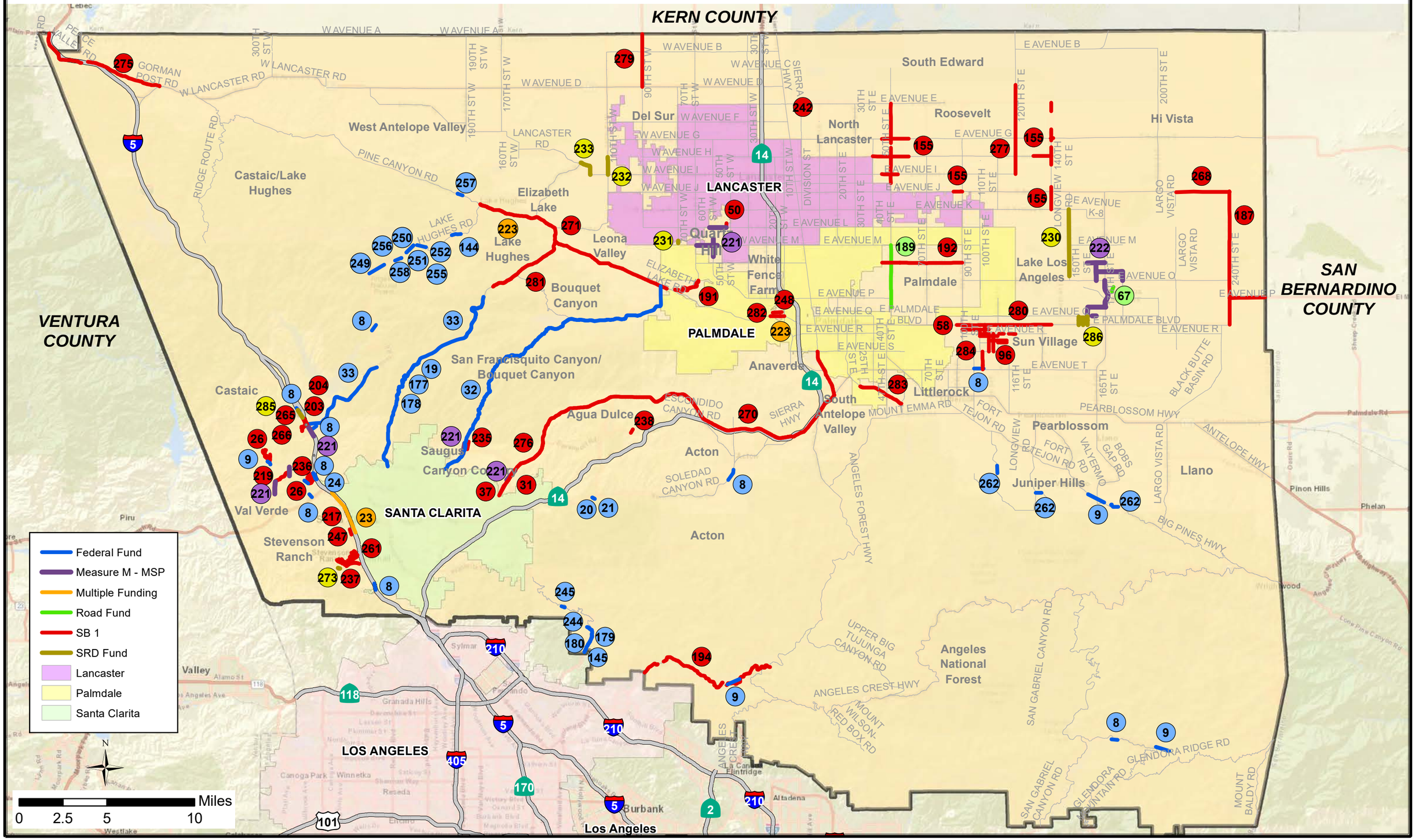
Date: October 18, 2021
To: Governing Board Members of the North Los Angeles County Transportation Coalition (NCTC) JPA
From: Arthur V. Sohikian, Executive Director
Subject: **NCTC Transportation & Transit Projects Update**



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	Circulating the environmental document and moving into Design	$20M		11/13/2014	04/30/2021
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	Circulating the environmental document and moving into Design	$25M		01/29/2014	03/30/2022
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	Circulating the environmental document and moving into Design	$28M		01/29/2014	01/30/2022
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	Circulating the environmental document and moving into Design	$8M		03/14/2016	10/31/2022
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	Circulating the environmental document and moving into Design	$11M		02/28/2014	12/31/2021
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/Avenue 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	$15,265,425	8/30/2014 (MOU MR 330.10)	3/1/2020 construction complete. Project obtaining final approval by Caltrans before filing a Notice of Completion
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	$28M		1/3/2014 (MOU MR 330.08)	09/01/2022
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		9/23/2014 (MOU MR 330.11)	03/01/2024
P4	Palmdale	SR 138 (SR-14) 10th Street West Widening Interchange Improvements	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		10/7/2013 (MOU MR 330.09)	03/01/2023
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		6/20/2013 (MOU MR 330.07)	08/14/2023
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 is construction. Working on the last segment. Work to be completed by November 2020	$18M		Construction 3rd quarter 2019	4th Qtr 2020
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 moving into design	$36M		Fiscal Year 2020-21 (Construction)	FY 2022-23 (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	Contract for design approved by City Council	$28M		Fiscal Year 2021-22 (Construction)	FY 2023-24 (Construction)
S3	Santa Clarita	Vista Canyon Metrolink Station & Parking Structure	Lost Canyon Road @ Metrolink ROW	New Metrolink Station and 750-space parking structure in the Canyon Country area of Santa Clarita.	Measure R Measure M 2013 Metro Call SB1 LPP Grant	Preliminary Design	$47M		June 2020 (Construction)	June 2022 (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	Preliminary Design	$22M		April 2020 (Construction)	April 2021 (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		June 2021 (Construction)	November 2021 (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	$115M		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



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 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

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

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

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

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

Stevenson Ranch Tract (Phase 2) (Continued)
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

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 2023	Summer 2023
9	Bridge Preventive Maintenance Program Group 22	Preventive maintenance of various bridges	Angeles National Forest, Castaic, Llano	Federal Fund	$ 400,000	Design	Fall 2023	Early 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	Spring 2024	Fall 2025
20	Soledad Cyn Rd over LACMTA & UPRR (Bridge 53C0555)	Bridge replacement	Acton, Agua Dulce	Federal Fund	$ 5,100,000	Design	Fall 2029	Fall 2030
21	Soledad Cyn Rd over Santa Clara River (Bridge 53C0488)	Bridge replacement	Acton	Federal Fund	$ 10,600,000	Design	Fall 2029	Fall 2030
24	The Old Road at Castaic Creek (Bridge 53C1403)	Seismic retrofit	Castaic	Federal Fund	$ 4,300,000	Design	Spring 2024	Fall 2024
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	Spring 2022	Fall 2022
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	Fall 2022	Summer 2023
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	Fall 2022
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	Spring 2024	Spring 2025
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	Spring 2024	Spring 2025
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	Spring 2022	Fall 2022
180	Little Tujunga Rd at 200' S/o MM 15.75 (2019 Jan Storm)	Tieback wall and grading	Angeles National Forest	Federal Fund	$ 4,000,000	Design	Spring 2022	Fall 2022
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 2026	Spring 2027
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 2021	Spring 2022
257	Pine Cyn Rd at Bridge #798 (2020 Lake Fire)	Guardrail replacement	Castaic	Federal Fund	$ 202,000	Design	Fall 2021	Spring 2022
258	Lake Hughes Rd at Bridge #1519 (2020 Lake Fire)	Guardrail replacement	Castaic	Federal Fund	$ 150,000	Design	Fall 2022	Spring 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
262	Big Pines Hwy, et al. (2020 Bobcat Fire)	Guardrail replacement	Littlerock/Juniper Hills, Llano	Federal Fund	$ 335,000	Design	Summer 2022	Fall 2022
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	Summer 2022	Late 2022
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	$ 6,964,000	Design	Spring 2022	Summer 2022
31	Sierra Hwy at Vasquez Cyn Rd	Traffic signal modification	Saugus/Canyon Country	SB1	$ 288,000	Design	Early 2022	Spring 2022
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	Construction	June 2021	Fall 2021
58	Palmdale Blvd at 90th St East	Traffic signal upgrade	Sun Village	SB1	$ 170,000	Construction	June 2021	Fall 2021
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	Construction	September 2021	Fall 2021
192	Avenue N - 2,640' W/o 50th St East to 90th St East	Pavement rehabilitation	Palmdale	SB1	$ 2,200,000	Construction	October 2021	Fall 2021
194	Big Tujunga Cyn Rd (PH 1) - 1,373' N/o Graveyard Truck Trail to Angeles Forest Hwy	Pavement rehabilitation	Angeles National Forest	SB1	$ 6,509,000	Design	Fall 2021	Spring 2022
203	Castaic Rd at Ridge Route Rd	Install new traffic signal	Castaic	SB1	$ 500,000	Design	Early 2022	Summer 2022
204	The Old Rd at Parker Rd	Install new traffic signal	Castaic	SB1	$ 500,000	Design	Early 2022	Summer 2022
219	Del Valle Rd - Hunstock St to Hasley Cyn Rd	Pavement resurfacing	Val Verde	SB1	$ 415,000	Design	Spring 2022	Fall 2022
235	Bouquet Cyn Rd at Vasquez Cyn Rd	New traffic signal	Canyon Country, Saugus	SB1	$ 494,000	Design	Spring 2023	Summer 2023
236	Hillcrest Pkwy at Beryl Pl	Install flashing beacon	Castaic	SB1	$ 230,000	Construction	June 2021	Fall 2021
237	Pico Cyn Rd at Stevenson Ranch Pkwy	Traffic signal upgrade	Stevenson Ranch	SB1	$ 350,000	Design	Early 2022	Spring 2022
238	Escondido Cyn Rd near MM 1.65	Guardrail installation	Agua Dulce	SB1	$ 113,800	Completed	May 2021	October 2021

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
242	Avenue E at Sierra Hwy	Guardrail installation	North Lancaster	SB1	$ 875,000	Design	Spring 2023	Early 2024
247	The Old Rd at Valencia Blvd	Traffic signal upgrade	Stevenson Ranch	SB1	$ 210,000	Design	Spring 2022	Summer 2022
248	Elizabeth Lake Rd at Mesquite Rd	Traffic signal upgrade	Desert View Highlands	SB1	$ 90,000	Construction	February 2021	Fall 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	Spring 2022	Fall 2022
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	Spring 2022	Fall 2022
275	Ralph Ranch Rd, et al.	Pavement preservation	West Antelope Valley	SB1	$ 1,856,000	Construction	September 2021	Fall 2021
276	Sierra Highway (Phase 2) - Vasquez Cyn Rd to Davenport Rd	Pavement rehabilitation	Agua Dulce	SB1	$ 2,755,000	Design	Spring 2022	Spring 2022
277	120th St East - Avenue H to Avenue I	Pavement preservation	Roosevelt	SB1	$ 133,000	Design	Fall 2021	Fall 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 Bl (Phase 3) - 90th St East to 140th St East	Pavement rehabilitation	Sun Village, Lake Los Angeles	SB1	$ 2,970,000	Construction	October 2021	Fall 2021
281	San Francisquito Cyn Rd - Elizabeth Lake Rd to MM 4.6	Pavement rehabilitation	Bouquet Canyon, Elizabeth Lake, Leona Valley	SB1	$ 2,693,000	Design	Fall 2021	Spring 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
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 2022	Fall 2022
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	Spring 2022	Summer 2022
233	Lancaster Rd - Munz Ranch Rd to 300' E/o Munz Ranch Rd	Shoulder paveout	West Antelope Valley	SRD Fund	$ 12,500	Design	Fall 2022	Spring 2023
273	Pico Cyn Rd - 685' W/o Whispering Oaks Dr to Pico Cyn Service Rd	Pavement resurfacing	Stevenson Ranch	SRD Fund	$ 467,000	Design	Spring 2022	Spring 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
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
					$ 257,133,800			

NORTH COUNTY TRANSPORTATION COALITION BOARD MEETING

California Highway Patrol – Newhall Area

July - September 2020 Statistics

Total Citations: 6,662
Citations over 100 mph: 214
Driving Under the Influence Arrests: 216 All
Traffic Collisions: 551
Fatal Traffic Collisions: 5
Injury Traffic Collisions: 199
Property Damage Only Traffic Collisions: 347

July - September 2021 Statistics

Total Citations: 4,207
Citations over 100 mph: 126
Driving Under the Influence Arrests: 201
All Traffic Collisions: 771
Fatal Traffic Collisions: 6
Injury Traffic Collisions: 262
Property Damage Only Traffic Collisions: 503

3rd Quarter 2020 – 3rd Quarter 2021 comparison

Citations: -2,455

Citations of 100+ MPH: -88

DUI arrest: -15

Traffic Collisions: + 220

Fatal Collisions: +1

Injury Collisions: +63

Property Damage Collisions: +156

NCTC October 18, 2021 Board Report 7 SCV Sheriff's Update

NORTH COUNTY TRANSPORTATION COALITION BOARD MEETING

Oct 5, 2021

Santa Clarita Valley Sheriff's Station=

Jan – Sept 2020

Total Citations= 14047

Citations over 100 MPH= 2

Driving under the influence arrests= 211

All traffic collisions= 863

Fatal Traffic collisions= 3

Injury collisions= 307

Property damage only collisions= 556

Jan- Sept 2021

Total citations= 13302

Citations over 100 MPH= 3

Driving under the influence arrests= 176

All traffic collisions= 1107

Fatal traffic collisions= 6

Injury collisions= 320

Property damage only collisions= 787

2020-2021 Comparison

Citations= -745

Citations over 100 MPH= +1

DUI arrests= -35

Fatal Collisions= +3

Injury Collisions= +13

Property damage collisions= +231

Traffic collisions= 244

Palmdale Sheriff's Station
2021Third Quarter
Traffic Update

January – September 2021 Collision Analysis

	2020	2021	% Change
Total Collisions	1213	1471	+21%
Fatal Collisions	16	20	+25%
Injury Collisions	365	483	+32%
Non-Injury Collisions	832	973	+17%
DUI Collisions	86	102	+19%
Total Citations	5845	7628	+31%
Traffic Enforcement index (Recommended 20:1)	12.8	13.2	+3%

Total collisions have been increasing dramatically over the last few months. Although more citations have been written than last year, the traffic enforcement index continues to drop due to the increased number of injury collisions. The year to year difference in collisions is mostly contributed to the Covid-19 lock downs in 2020.

January – September 2021 Fatal Collisions

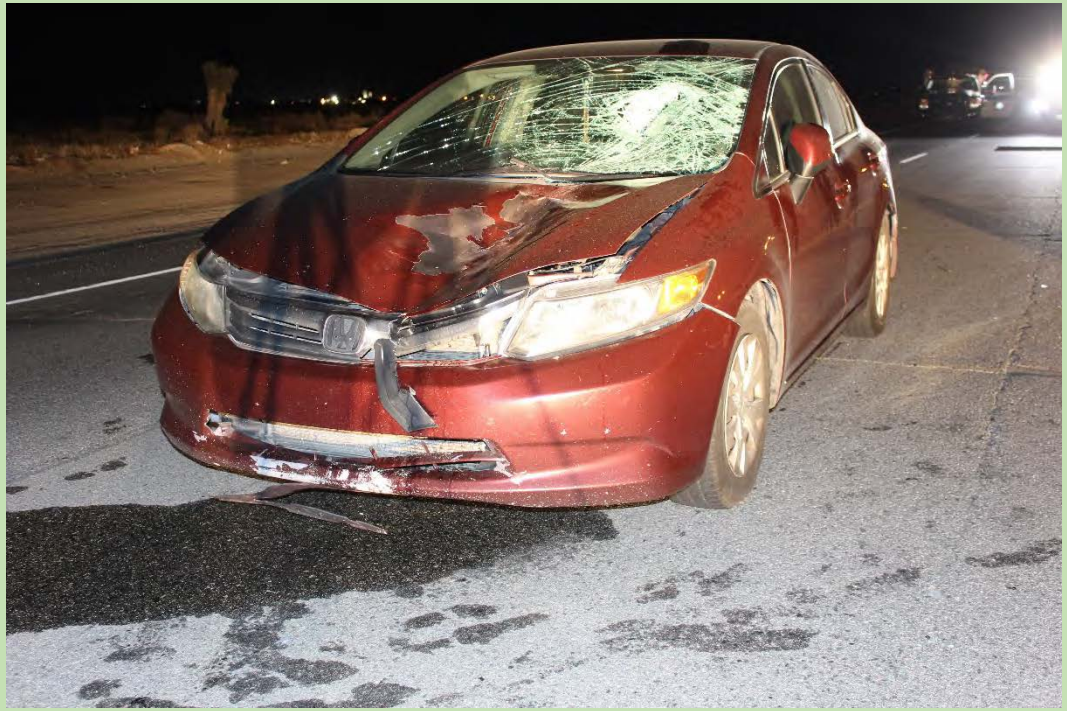
The following is preliminary and may change as further information is obtained, such as coroner reports.

Type of Collision	# of Collisions/ # of Deceased	Description and Charges Filed
Vehicle vs. Pedestrian	9 / 9	- 6 Were homeless individuals in the roadway, 1 was a hit and run with charges pending - 2 Were intoxicated and sat/laid in the roadway, 1 being an unsolved hit and run - 1 Woman outside of a crosswalk, it is an unsolved hit and run
Vehicle vs. Vehicle	7 / 9	- 1 Road rage incident, Hit and Run, Murder Filed - 2 DUI, Vehicular Manslaughter Filed on both - 1 Street Racing, Hit and Run, Murder Filed - 2 At-fault drivers died - 1 Speeding driver was involved in a collision, charges pending
Vehicle vs. Fix Object	4 / 5	- 1 Quad driver was speeding on a city street, lost control and over turned - 1 Driver had a medical emergency and struck a fence - 1 Motorcycle driver lost control and overturned - 1 Driver was speeding, lost control of her vehicle and overturned

January – September 2021 Fatal Collisions

Vehicles vs. Pedestrians

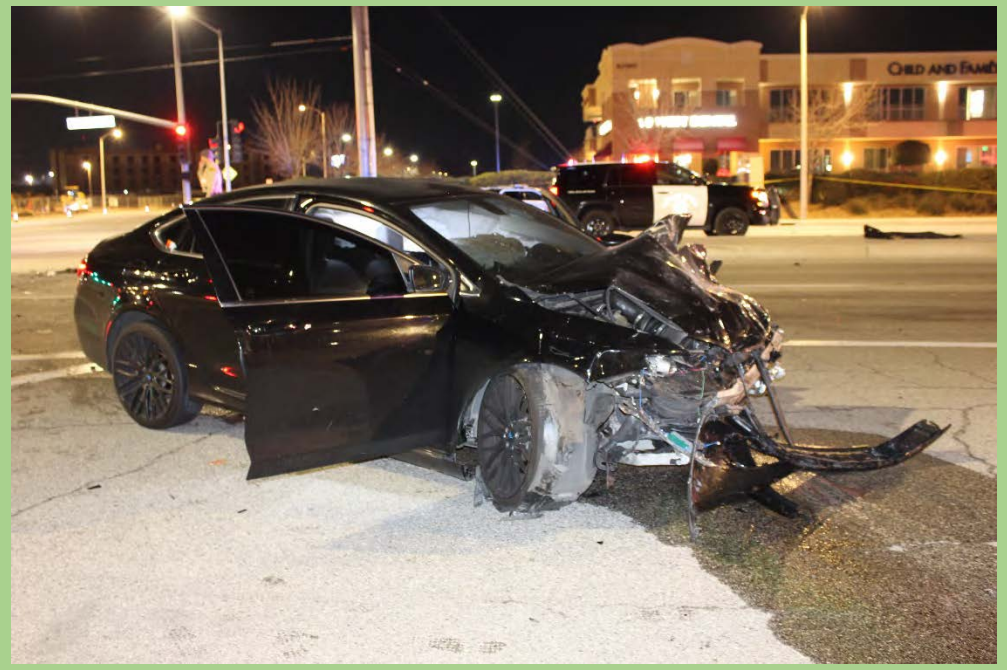
All of these were determined to be the pedestrians' fault. Three of the cases were also hit and runs. One of the driver's has been identified and charges are pending. In the other two hit and run cases, the driver has not been identified .

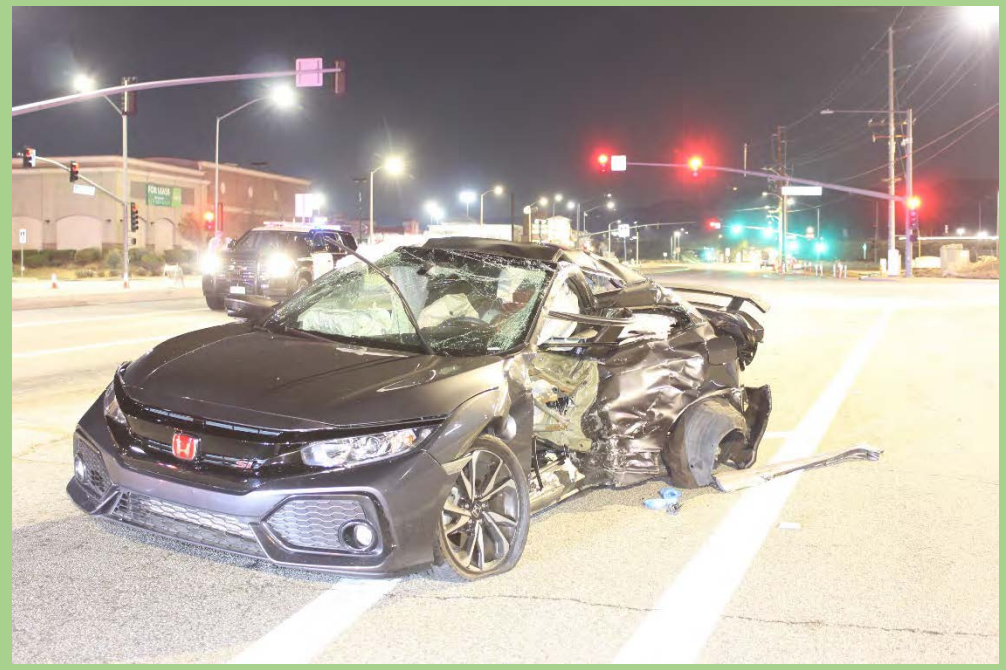


January – September 2021
Fatal Collisions

Vehicle vs Vehicle - 10th Street West at Avenue O-8

The suspect was involved in a road rage collision on Rancho Vista Boulevard and fled the scene of that collision, north on 10th Street West. He collided into another vehicle in the intersection of 10th Street West and Avenue O-8. Both occupants of the other vehicle were killed on impact. The suspect fled the scene on foot and was later taken into custody. The suspect was charged with murder and the suspect was recently held to answer on the murder charge after his preliminary hearing. The trial date has not been set at this point.

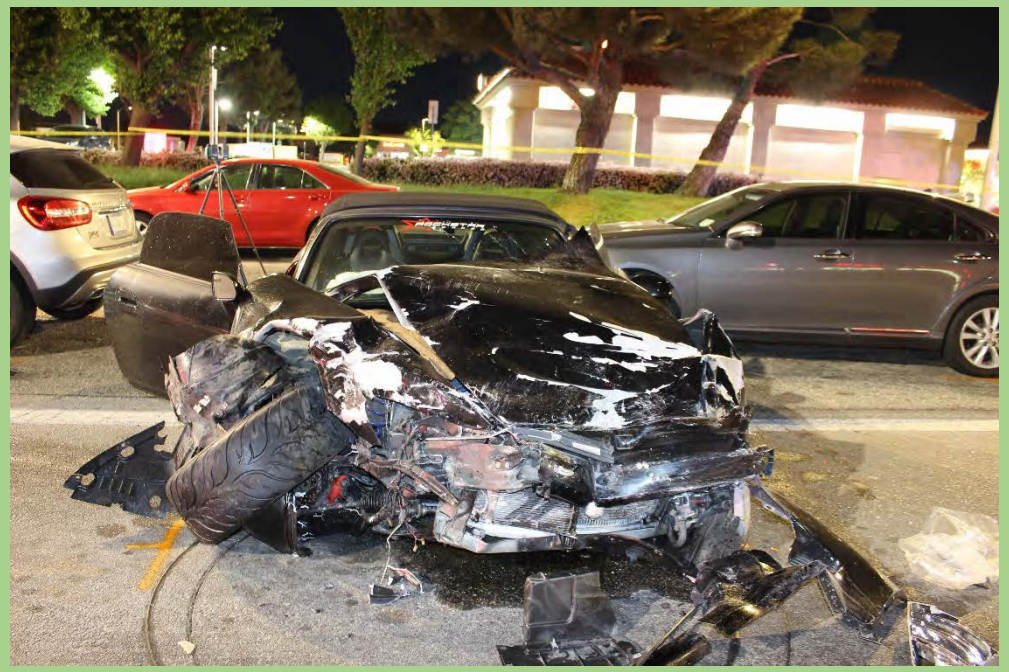




January – September 2021
Fatal Collisions

Vehicle vs Vehicle – Avenue S at 47th Street East

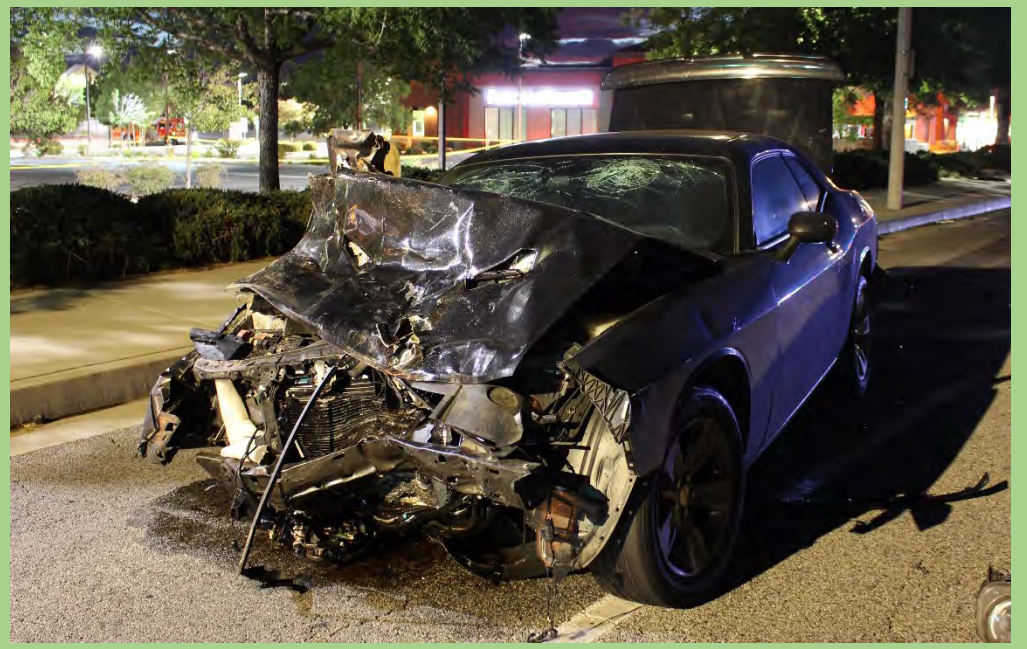
The suspect drove at a high rate of speed while intoxicated and entered the intersection through a red signal. He collided into the driver's side of another vehicle, killing the driver. The suspect was driving under the influence (DUI) of an alcoholic beverage. He was arrested at the scene. The DA filed charges of Gross Vehicular Manslaughter and DUI causing death.



January – September 2021
Fatal Collisions

Vehicle vs Vehicle – Rancho Vista Boulevard at Armfield Avenue

The suspect was driving west on Rancho Vista Boulevard at an extremely high rate of speed while racing another vehicle. The suspect collided into an “Uber” driver with a passenger in his rear seat while also driving west on Rancho Vista Boulevard. The impact caused the other vehicle to upturned and catch on fire. Both occupants were killed. The suspect fled the location in another vehicle and was later arrested. He was charged with Murder and currently in LA County Jail as the court process proceeds.



January – September 2021
Fatal Collisions

Vehicles vs Fixed Objects

The first collision involved a man driving a quad cycle south on 20th Street East at a high rate of speed. He lost control of the off-highway vehicle and it over turned prior to hitting a block wall. The driver's helmet came off of his head during the collision and he landed head first in the roadway.

The second collision involved a man who appears to have had a medical emergency and collided into a fence at the Northrup Grumman site at Plant 42. The drive succumbed to his injuries a few days later.

The third photo is of a vehicle involved in a roll-over collision due to the driver speeding.

January – September 2021
Fatal Collisions

Two vehicles collided causing them to enter on-coming traffic and collide with a big rig hauling hay. The at-fault driver suffered fatal injuries, all other parties suffered minor injuries only.

January – September 2021

Enforcement

Traffic problems and issues are brought to our attention through a variety of sources.

- Collision Data is collected and analyzed.
- Complaints from the public are received by e-mail and phone calls.
- Calls for service are received regarding issues such as street racing/car meets and DUI drivers.
- Notifications from the city tell us of construction and other issues.
- Other government entities, such as schools, inform us of special events.

All of this information is made known to deputy personnel and depending on the scope of the problem, a greater effort is made to combat the issue, such as enforcement operations.

January – September 2021

Enforcement Operations

To combat certain traffic issues, we conducted specific operations.

Most of the operations were performed by Palmdale Station personnel. However, some of the operations were a joint effort with Lancaster Sheriff's Station and the Antelope Valley CHP office under the name, the Antelope Valley Traffic Taskforce (AVTTF). The AVTTF was started by the Captains of the three stations to put forth a more united effort in combatting traffic issues in the Antelope Valley, especially due to the 94 fatal traffic collisions throughout the Antelope Valley in 2020. Some of the operations occurred during the deputies normal work hours. All overtime funding for these operations was provided by the California Office of Traffic Safety (OTS).

Total Operations performed – 41

AVFFT Speed Operations – 2

DUI Checkpoints – 4

DUI Saturation Patrol – 15

Motor Operations – 17

Street Racing Operations - 3

January – September 2021

AVTTF – Speed Operations

May 24, 2021 - Avenue M Operation

- 85 Citations
- 1 Misdemeanor Arrest
- 1 Vehicle Impounded

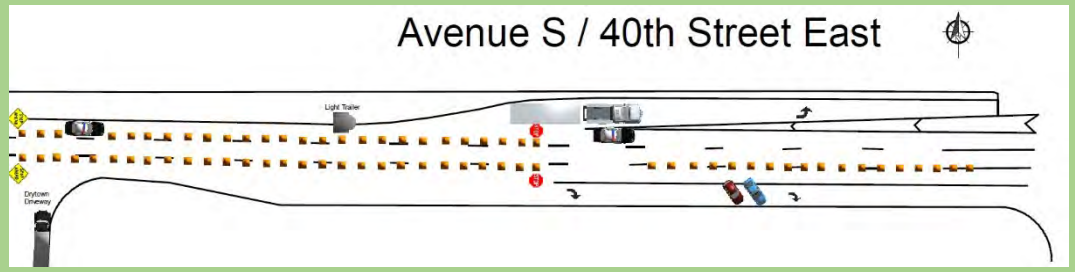
June 30, 2021 - Pearblossom Hwy Operation

- 79 Citations
- 1 Misdemeanor Arrest
- 1 Vehicle Impounded

January – September 2021

DUI collision and arrest analysis shows that DUI driver's are spread through out the city. Therefore, during this grant cycle (October – September), we chose Checkpoint locations covering the entire city.

- 10th Street West at Technology Drive
- Avenue S at 40th Street East
- Avenue R at 40th Street East
- Rancho Vista Boulevard at 20th Street West
- Palmdale Boulevard at 15th Street East



January – September 2021

Motor Operations

- 7 operations were conducted in January and February due to Pearblossom Hwy being completely closed for construction. This closure caused traffic related problems within the construction zone and in the surrounding area.
- 8 operations were conducted with grant funds targeting various traffic issues including motorcycle safety, pedestrian/bicycle safety, distracted driving and primary collision factors.

January – September 2021

Enforcement

Palmdale Station and the AVTTF perform three street racing operations. The largest one was in July. It included 25 deputies and officers as well as a CHP airplane.

The result was 81 total citations (13 misdemeanors and 68 infractions), 16 vehicles towed and one DUI arrest.

This operation, as well as two smaller operations, has dramatically decreased the street racing problem in the City of Palmdale.

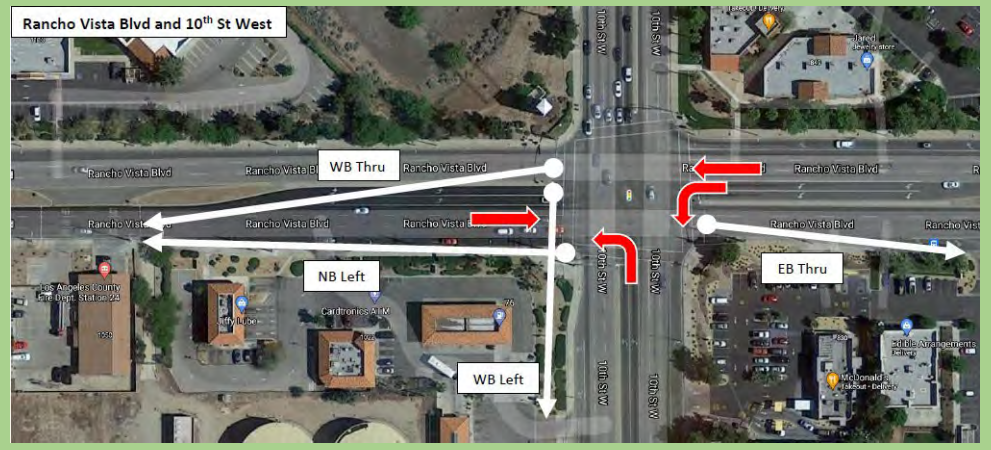
January – September 2021

Engineering

The city of Palmdale hosted a two day speed management webinar in July, which Palmdale Station personnel attended.

Palmdale Station personnel also attended a meeting at the Plant 42 Air Force Base regarding traffic conditions on the streets surrounding the base. This meeting included representatives from the various businesses that operate on the base as well as local, state and federal government.

Palmdale Station Motor deputies are working with the city of Palmdale to install Tattle Tail lights on various signals in Palmdale to assist in enforcing traffic laws (see below).



NORTH COUNTY TRANSPORTATION COALITION

3rd QUARTER BOARD REPORT UPDATE

LANCASTER SHERIFF'S STATION

Statistical reporting dates of January 1 to September 30.

	2020	2021	% CHANGE
TOTAL COLLISIONS	1732	1745	+1%
FATAL COLLISIONS	20	15	-25%
INJURY COLLISIONS	595	705	+18%
NON-INJURY COLLISIONS	1117	1025	-8%
DUI COLLISIONS	127	136	+7%
DUI ARRESTS	404	461	+14%
TOTAL CITATIONS	3378	4725	+40%
HAZARDOUS CITATIONS	2672	3939	+47%
ENFORCEMENT INDEX*	4.3	5.5	+28%

*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.

Public Works
LOS ANGELES COUNTY

September 16, 2021

Vision Zero Los Angeles County

Background

- Traffic deaths on unincorporated County roadways continues to be a challenge:
  - 2019 – 81
  - 2020 – 86,
  - 2021 (as of August 31) - 72

- On August 4, 2020, the Board of Supervisors adopted a Vision Zero Action Plan (dated November 2019) to direct the County's efforts to achieve the goal of eliminating traffic deaths on unincorporated County roadways by 2035.

Action Plan

- Can be viewed at VisionZeroLACounty.com

- Identifies 200 Collision Concentration Corridors in which three or more fatal or severe injury collisions occurred within a half-mile road segment, in a 5-year period during 2013-17.

- Identifies Top 20 Corridors based on a formula that considers collision severity, vulnerable users (bicycles/pedestrians), and underserved communities:
  - First Supervisorial District = 3 corridors
  - Second Supervisorial District 2 = 15 corridors
  - Third and Fourth Supervisorial District = none
  - Fifth Supervisorial District = 2 corridors

- Identifies over 60 actions focused on road safety, including:
  - Implement traffic safety infrastructure and programs.
  - Update and evaluate traffic safety infrastructure guidelines.
  - Increase community engagement for traffic safety programs and projects.
  - Enact policy changes (e.g., State legislative efforts related to speed limits).
  - Improve coordination with law enforcement partners to focus enforcement efforts.

Next Steps

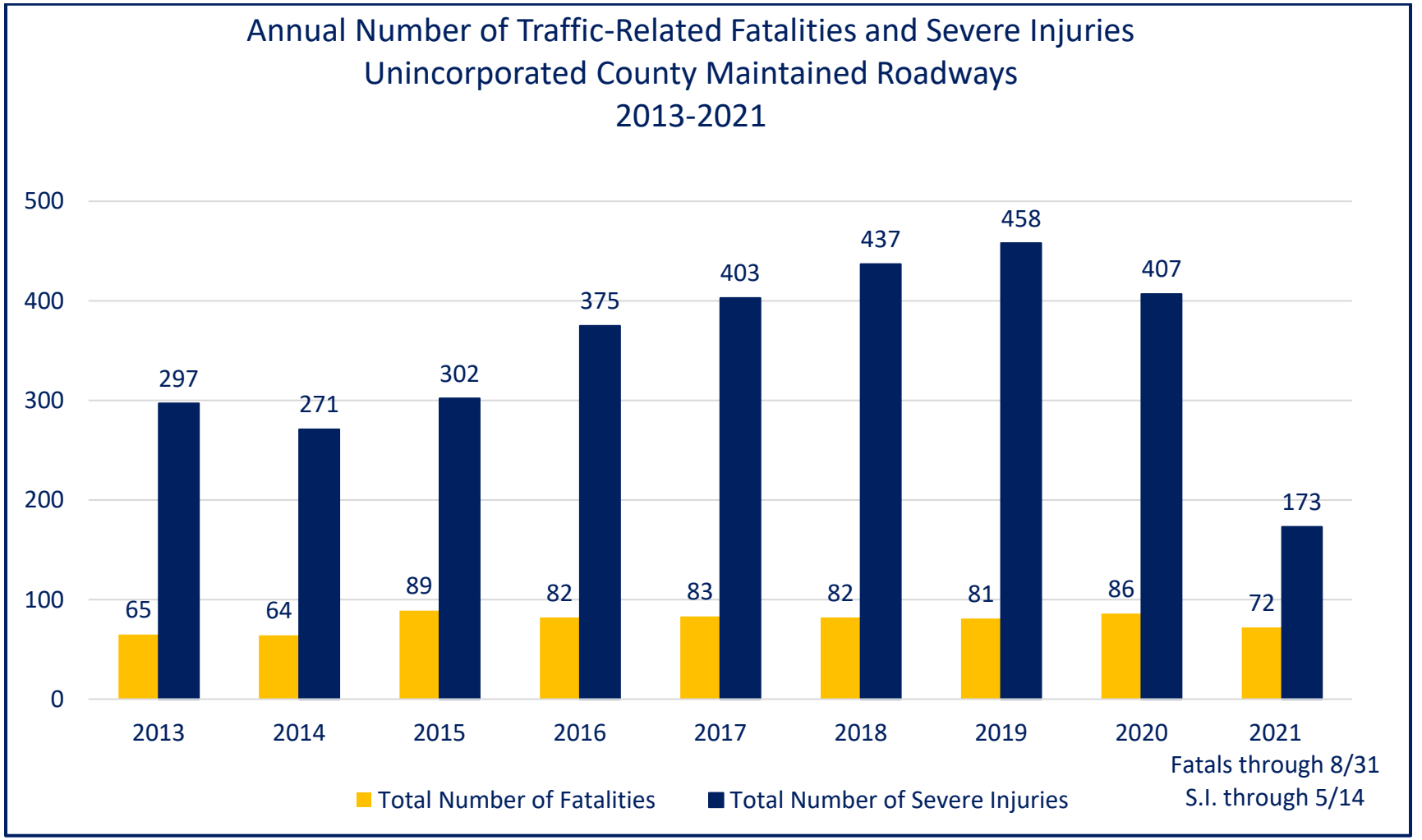
- Pilot a variety of traffic safety enhancements along 3 of the top collision concentration corridors:
  - Normandie Avenue in Westmont,
  - Norwalk Boulevard in West Whittier-Los Nietos,
  - Pacific Boulevard in Walnut Park.
- Continue to leverage other projects to scope and install traffic safety elements

TOP 20 COLLISION CONCENTRATION CORRIDORS

Community Name	Roadway	Approximate Limits	Reported Fatal and Severe Injury Collisions (2013-2017)	Length (miles)*	Priority Score (per mile)
Angeles National Forest	**Angeles Forest Hwy**	0.5 mile north of Upper Big Tujunga Canyon Rd to 1 mile north of Upper Big Tujunga Canyon Rd	13	0.5	28
East Los Angeles	**Whittier Blvd**	Indiana St to Record Ave	6	0.55	16.7
East Rancho Dominguez	**Compton Blvd**	Butler Ave to Williams Ave	7	0.5	21.5
El Camino Village	**Crenshaw Blvd**	147th St to Manhattan Beach Blvd	10	0.75	21
Florence-Firestone	**Firestone Blvd**	Miramonte Blvd to Grape St	10	0.5	33.5
	Alameda St	83rd St to 94th St	10	0.64	22.2
	92nd St	Elm St to Alameda St	6	0.5	17
Lennox	**Hawthorne Blvd**	104th St to 111th St	6	0.5	16.9
Rancho Dominguez	**Del Amo Blvd**	Santa Fe Ave to Long Beach Fwy	6	0.5	18.5
Unincorporated Palmdale	**50th St East**	Ave M to 2800 feet south of Ave M	7	0.52	17.8
Walnut Park	**Pacific Blvd**	Florence Ave to Broadway	6	0.5	17.5
Westmont / West Athens	**El Segundo Blvd**	Denker Ave to Vermont Ave	12	0.74	20.8
	Vermont Ave	93rd St to 110th St	15	1.15	19.7
	Western Ave	105th St to Imperial Hwy	9	0.69	19.5
	Normandie Ave	88th Pl to Imperial Hwy	24	1.83	19
	Century Blvd	Normandie Ave to Vermont Ave	7	0.52	18.8
Whittier Narrows	**Rosemead Blvd**	South El Monte City Boundary to Pomona Fwy	5	0.5	19
Willowbrook	**Central Ave**	120th St to El Segundo Blvd	6	0.5	21
	El Segundo Blvd	Broadway to Avalon Blvd	8	0.66	18.2
	Wilmington Ave	Imperial Hwy to 126th St	8	0.77	16.5

*Note: Overlapping half-mile Collision Concentration Corridors were combined for clarity.

Public Works
LOS ANGELES COUNTY



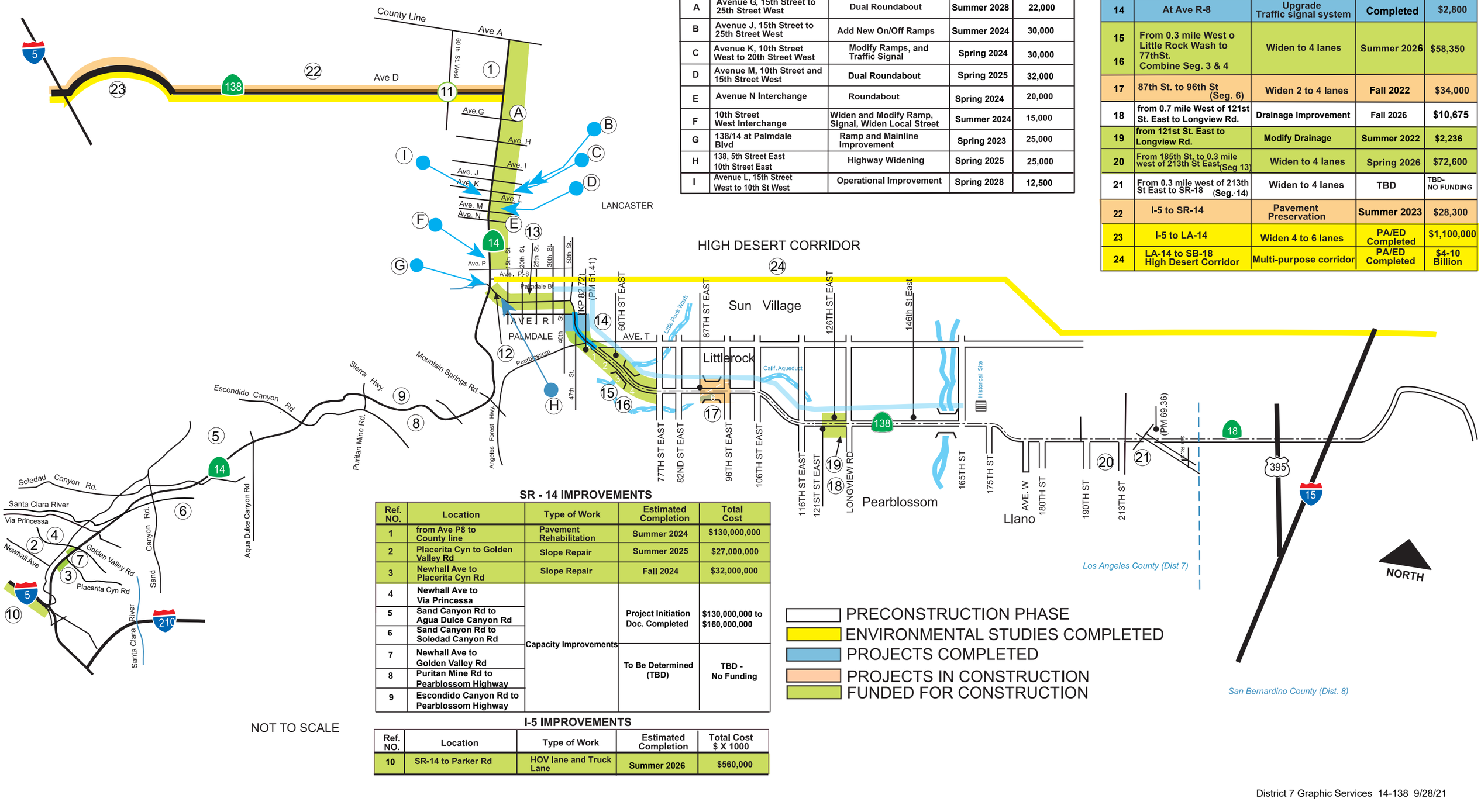
NCTC October 18, 2021 Board Report 8 Caltrans District 7 Update

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

OSAMA MEGALLA / JANE YU

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



NOT TO SCALE

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 West 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 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 - 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	Winter 2023	$20,000
14	At Ave R-8	Upgrade Traffic signal system	Completed	$2,800
15 16	From 0.3 mile West o Little Rock Wash to 77thSt. Combine Seg. 3 & 4	Widen to 4 lanes	Summer 2026	$58,350
17	87th St. to 96th St (Seg. 6)	Widen 2 to 4 lanes	Fall 2022	$34,000
18	from 0.7 mile West of 121st St. East to Longview Rd.	Drainage Improvement	Fall 2026	$10,675
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	Spring 2026	$72,600
21	From 0.3 mile west of 213th St East to SR-18 (Seg. 14)	Widen to 4 lanes	TBD	TBD- NO FUNDING
22	I-5 to SR-14	Pavement Preservation	Summer 2023	$28,300
23	I-5 to LA-14	Widen 4 to 6 lanes	PA/ED Completed	$1,100,000
24	LA-14 to SB-18 High Desert Corridor	Multi-purpose corridor	PA/ED Completed	$4-10 Billion

SR - 14 IMPROVEMENTS

Ref. NO.	Location	Type of Work	Estimated Completion	Total Cost
1	from Ave P8 to County line	Pavement Rehabilitation	Summer 2024	$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		To Be Determined (TBD)	TBD - No Funding
8	Puritan Mine Rd to Pearblossom Highway			
9	Escondido Canyon Rd to Pearblossom Highway			

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

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: October 29, 2021* (Target Date)
- Contract Acceptance: December 18, 2026* (Target Date)

*Target dates to be confirmed with Metro

STATE ROUTE 138 - #11

Roundabout Project:

- At 60th Street West
- Begin Project Approval and Environmental Document (PA&ED) Studies: June 30, 2020 (Actual Date)
- Percent Completed: 70%
- Finish PA&ED: March 30, 2021 (Target Date)

STATE ROUTE 138 - #18, 19

Pearblossom Upgrade Drainage Project:

- From 0.7 miles west of 121st Street to Longview Road
- Begin Project Initiation Document (PID): January 6, 2021 (Actual Date)
- Percent Completed: 100%
- Finish PID: June 25, 2021 (Actual 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 PA&ED and Design: January 28, 2021 (Actual Date)
- Percent Completed: 100%
- Finish Design and RTL: August 12, 2021 (Actual Date)

STATE ROUTE 138 - #20

Segment 13 Project:

- From 0.4 mile west of 190th Street East to 0.3 mile west of 213th Street East
- Begin Design: May 10, 2019 (Actual Date)
- Percent Completed: 60%
- Finish Design and RTL: August 5, 2022 (Target Date)

STATE ROUTE 138 - #21

Segment 14 Project:

- From 0.3 mile west of 213th Street East to State Route 18 Junction
- Design has not started as there is no funding for the project

NCTC October 18, 2021 Board Report 9 Metro Highways Update

NCTC Meeting

Metro Highway Program Project Status Update

October 18, 2021

Project	Phase	Activities	Project Manager
North County			
I-5 North HOV Project between SR-14 in Santa Clarita and Parker Road in Castaic	Construction	Metro is administering the construction of the 14-mile carpool/truck lane project. Bids from prospective contractors were received in February 2021. Metro awarded the contract to OHLA and issued the construction Notice-to-Proceed (NTP) in August 2021 with construction work to begin by November 2021.	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 4,6,9,13 and 14. **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: Completion of construction in November 2021. **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 between 185th Street and 0.3 mile west of 213th Street East. Design completion in August 2022. Caltrans ROW continues to work on the remaining 13 parcels and right-of-entry permits for hazardous waste investigations.	Robert Machuca machucaR@metro.net
SR-138/SR-14 Overlap - Freeway Interchange Improvements	Various Phases	9 of the planned 10 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 construction is completed. Soil/slope stablization is in progress. Lancaster: Three projects in design and two in environmental. Avenue J Project Phase 1 started construction in March 2021. Phase 2 final design scheduled for completion in September 2021 and will be ready to list by the end of calendar year 2021.	Robert Machuca machucaR@metro.net
High Desert Corridor	Various Phases	After the completion of the HDC environmental phase, the project was split into two projects: passenger rail and highway improvements. Metro's Regional Rail department is leading the advancement of the rail component in collaboration with private party. SR-138/SR-18 highway alignment is considered as an alternative highway connection between Palmdale and Victorville and is in planning phase.	Isidro Panuco panucoI@metro.net (HWY) Brian Balderama balderramab@metro.net (Rail)
SR-138/SR-18 Widening	Planning	SR-138/18 alignment is currently considered as an alternative to the HDC highway component alignment and will provide an improved highway connection between Palmdale and Victorville. Development of a PSR-PDS of the potential highway project is in progress by Metro, SBCTA and Caltrans Districts 7 and 8 to explore the possibility and feasibility of widening SR-18 for a continuous 4-lane highway between Palmdale and Victorville.	Isidro Panuco panucoI@metro.net

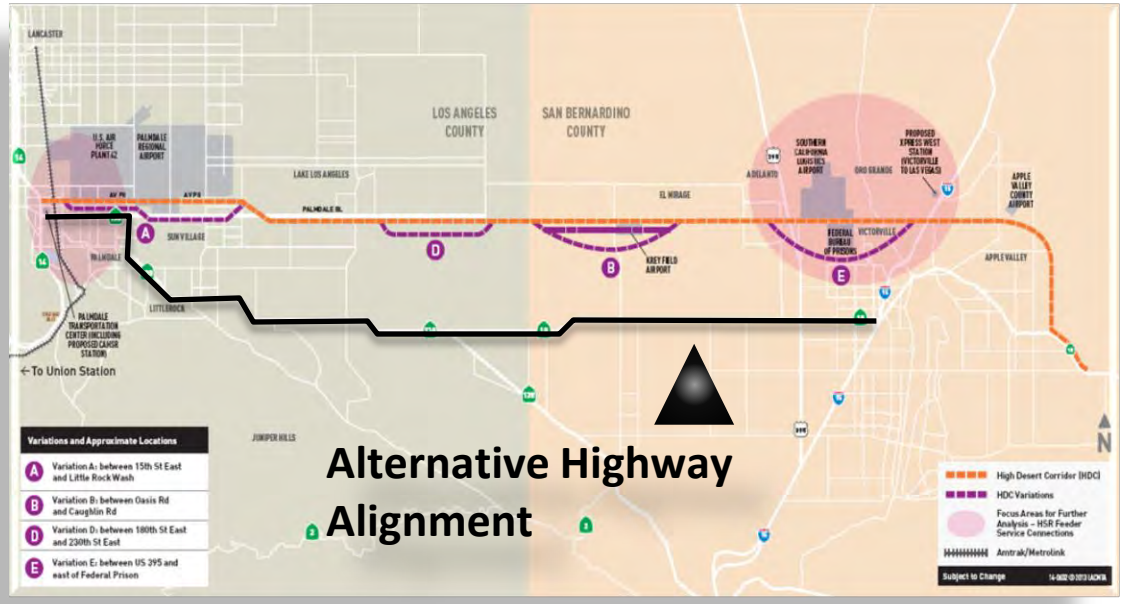
High Desert Corridor

Original Project

- 63 miles - Highway, Expressway, Tollway, High Speed Rail, Bikeway, and energy production/transmission corridor concepts
- Connecting North Los Angeles County and San Bernardino County (Victorville)
- Transit connection between the CHSR and the XpressWest
- In Measure M for ROW and related services in 2019
- Final EIR/EIS completed in 2016
- No Funding

Alternatives being Considered

- Alternative highway alignment being studied on SR-138 and SR-18 to accommodate continuous 4 lane connection
- PSR started in 2021
- PSR completion Fall 2022



Metro sb Caltrans

NCTC October 18, 2021 Board Report 10 Metro Regional Rail Update

Regional Rail Update

North Los Angeles County Transportation Coalition
Joint Powers Authority Board Meeting
October 18, 2021

High Desert Corridor Intercity Rail Service Development Plan

High Desert Corridor Intercity Rail Service Development Plan Progress Status Update

1. **Support the HDCJPA in the STB petition filing process,** including execution of a funding agreement for the $96K filing fee and providing a support letter to STB.

2. **HDR** will prepare a **Service Development Plan (SDP)** that comprises of the following:
   1. Service and operating plans and operating cost estimates
   2. Rail operations modeling and infrastructure needs analysis
   3. Up to 30% Preliminary engineering
   4. Preliminary capital cost estimates
   5. Station and access analysis

   Scheduled for completion by November

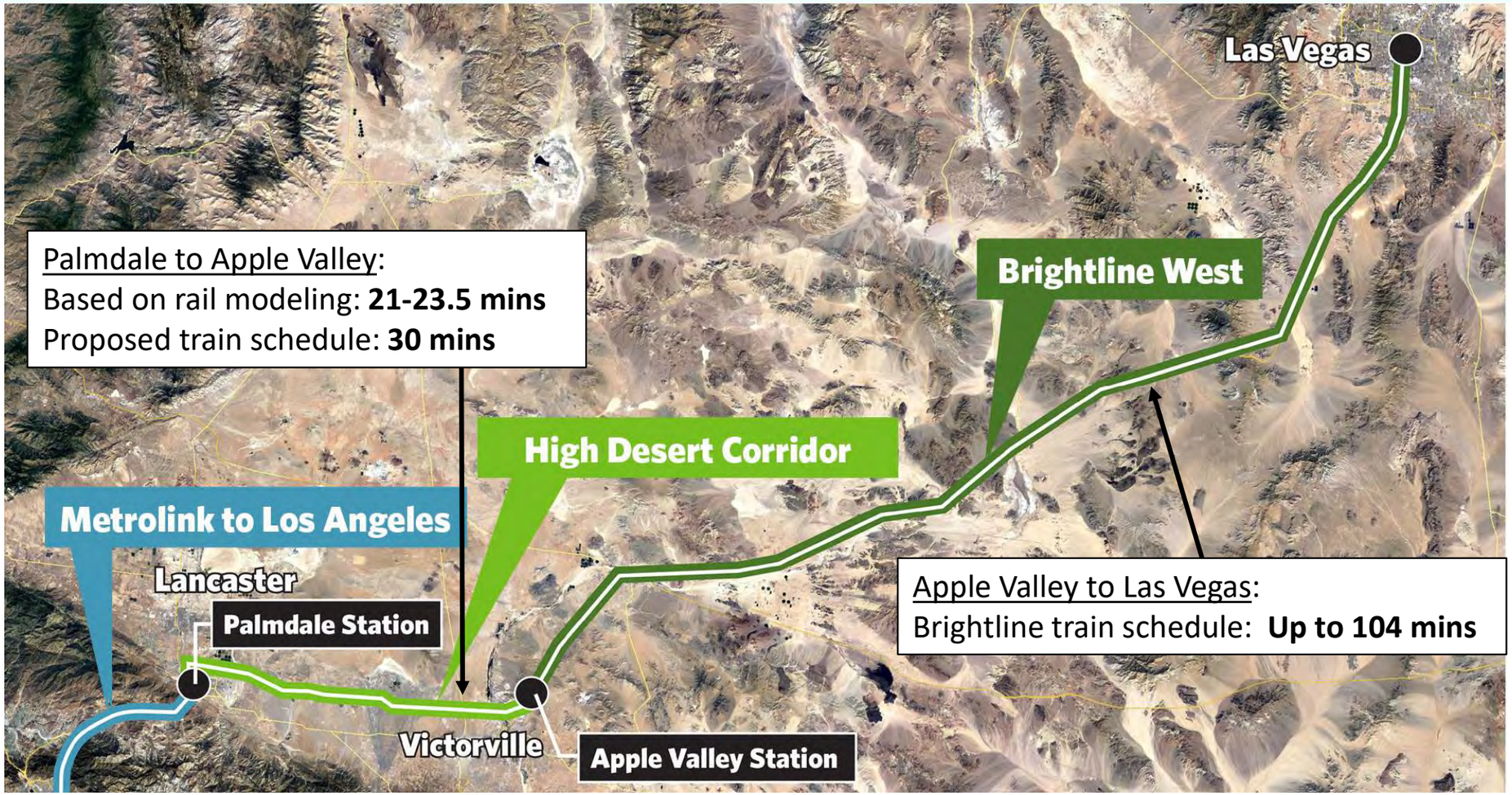
3. **Other components of the SDP** will be prepared by **Ernst & Young** including:
   1. Ridership and Revenue Study → **Preliminary results by November**
   2. EIFD Study and development master planning
   3. Economic impact analysis
   4. Financial Analysis and Funding Plan

   Scheduled for completion by March 2022

Overview of High Desert Corridor Service Development Plan

1. Proposed 54-mile corridor (Palmdale to Apple Valley)
2. Two stations: Proposed Palmdale HSR Station and Brightline West's Apply Valley Station (by Brightline)
3. Proposed maximum allowable speed of 220 mph where feasible, less than a 30-minute trip
4. 36 miles of single-track (67% of the corridor) and 18 miles of double-track (33% of the corridor)
5. Track on embankment section on average 10 feet above existing grade to address drainage requirements for 90% of the corridor.

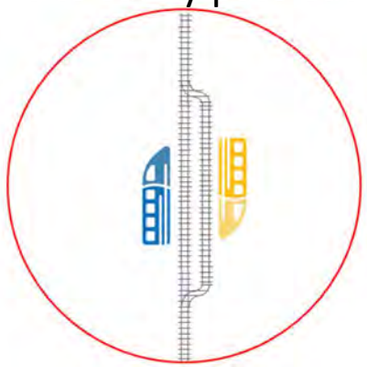
Rail Operations Modeling: Travel Time

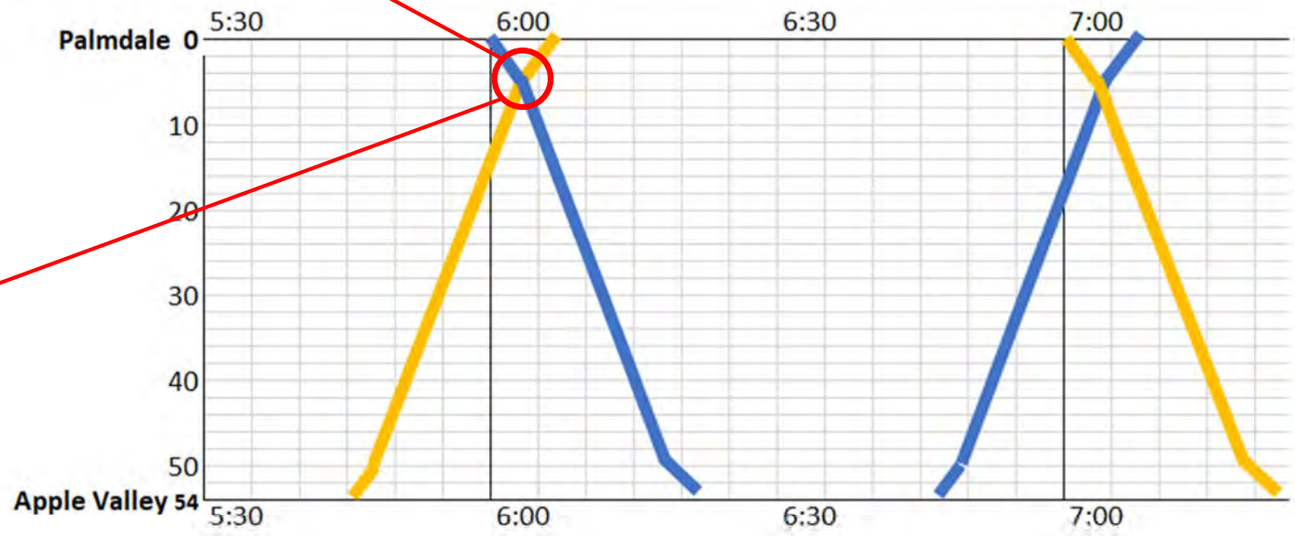


Metro

Proposed HDC Train Passing Area for 60-minute Bi-Directional Service

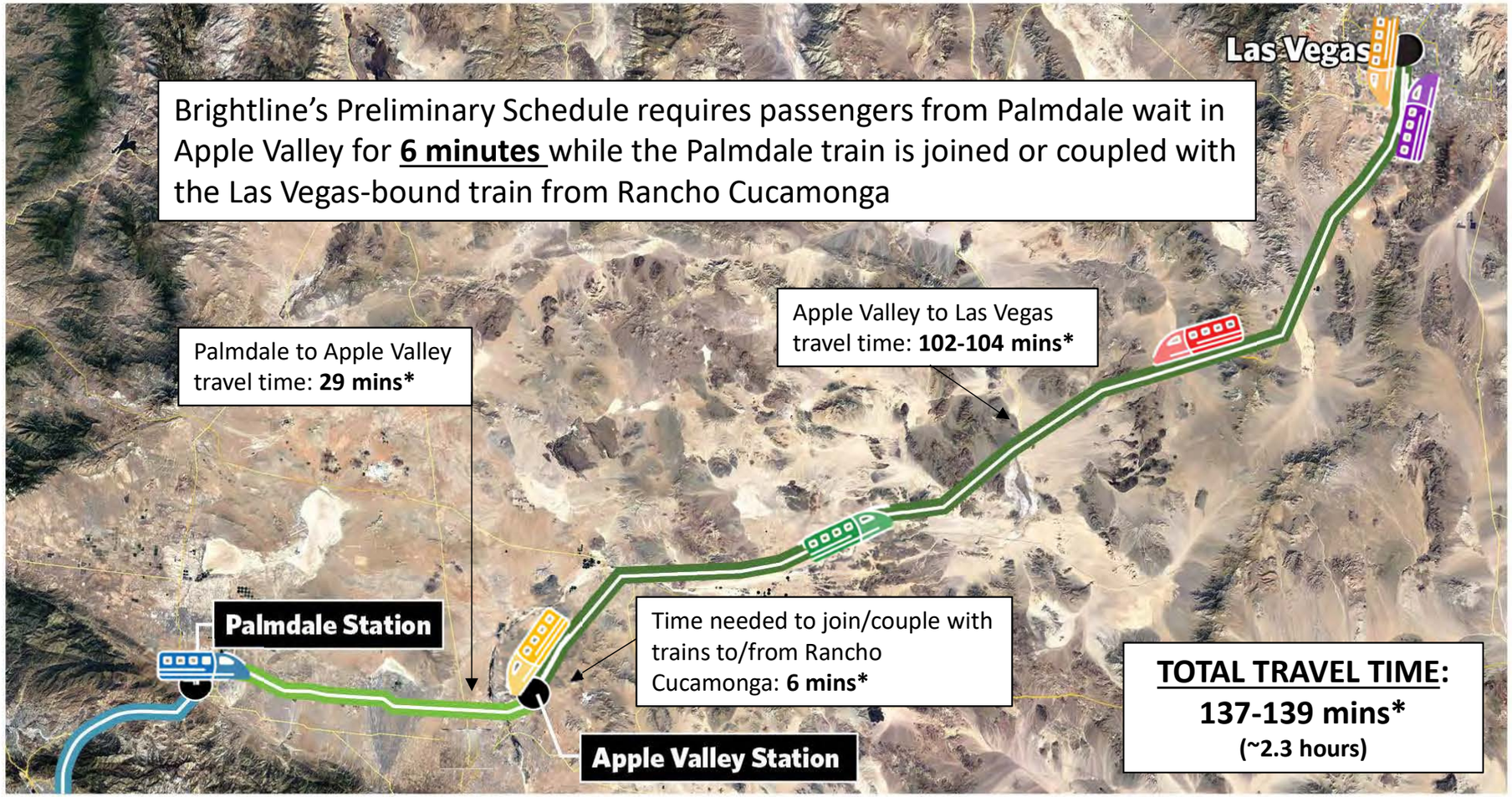
If modeling shows two trains in the same place at the same time, two tracks are needed in that location for the trains to safely pass each other





Metro

Brightline's Preliminary Modeling and Schedule: Palmdale to Las Vegas with Trains Coupled in Apple Valley



*Per Brightline's Preliminary Schedule

Metro

Next Steps

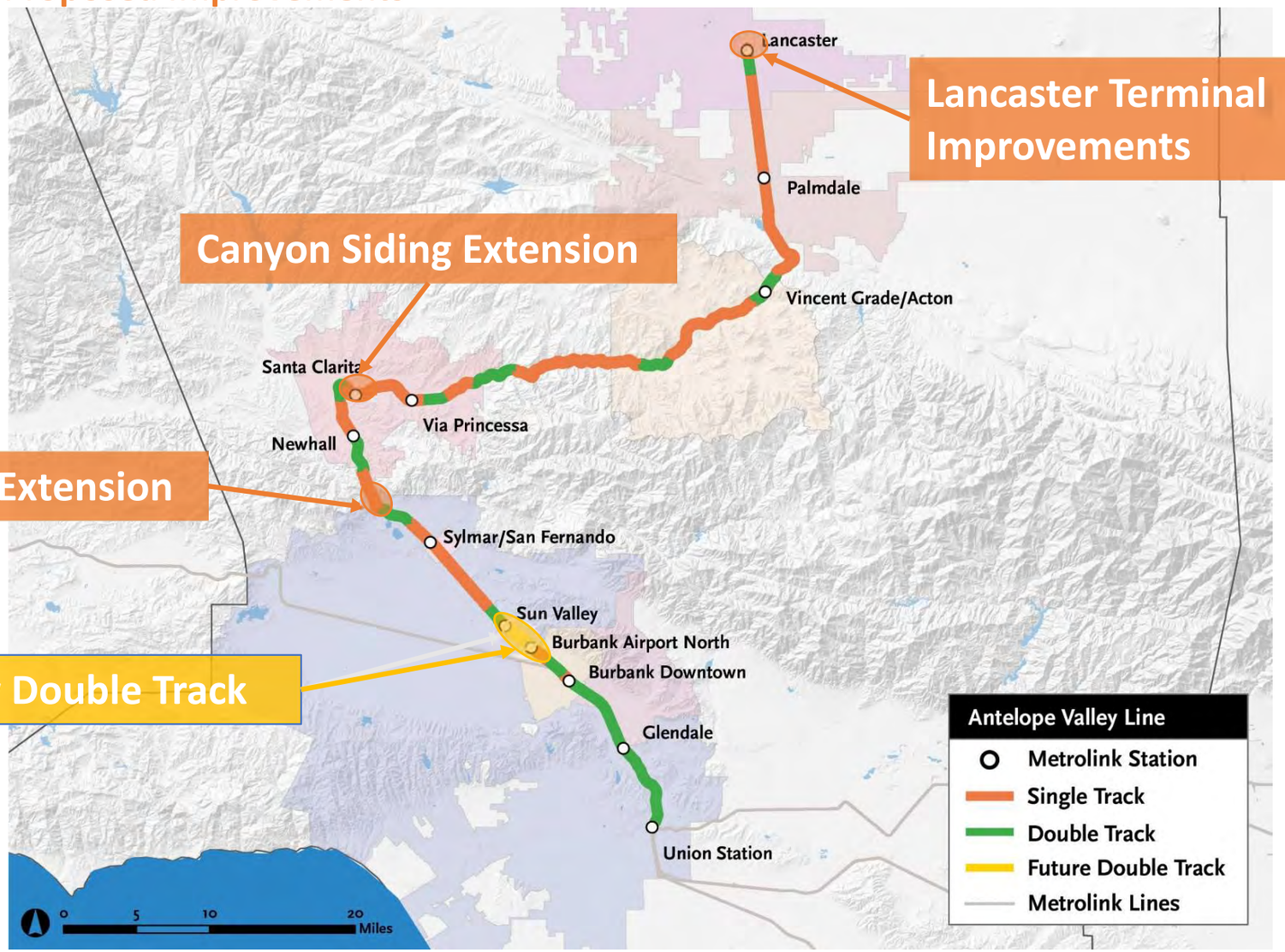
1. **Continue to support the HDCJPA in the STB petition filing process.**
2. **Develop a preliminary train schedule for HDC that coordinates with the proposed 60-minute headways on the Metrolink Antelope Valley Line to Los Angeles Union Station.**
3. **Continue to coordinate with Brightline on rail operations modeling and train schedule:**
   A. Since 6-minute is sufficient time for passengers to transfer from one train to another, Metro indicated to Brightline that the preliminary schedule represent a two-seat ride scenario, not a true one-seat ride to Las Vegas. In addition, the HDC Rail Project should not be required to financially contribute to the additional double-tracks between Apple Valley and Las Vegas.
   B. Since HDC stakeholders prefer an express one-seat ride between Palmdale and Las Vegas, Metro requests that Brightline develop two new train schedules as follows:
      1) One-seat ride with an express service to Las Vegas that does not stop at Apple Valley;
      2) One-seat ride with a station stop at Apple Valley that is no more than 2 minutes.
4. **Continue to coordinate with City of Palmdale on the Palmdale HSR Station design concept**
5. **Develop the base case ridership modeling results by November.**
6. **Develop the preliminary capital cost estimates for the HDC Project by November.**

We’re increasing Regional Rail Service on the Antelope Valley Line.

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Proposed Project

Existing Conditions and Proposed Improvements



Lancaster Terminal Improvements

Canyon Siding Extension

Balboa Double Track Extension

Brighton to McGinley Double Track

Metro

Program Schedule

Environmental Study and Conceptual Engineering

2020-2021

Feasibility studies

Completed 2019

Engineering

2022-2024

Right-of-Way

2022-2025

Construction

2024-2027

Metro

Next Steps

Antelope Valley Line Service and Capacity Improvements Project

1. Public Review Period closed in September 2021 and technical team is addressing received comments

2. Metro December Board Report to request EIR certification

3. Metrolink to start Final Design Projects for Balboa, Canyon and Lancaster in 2022

Metro

Metrolink Update

North Los Angeles County Transportation Coalition Presentation

October 18, 2021

METROLINK.

CUSTOMER FIRST: Safety & Security • An Integrated System • Modernizing Business Practices

Metrolink System

6
Counties Served

7
Routes/Lines

538
Route miles

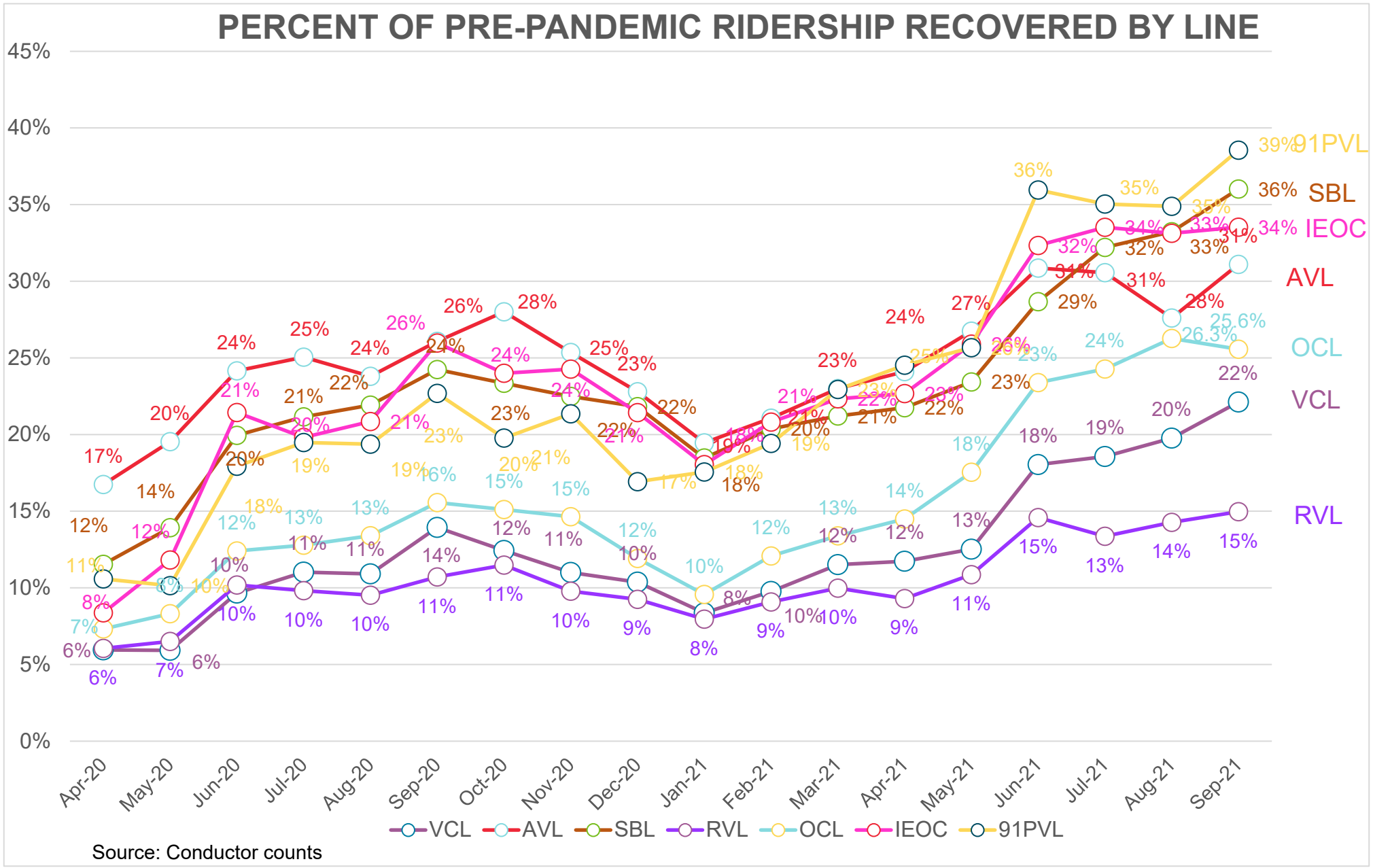
63
Stations

42,000
Pre-Pandemic Average Weekday Riders

CEO DARREN KETTLE

Safety Is Foundational At Metrolink

Metrolink Ridership



Source: Conductor counts

Safety & Security Update

Figure 1. Q2 Comparison of Systemwide Strikes by Type

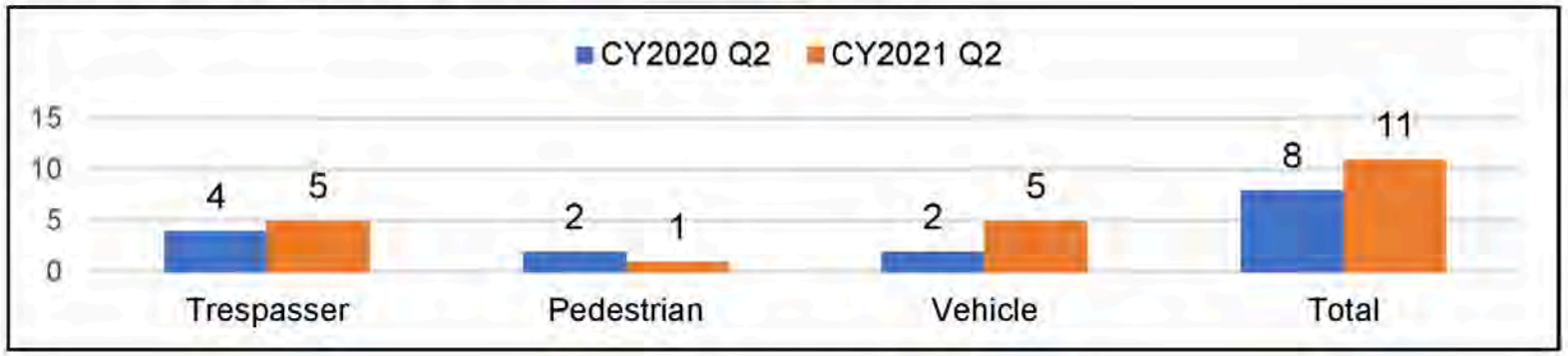


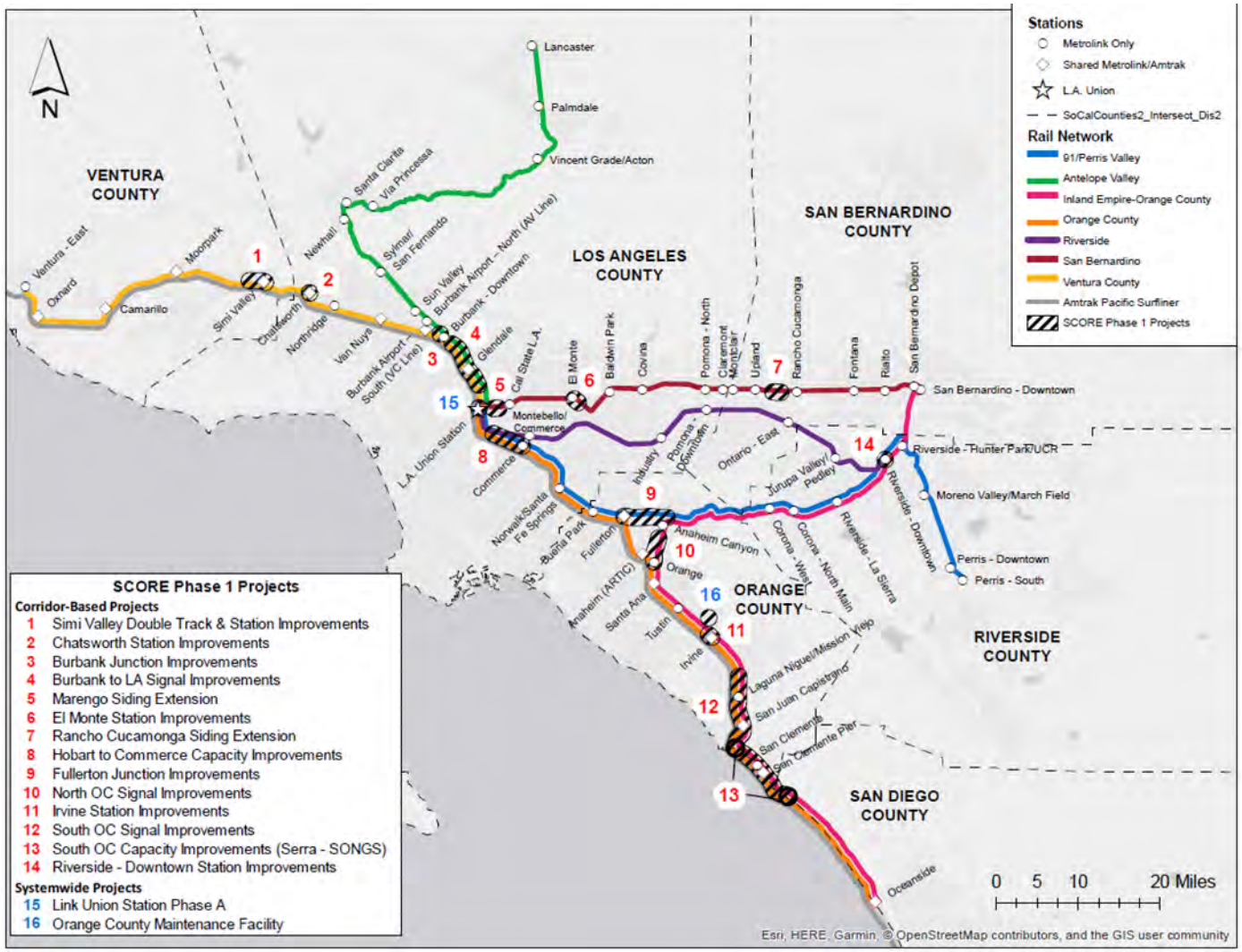
Table 1. Right-of-Way Enforcement Q2 of CY2020 and CY2021

ROW Activity	Q2 CY2020	Q2 CY2021
Trespass/Homeless Contact	360	347
Trespass Verbal Warnings	82	0
Trespass Written Warnings	28	27
Trespassing Arrests	29	347

In Q2 of Calendar Year (CY) 2021, there were three (3) crimes against persons reported – a decrease of 50% for the same period in CY 2020. There was one (1) crime against property reported – a decrease of 75% for the same period in CY 2020.

September 10 Contracts, Operations, Maintenance, and Safety Committee Meeting

METROLINK
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.



Phase 1

19 Projects

$2.3 billion

secured

Includes **$875m** grant from the CA Transit Intercity Rail Capital Program (TIRCP)

17 Antelope Valley Line Improvements
18 Tyler Ave & Cogswell Rd Grade Crossing Improvements
19 Signal Improvements: La Palma - Avery
Note: Link US Phase A includes Metrolink's LAUS RYRM Project

With SCORE the region gets MORE.

More safety improvements

More seamless connections to other rail providers

More peak and off-peak rail service

More jobs and economic development

More access to job centers and affordable housing

Healthier air for all

2017
SCORE was created based on the 10-year Strategic Plan & State Rail Plan
2018
Secured $1.5 billion including $876 million from TIRCP and local match funds for Phase I
2019
Complete initial environmental assessment & up to 5% design
2020
Complete 30% design & begin environmental clearance
2022
Complete 100% design and start construction
2023
Complete early Phase I projects
2028
If funding is available, complete full SCORE program in time for 2028 Olympics and Paralympics

SOUTHERN CALIFORNIA PROJECT SECTION UPDATE

North Los Angeles County Transportation Coalition JPA Board Meeting
California High-Speed Rail Update
October 18, 2021

CONNECTING CALIFORNIA

PROGRAM HIGHLIGHTS

Phase I:

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

Phase II:

- After Phase 1 - Extends 300 Miles
- Connections to Sacramento and San Diego

Travels at approximately 200 mph

Up to 24 Stations

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

- 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 connectivity projects: Link US & Rosecrans/Marquardt Grade Separation

Phase 2:

- Los Angeles to San Diego = 167 miles
- Across 2 counties

PROJECT UPDATE

PROJECT PROGRESS

Today:

- Nearly 300 miles environmentally cleared
- 119 miles under construction
- Caltrain electrification construction underway
- Funding committed for LAUS improvements
- MOU with Brightline West
- Environmentally clearing full 500 miles between LA- SF
- Station planning

PROJECT UPDATE

PROGRAM UPDATE

- 6,000 + construction jobs created since construction began
  - 3,700 National Targeted Worker hiring (disadvantaged communities)
- 628 small businesses employed
  - 202 are Disadvantaged Business Enterprises
  - 188 located in disadvantaged communities
  - 70 Disabled Veteran Business Enterprises
- 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)

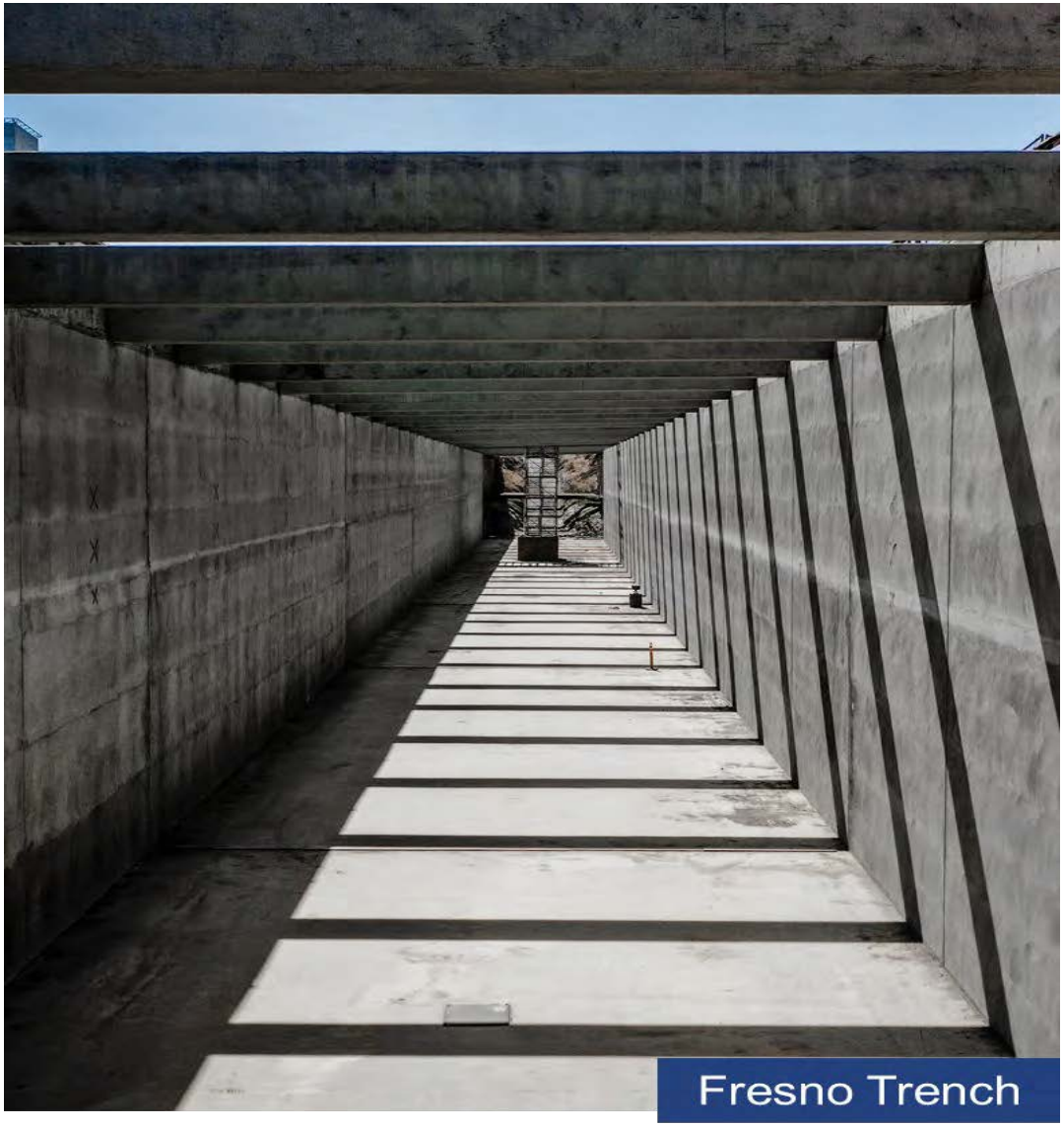
PROGRAM UPDATE
FUNDING BREAKDOWN

Proposition 1A (2008)
- $9.95 billion funding
- Ongoing discussions with the Legislature to appropriate remaining 4.2 billion

Cap-and-Trade
- 25% of annual proceeds appropriated to HSR through 2030

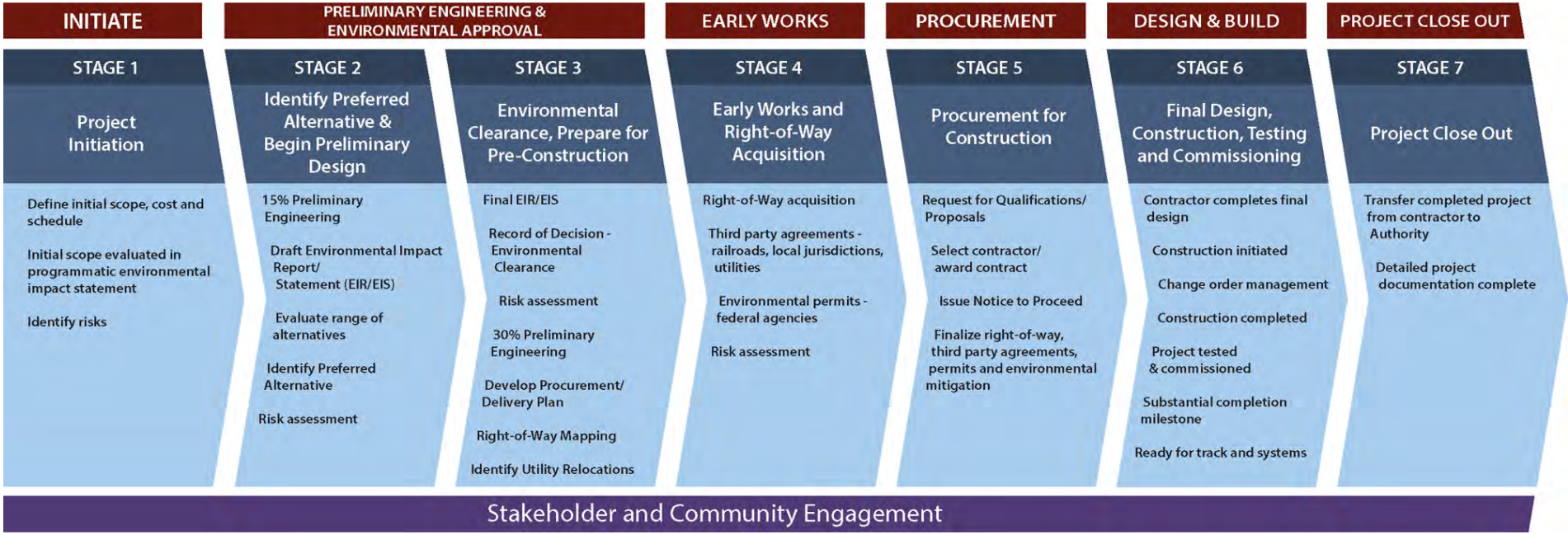
American Recovery and Reinvestment Act
- $2.5 billion awarded by Obama Administration
- Required construction to begin in the Central Valley
- Required HSR to spend grant money by September 2017 (complete)
- Pushed Authority into construction before design and right-of-way were complete
- Required Authority 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

New Stage Gate Approach to Project delivery: Stage Gate Framework



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

PALMDALE TO BURBANK PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 35-41 miles

One Station

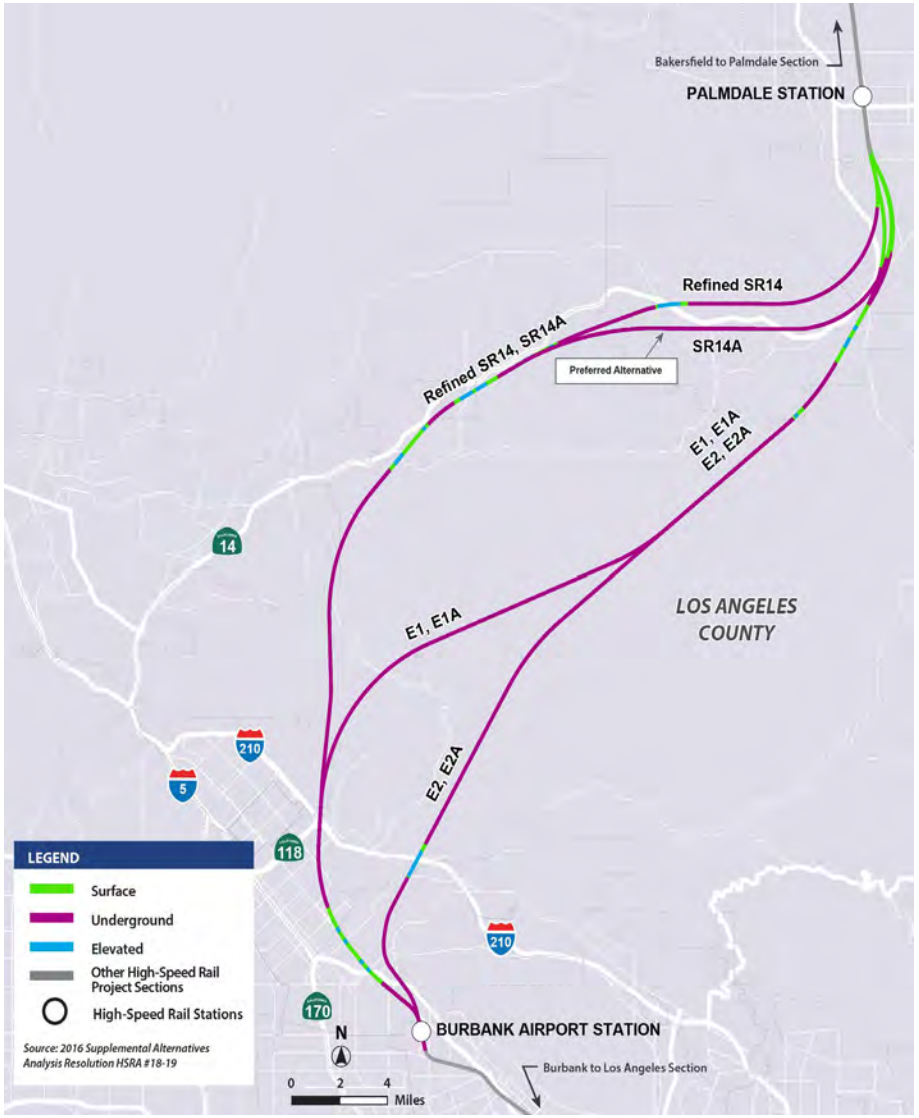
- Hollywood Burbank Airport

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 – Q4 2022



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

- Planned Record of Decision Date – Q1 2022

LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Approximately 30 miles

Four Stations and/or Stops

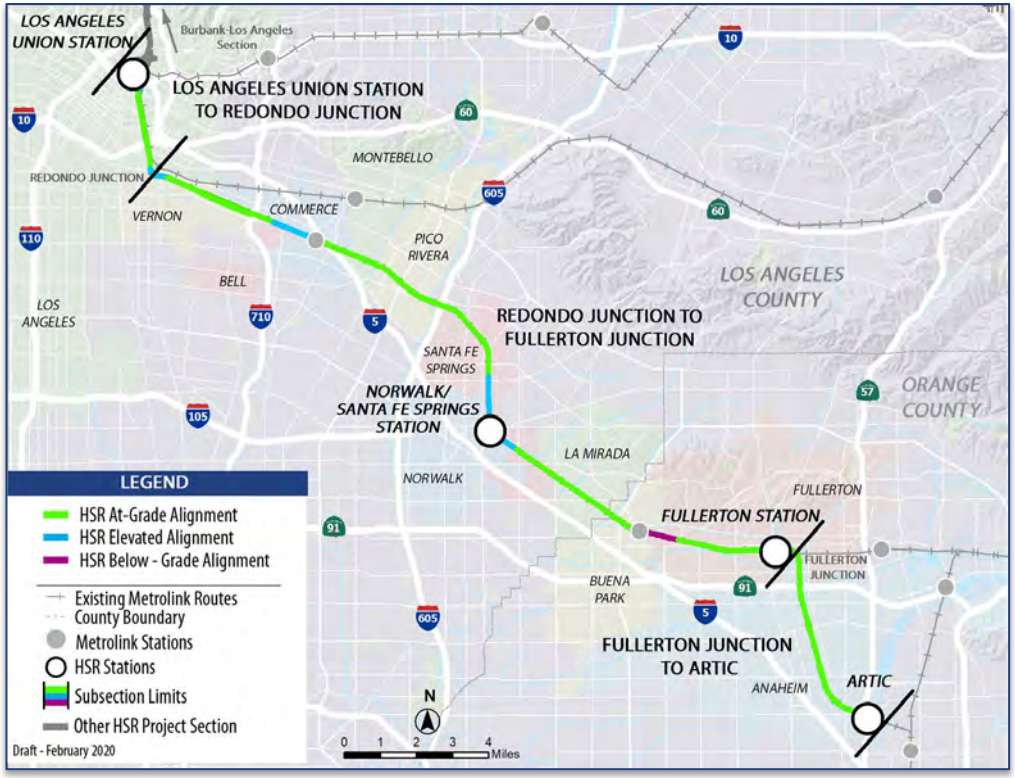
- Los Angeles Union Station (LAUS)
- Norwalk/Santa Fe Springs Station
- Fullerton Transportation Center
- Anaheim Regional Transportation Intermodal Center (ARTIC)

4 Mainline tracks (2-electrified)

- Proposed infrastructure will accommodate HSR, Metrolink and other passenger rail volumes as envisioned in the 2018 State Rail Plan

Grade Separations

- Improve operational characteristics for passenger and freight services
- Improve safety
- Reduce emissions and congestion
- 11 new grade separations along the passenger rail corridor

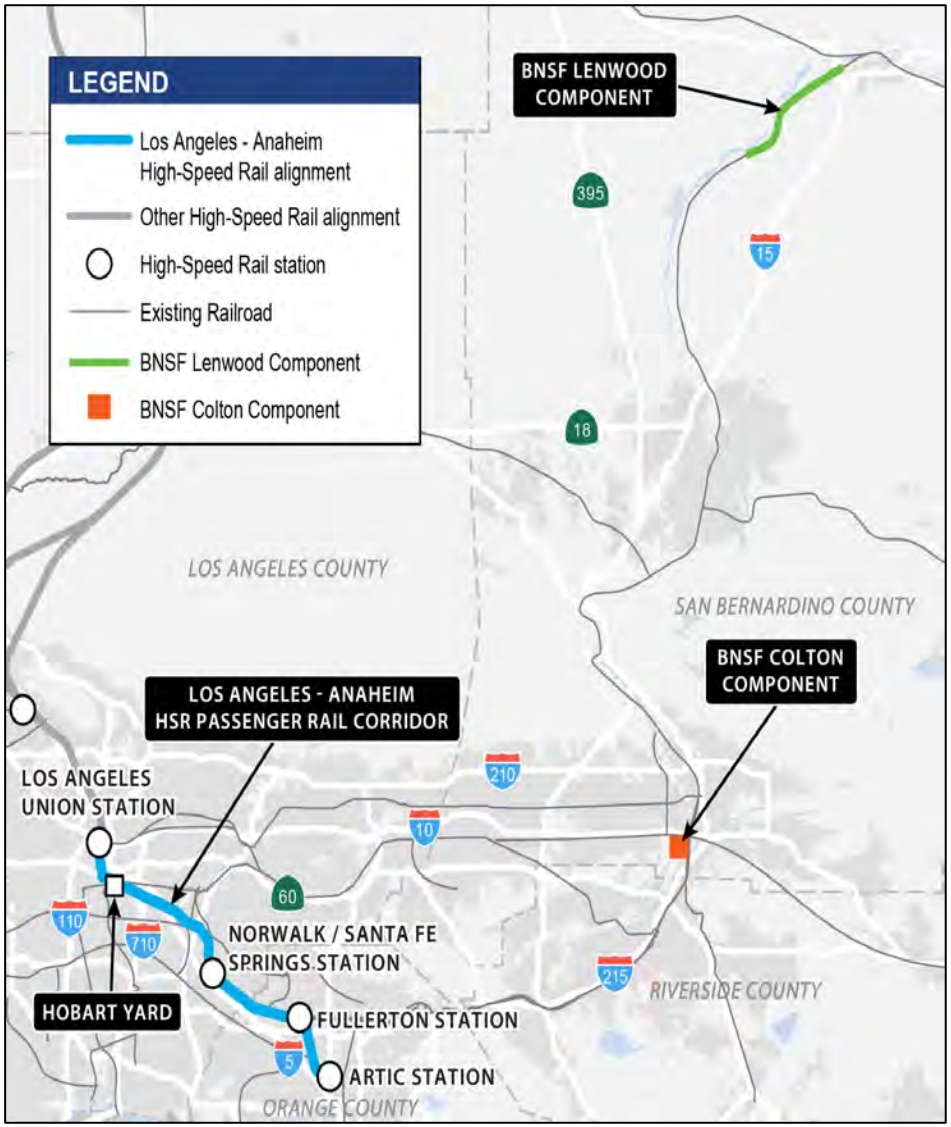


LOS ANGELES TO ANAHEIM PROJECT SECTION

CALIFORNIA HIGH-SPEED RAIL

Shared Urban Corridor

- BNSF owns the railroad right of way (ROW) between Los Angeles and Fullerton
- BNSF is a supportive partner to passenger rail by allowing passenger rail service to operate on its ROW through a shared use agreement.
- To accommodate the growth in passenger rail service, including HSR, it would be necessary to relocate a portion of the BNSF freight rail service from the Los Angeles to Anaheim corridor east, to San Bernardino County
- The BNSF Colton Intermodal Facility will accommodate freight trains that cannot be handled in the corridor due to increased passenger rail service
- The BNSF Lenwood Staging Tracks will be used for staging freight trains during and after HSR construction.



Environmental Milestones

Summer 2021 – Bakersfield to Palmdale Section

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

Fall/Winter 2021

- **Palmdale to Burbank** Project Section – Draft EIR/EIS Release
- **Burbank to Los Angeles** Project Section – Final EIR/EIS Release

Spring 2022

- **Los Angeles to Anaheim** Project Section – Draft EIR/EIS Release

STAY INVOLVED

CALIFORNIA HIGH-SPEED RAIL

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S. Code 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California. Under that MOU, the Authority is the project's lead agency under the National Environmental Policy Act (NEPA).

Bakersfield to Palmdale Project Section

(866) 300-3044

Bakersfield_Palmdale@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

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High Desert Corridor Joint Powers Authority

E-220 HIGH DESERT CORRIDOR

BOARD AGENDA REPORT 10 NCTC October 18, 2021 Board Report 13 High Desert Corridor Update

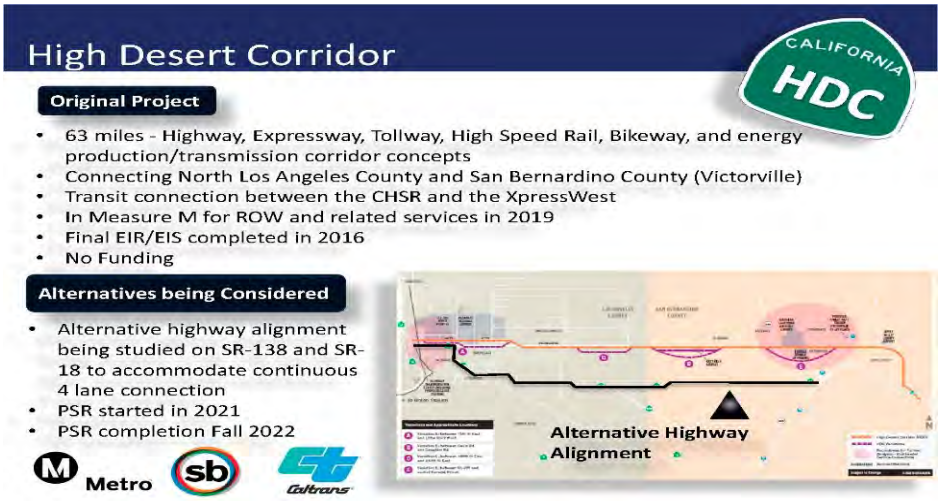
The High Desert Corridor Joint Powers Authority

Date: October 14, 2021
To: The High Desert Corridor Joint Powers Authority Board of Directors (HDC)
From: Arthur V. Sohikian, Executive Director
Subject: **HDC Executive Director Update Report**
Recommended Action: Receive and File Executive Director Update Report

Fiscal Impact: There is no Fiscal Impact. Items discussed in this report have future Fiscal Impact.

HDC Executive Director Report: The HDC should continue to educate and advocate for transportation infrastructure investments from all government and private sector sources to deliver critical mobility options to reverse the decades long transportation equity gap created in the high desert communities of Los Angeles and San Bernardino Counties. Toward that end, the Authority has taken major steps advancing the SR18/SR138 Highway Alternative and Rail Component projects.

HDC Highway Alternative (SR18/SR138) Update



- Metro, SBCTA, Caltrans Districts 7/8 focused on widening SR18/SR138 as a continuous 4-lane highway between the Antelope and Victory Valleys (Victorville/Palmdale) connecting high desert communities in San Bernardino and Los Angeles Counties. SBCTA allocated Measure I funds and Metro allocated Measure M HDC funds for the focused PSR-PDS project development documents with Metro as the lead agency. Study started in June 2021 and is scheduled to conclude Fall 2022.

BOARD OF DIRECTORS

Kathryn Barger
Supervisor, Los Angeles County Fifth District (Chair)

Darrell Dorris
Council Member, City of Lancaster

Steven D. Hofbauer
Mayor, City of Palmdale

Dave Perry
Los Angeles County

Col. Paul Cook (Ret.)
Supervisor, San Bernardino County First District (Vice Chair)

Gabriel Reyes
Mayor, City of Adelanto

Scott Nassif
Council Member, Town of Apple Valley

Debra Jones
Mayor, City of Victorville

HDC Rail Component Status Update

- April 2021, HDC submits Reevaluation petition to Federal Railroad Administration (FRA) and Surface Transportation Board (STB) with positive meetings. HDC objective is to receive the Rail Project Record of Decision (ROD/NOD), Notice of Determination approval in late 2021/early 2022. This will **complete** clearance for the high-speed rail project component and put the HDC Rail Project in position to advance to the next phase, Preliminary Engineering.

- The HDC Rail Project includes changes from the design evaluated in the HDC EIR/EIS document. These changes are necessary to connect to the currently planned California HSR station in the City of Palmdale and to the redesigned Brightline West station in the Town of Apple Valley. The April 2021 Reevaluation will be used by FRA to determine if the prior results set forth in the 2016 HDC EIR/EIS remain valid. HDC staff and consultant team met with FRA in June, August, and September and the HDC Consultant Team has had numerous meetings with the various FRA staff to discuss the Reevaluation.

- In September 2021, FRA, agrees to be Lead NEPA Agency beginning the process to send appropriate notification to agencies to continue the environmental review process. An initial meeting with FRA, the San Manuel Band of Mission Indians, and HDC Staff and Consultant Team occurs on October 12, 2021.

- September 24, 2021, Metro pays the Surface Transportation Board HDC Petition fee to allow the JPA to formally submit the petition with Verified Statement submitted by Executive Director Arthur Sohikian. The Submitted petition is included as Item 5 Correspondence on the October 14, 2021 Agenda

- Metro Board HDC Intercity Rail Service Development Plan & Funding Plan including $3 million of HDC Measure M funds, $1.375 million in CalSTA 2018 Transit Intercity Rail Capital Plan State grant under the Network Integration category, and $625K from Brightline West ($250K in cash and $375K of in-kind contributions) continues. The 2nd Stakeholder Meeting occurred on August 19, 2021, with a turnout of over 55 participants from Los Angeles and San Bernardino Counties, Metro, SBCTA, Caltrans, CalSTA, Metrolink, CA High Speed Rail Authority, AVTA, CPUC, UPRR, Victorville Airport, Cities of Palmdale, Lancaster, Adelanto, Victorville, Town of Apple Valley and Brightline West.

- Metro Regional Rail Department has an Update Item 9 on the October 14, 2021 HDC Agenda.

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

AGENDA REPORT – BOARD ITEM 15
North Los Angeles County Transportation Coalition

Date: October 18, 2021
To: Governing Board Members of the North Los Angeles County Transportation Coalition (NCTC) JPA
From: Arthur V. Sohikian, Executive Director
Subject: **Approve NCTC JPA 2022 BOARD OF GOVERNORS MEETING CALENDAR**

Recommended Action: ***Approve 2022 NCTC Board of Governors Meeting Calendar as follows:***

A. January 24, 2022, 1pm/Antelope Valley (AVTA)
B. April 18, 2022, 1pm/Santa Clarita
C. July 11, 2022, 1pm/Antelope Valley (AVTA)
D. October 17, 2022 1pm/Santa Clarita

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

AGENDA REPORT – BOARD ITEM 16
North Los Angeles County Transportation Coalition

Date: October 18, 2021
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 October 2021 Executive Director Update will cover the following items:

1. NCTC JPA 2021 Work Plan Update.
   President Biden and Congressional Leaders continue to discuss substantial federal investment in Transportation Infrastructure. In March/April 2021, NCTC submitted projects to Senator Alex Padilla and Congressman Mike Garcia (CD25) for federal legislative opportunities. Numerous positive briefings have been held. The NCTC submitted projects for federal legislative investment as follows:

   - ✓ Santa Clarita Quick Fix Circulation and Safety Improvement Project
   - ✓ Lancaster Avenue M SR14 Interchange Project
   - ✓ Palmdale Avenue N SR14 Interchange Project
   - ✓ The Old Road, Segment 1

2. Antelope Valley Line (AVL) Service and Capacity Improvements
   On July 28, 2021, Metro released the Draft Environmental Impact Report (DEIR). NCTC and Member Jurisdictions sent public comment/support letters by the September 10, deadline. The AVL capital projects Final EIR is scheduled for late-2021 and construction could begin by late-2024.

   At the request of the NCTC, Metro Regional Rail presented the estimated AVL Study Phase 2 improvements that will provide 30-minute bi-directional passenger rail service between LA Union Station and Lancaster for an estimated $550 million. NCTC staff will work with our partners at Metro and Metrolink to seek the next cycle of SB1 grants to fund the Phase 2 AVL Improvements.

3. SR14 Traffic Safety Bottleneck Projects
   At the NCTC request, on August 12, 2021, Caltrans District 7 Office of Project and Special Studies released the Approved Project Study Report-Project Delivery Support (PSR-PDS) for the SR14 between Newhall Avenue and Agua Dulce Canyon Road. NCTC, Caltrans, and Metro will seek to leverage the $4.7M Measure M MSP allocated by NCTC to fund the Environmental and Preliminary Engineering Phase which is estimated to cost $30 million of the $170-$200 million approximate construction budget.

4. Metro Long Range Transportation Plan (LRTP) Strategic Project List.
   As part of the Metro Long Range Transportation Plan (LRTP), Metro is seeking input from Subregions on the Strategic Project List. In July 2021, NCTC Member Jurisdictions submitted Strategic Project Lists to Metro with continued dialogue between staffs.
   .
   According to the Metro Strategic Plan Process June 21, 2021, memo:

   > *The LRTP Strategic Project List (SPL) is a list of planned but unfunded Major Transportation Projects and Approved Transportation Programs submitted to Metro from any of the nine Councils of Governments (subregional planning entities known as COGs as identified in the 2020 LRTP), which contribute to increasing mobility and reducing traffic congestion in Los Angeles County.*
   >
   > - *The Major Projects component of the SPL is a list of defined projects that support transit, roadway, bicycle and pedestrian travel, as well as goods movement.*
   > - *The Programs component of the SPL are capital investments only in transportation programs that have been approved by a subregional COG.*
   >
   > *Moving forward, Metro will update the list each time the Short- or Long-Range Transportation Plan (SRTP/LRTP) is updated. The list will be included in or amended into Metro's adopted LRTP.*

5. NCTC JPA to review becoming a full Council of Government (COG)
   At the July 19, 2021 NCTC Board meeting, Members directed the Executive Director and Staff to review the pros/cons of becoming a COG by amending the JPA agreement to include the Planning/Housing scope of services to the JPA. NCTC staff is preparing a COG January 2022 Board Agenda Report that could be implemented with the FY 2022-23 NCTC budget in July 2022.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: **Jane Yu,** Project Manager
Osama Megalla, Project Management
Karl Price, Environmental Planning
Arthur Sohikian, North County Transportation Coalition
Kennth Young, Corridor Management (East)
Jamal Fakih, Corridor Management (East)
Saeideh Sharifzadeh, District 7 DRS Coordinator
D7.CADD.QMS.Workplan@dot.ca.gov
PIDHQ@dot.ca.gov

Date: August 12, 2021
File: 07-LA-14 PM 27.0/41.5
EA: 37240K (0720000165)
Gap Closure/Capacity Improvement

From: **Marco Ruano, Chief**
Office of Project and Special Studies

Subject: **APPROVED PROJECT STUDY REPORT-PROJECT DEVELOPMENT SUPPORT (PSR-PDS)**

Attached you will find PSR-PDS was approved on August 11, 2021.

Should you have any questions, please call Mohamed Ahmed, STE at 213-266-3615 or me at 213-272-8487.

cc: Jane Yu, PM
Project File

07 - LA - 14 – PM 27.0/41.5
0720000165 (EA:37240K)
June 2021

Project Study Report-Project Development Support (PSR-PDS)

To

Request Approval of Project to Proceed to the Project Approval and Environmental Document Phase

On Route 14

Between Newhall Ave UC

And Agua Dulce Canyon Road

APPROVAL RECOMMENDED:

janeyu

Jane Yu, PROJECT MANAGER

APPROVAL RECOMMENDED:

Paul A Marquez

Paul Marquez, DEPUTY DISTRICT DIRECTOR
PLANNING, GOOD MOVEMENT
AND LOCAL ASSISTANCE

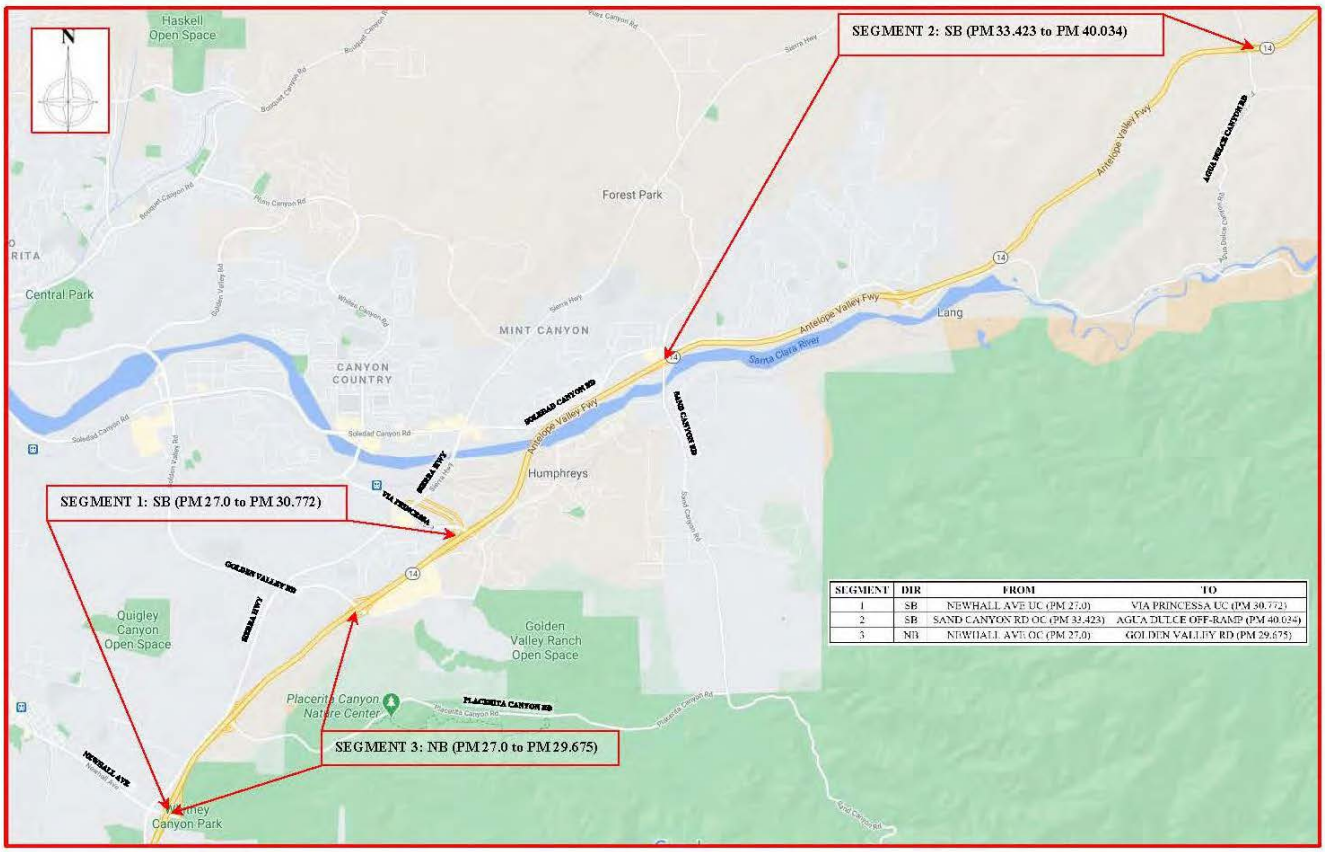
APPROVED:

Tony Tavares, DISTRICT DIRECTOR

08/11/2021

DATE

Vicinity Map



This project study report-project development support has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Fardin Amini 6/30/2021

REGISTERED CIVIL ENGINEER *DATE*

Table of Contents

1.	INTRODUCTION	1
2.	BACKGROUND	2
3.	PURPOSE AND NEED	3
4.	TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT	4
5.	DEFFICIENCIES	9
6.	CORRIDOR AND SYSTEM COORDINATION	9
7.	ALTERNATIVES	10
8.	RIGHT-OF-WAY	14
9.	STAKEHOLDER INVOLVEMENT	14
10.	ENVIRONMENTAL COMPLIANCE	14
11.	FUNDING	16
12.	DELIVERY SCHEDULE	16
13.	RISKS	16
14.	EXTERNAL AGENCY COORDINATION	16
15.	PROJECT REVIEWS	17
16.	PROJECT PERSONNEL	17
17.	ATTACHMENTS	17

1. INTRODUCTION

Project Description:

California Department of Transportation, in cooperation with Northern County Transportation Authority (NCTA), proposed to add a lane on Route 14 at the following locations:

1) From Newhall Ave Undercrossing (PM 27.0) to Via Princessa Undercrossing (PM 30.772) in the southbound direction only (3.772 miles).

2) From Sand Canyon Road (PM 33.423) to Agua Dulce Canyon Road (PM 40.034) in the southbound direction only (6.611 miles).

3) From Newhall Ave Undercrossing (PM 27.0) to Golden Valley Rd. (PM 29.675) on northbound direction only (2.675 miles).

The purpose of this project is to eliminate bottleneck areas within the project limits; thus, improving the safety and operation of the freeway. Traffic volume is forecasted to increase on SR-14 in 2035 and will require additional lanes to accommodate the substantial increase in future travel. The project limits are illustrated in **Attachment A – Project Location Map.**

Project Limits	07- LA - 14 – PM 27.0/41.5
Number of Alternatives	2 (1 no-build alternative & 1 build alternatives)
Current Capital Outlay Support Estimate for PA&ED	$6 million
Current Capital Outlay Construction Cost Range	$129-$168 million
Current Capital Outlay Right-of-Way Cost Range	$1-$2 million
Funding Source	TBD*
Type of Facility	Freeway
Number of Structures (Bridges)	6 Widened
Anticipated Environmental Determination or Document	NEPA: Environmental Impact Statement (EIS) CEQA: Environmental Impact Report (EIR)
Legal Description	In LA County, on I-14 from Newhall Ave UC to Agua Dulce Canyon Rd
Project Development Category	5

*TBD = to be determined

The remaining capital outlay support, right-of-way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. Either a project report or a supplemental PID following the format of a PSR will serve as the programming document for the remaining components of the project. A project report will serve as approval of the "selected" alternative

2. BACKGROUND

In January 2019, the North County Transportation Coalition (NCTC), a Joint Powers Authority (JPA) consisting of the unincorporated areas of North Los Angeles County (5th District), City of Palmdale, City of Lancaster, and City of Santa Clarita, initiated an effort on State Route 14 (SR-14) to improve the movement of people and goods through the North Los Angeles County region.

In collaboration with NCTC, the California Department of Transportation has prepared this Traffic Safety and Operational Analysis Report, which aims to examine the operational conditions on the SR-14, from Interstate 5 (I-5) to Pearblossom Highway / Angeles Crest Highway

The proposed alternative will yield equitable operational, safety, and environmental benefits by installing a standard lane between the bottleneck gaps. The following are proposed installations on the northbound and southbound roadways, respectively, in order of prioritization:

- 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

However, due to budget constraints, only 3 segments were studied in this report. They are:

- 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

- Northbound SR-14

1. Newhall Avenue UC to Golden Valley Road

SR-14 is a major east-west and north-south state route that traverses through Los Angeles County and is used for international, interstate, interregional, and intraregional travel and shipping through an urbanized corridor. Also, it is used as a commuter route.
Route 14 spans a total distance of 53 miles, entirely within Los Angeles County. The constructed portion of Route 14 originates at Route 5 (P.M. 24.79) in the City of Los Angeles and terminates at the Los Angeles / Kern County line (P.M. R 77.01) the City of Lancaster. Route 14 is an

interregional commute corridor that provides access to the Los Angeles Central Business District (LACBD) and other employment centers located south of Route 14. Commuter traffic originated mainly from the Cities of Palmdale, Lancaster, Santa Clarita, and other unincorporated communities within Los Angeles County and the City of Santa Clarita.

Route 14 is an interregional commute corridor that provides access to the Los Angeles Central Business District (LACBD) and other employment attractors located south of Route 14. Commuter traffic originates from the incorporated cities of Palmdale, Lancaster, and Santa Clarita, and Newhall, Canyon Country, Saugus, Valencia are communities within the City of Santa Clarita.

Sulphur Springs, Lang, Pine Tree, Soledad Canyon, Agua Dulce, Vasquez Rocks, Vincent, Acton, Lakeview, and Summit are unincorporated communities within Los Angeles County. Due to a jobs-housing imbalance, most of the residents of these developing corridor communities must commute a relatively long distance to work in outlying areas.

Route 14 provides access to Fox Airport (Lancaster), Palmdale Airport, Agua Dulce Airport, and Edwards Air Force Base. Several recreational points of interest can be accessed from the Route 14 corridor. These include Alpine Butte Wildlife Sanctuary, Palmdale Reservoir, Placerita Canyon State Park, Angeles National Forest, Vasquez Rocks County Park, Los Padres National Forest, Lake Hughes Recreational Area, and the eastern Sierra Nevada Mountains.

Route 14 is part of the National Highway System (NHS), The Strategic Highway Corridor Network (STRAHNET), and the Interregional Road System (IRRS).

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to eliminate bottleneck locations, improve safety and improve operational capacity due to future traffic demands for SR-014.

Major objectives considered in developing the project include improving traffic flow, reducing travel delay, increasing travel time reliability, accommodating future traffic growth, and improving safety.

Need:

Several segments of this roadway are currently operating at near or over-capacity with a Level of Service (LOS) “E” or “F” during peak periods. Motorists are experiencing considerable travel time delays within the study area due to the traffic demand exceeding the roadway capacity, especially during the AM and the PM peak hours. The freeway is congested during peak period due to drop off lanes that cause bottlenecks on the freeway which cause weaving and merging near the interchanges.
Backups onto the mainline lanes are creating a rippling effect of downgrading the operations of the on and off-ramps, resulting in unfavorable weaving and merging maneuvers for traffic

connecting to or exiting the mainline, adding to motorists' frustration, and, consequently, a higher accident rate and reduced safety and operation throughout this corridor.

With the expected increase in traffic demand due to ambient growth and/or planned developments within the neighboring communities and beyond, the no-build alternative would render large segments of the route to operate at an unacceptable level of service
by the 2040 design year, further, through diversion, poor operational performance of this route would also negatively influence other roadway segments that are parallel and outside the project limits.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

The number of mainline mixed-flow lanes and the lane transition boundaries described below for north and southbound SR-014 are approximate.

1. Northbound Freeway Lane Configuration

   The northbound SR-014 is an approximately 29.6 mile stretch of freeway divided into 13 freeway segments, as shown in Table 1.

   Northbound State Route 014 starts as 5 mixed-flow lanes, then transitions to 4 mixed-flow lanes at the Newhall Avenue off-ramp. At the Newhall Avenue undercrossing, the mixed flow mainlines consist of 3 lanes.

   Between the Golden Valley Road overcrossing and Cedar Valley Way overcrossing, there is an auxiliary lane and 3 mixed-flow lanes.
   In the vicinity of Via Princessa, there are 3 mixed-flow lanes until up to the Sand Canyon Road off-ramp, where the mixed flow mainline reduces from 3 lanes to 2 from there to the Soledad Canyon Road undercrossing.

   From Soledad Canyon Road undercrossing, the mainline increases from 2 lanes to 3 lanes continuing to the Puritan Mine Road undercrossing, where the mixed-flow lanes reduce to 2 lanes. Between the Crown Valley Road on-ramp and the Santiago Road off-ramp, there is a short segment with 3 mixed-flow lanes; however, there are generally 2 lanes in this segment.

   The mixed-flow freeway segment then widens to 3 lanes at Sierra Highway, overcrossing for approximately 2 miles, then reducing back to 2 lanes approaching Mountain Spring Road overcrossing continuing to Pearblossom Highway and off-ramps to the north, which is also the terminus of the study segment.

Table 1 - Northbound SR-014 Lane Configuration

Segment #	Location Description	Number of lanes	Length (mi)
1	I-005/SR-014 - Newhall Avenue off-ramp	5	2.07
2	Newhall Avenue off-ramp - Newhall Avenue U.C.	4	0.19
3	Newhall Avenue U.C. - Golden Valley Road O.C.	3	2.63
4	Golden Valley O.C. - Cedar Way O.C.	4	0.87
5	Cedar Way O.C. - Via Princessa	3	0.34
5	Via Princessa - Sand Canyon Road O.C.	3	2.34
6-7	Sand Canyon Road O.C. - Soledad Canyon Road U.C.	2	2.48
8	Soledad Canyon Road U.C. - Puritan Mine Road U.C.	3	10.02
9	Puritan Mine Road U.C. - Crown Valley Road	2	2.88
10	Crown Valley Road - Santiago Road	2	1.93
11	Santiago Road - Sierra Highway O.C.	2	1.64
12	Sierra Highway O.C. - Mountain Spring Road	3	1.63
13	Mountain Spring Road - Pearblossom Hwy	2	0.58

2. Southbound Freeway Lane Configuration

The southbound SR-014 is an approximately 33.4 mile stretch of freeway divided into 12 freeway segments, as shown in Table 2.

The southbound segment of SR-014, from Avenue S to Pearblossom Highway, consists of 3 mixed-flow lanes, which transitions to 2 lanes south of the Pearblossom Highway off-ramp for over an eleven-mile stretch to Escondido Canyon Road.

The 2 mixed-flow lanes continue until they reach the Escondido Canyon Road overcrossing, where the freeway widens into 3 lanes. From this point, the mixed flow mainline reduces to 2 lanes for approximately 2 miles.
Upon reaching the Agua Dulce Canyon Road on-ramp location, the freeway mainline adds a lane and becomes a 3-lane mixed-flow mainline for approximately 0.65 miles before being reduced to 2 lanes flow mainline for about 5.6 miles.

At the Sand Canyon Road overcrossing, the freeway widens to 3 mixed-flow lanes, and at the Via Princessa undercrossing, the freeway widens again to 4 lanes for approximately 1 mile.

Following this segment, the freeway mainline drops back down to 3 lanes at the Golden Valley Road off-ramp for approximately 2.89 miles.
At the Newhall Avenue undercrossing, the freeway widens back to 4 lanes, and at the Newhall Avenue on-ramp, the mixed-flow mainline widens to 5 lanes up to the I-005/SR-014 split.

The 5 mixed-flow SR-014 lanes transition to 3 mixed-flow lanes to southbound I-005 and 1 mixed-flow lane to northbound I-005, and a truck lane at the freeway interchange.

Table 2 - Southbound SR-014 Lane Configuration

Segment #	Location Description	Number of lanes	Length (mi)
1	Avenue S - Pearblossom Hwy off-ramp	3	3.70
2	Pearblossom Highway off-ramp - Escondido Canyon Road O.C.	2	11.18
3	Escondido Canyon Road O.C. - Lane reduction	3	1.99
3	Lane reduction - Agua Dulce Canyon Road on-ramp	2	1.65
4-5	Agua Dulce Canyon Road on-ramp - Lane reduction	3	0.65
6-7	Lane reduction - Sand Canyon Road O.C.	2	5.57
8	Sand Canyon Road O.C. - Via Princessa U.C.	3	2.53
9	Via Princessa U.C. - Golden Valley Road off-ramp	4	0.96
10	Golden Valley Road off-ramp - Newhall Avenue U.C.	3	2.89
11	Newhall Avenue U.C. - Newhall Avenue on-ramp	4	0.15
12	Newhall Avenue on-ramp - I-005/SR-014	5	2.11

The following tables summarize the Level of Service (LOS) with improvement and without improvement (more detailed information sees **Attachment E- Traffic Safety and Operational Analysis Report).**

EXISTING LEVEL OF SERVICE- Northbound SR-14

Location	PM	One-way VHD	Speed	# of Lanes	Density	LOS
I-005/SR-014	24.8	7,460	45	5	33	E
Newhall Ave UC	27.0	7,460	19	5 to 4	116	F
Placerita Canyon Road	28.1	6,650	38	3	69	F
Golden Valley Rd. OC	29.7	6,050	52	3	34	D
Via Princessa	30.9	4,990	53	3	37	E

EXISTING LEVEL OF SERVICE- Southbound SR-14

Location	PM	One-way VHD	Speed	# of Lanes	Density	LOS
Escondido Canyon Rd. OC	43.2	4210	58	2 to 3	22.33	C
Aqua Dulce Canyon Rd.	40.0	4210	54	3 to 2	36.50	E
Soledad Canyon Road	35.7	3570	47	2	44.98	F
Sand Canyon Road	33.4	4380	52	2 to 3	37.90	E
Via Princessa	30.9	4990	24	3	84.99	F
Via Sierra HWY	30.5	5100	21	3	97.14	F

Golden Valley Road	30.0	6050	18	3	116.67	F
Placerita Road	28.1	6870	23	3	91.30	F
Newhall Ave UC	27.0	7460	49	3 to 4	45.04	F

20 YEAR PROJECTED LEVEL OF SERVICE- Northbound SR-14

Location	PM	One-way VHD	# of Lanes	LOS
I-5/-14	24.8	9700	5	F
Newhall Ave UC	27.0	9700	5 to 4	F
Placerita Canyon Road	28.1	8600	3	F
Golden Valley Rd. OC	29.7	7900	3	F
Via Princessa	30.9	6500	3	F

20 YEAR PROJECTED LEVEL OF SERVICE- Southbound SR-14

Location	PM	One-way VHD	# of Lanes	LOS
Escondido Canyon Rd. OC	43.2	5900	2 to 3	E
Aqua Dulce Canyon Rd.	40	5900	3 to 2	F
Soledad Canyon road	35.7	5000	2	F
Sand Canyon Road	33.4	6100	2 to 3	E
Via Princessa	30.9	7000	3	F
Via Sierra HWY	30.5	7100	3	F
Golden Valley Road	30	8500	3	F
Placerita Road	28.1	9600	3	F
Newhall Ave UC	27	10400	3 to 4	F

LEVEL OF SERVICE WITH IMPROVEMENT- Northbound SR-14

Location	PM	One-way VHD	Speed	# of Lanes	Density	LOS
I-5/-14	24.8	7100	45	5	39	E
Newhall Ave UC	27.0	7100	19	5 to 4	116	F
Placerita Canyon Road	28.1	6650	65	4	30	D
Golden Valley Rd. OC	29.7	6050	60	4	33	D
Via Princessa	30.9	4990	53	3	37	E

LEVEL OF SERVICE WITH IMPROVEMENT- Southbound SR-14

Location	PM	One-way VHD	Speed	# of Lanes	Density	LOS
Escondido Canyon Rd. OC	43.2	4210	58	3	22.33	C
Aqua Dulce Canyon Rd.	40	4210	63	3	31.26	D
Soledad Canyon road	35.7	3570	61	3	34.66	D

Sand Canyon Road	33.4	4380	63	3	31.28	D
Via Princessa	30.9	4990	24	3	84.99	F
Via Sierra HWY	30.5	5100	35	3	58.29	F
Golden Valley Road	30	6050	30	4	70.00	F
Placerita Road	28.1	6870	40	4	53.75	F
Newhall Ave UC	27	7400	51	4	42.92	E

A. OPERATIONAL ANALYSIS

Due to regulatory changes to the CEQA Guidelines that implemented SB 743, an analysis involving Vehicles Miles Traveled (VMT) will need to be studied in the Project Approval and Environmental Document (PAED) phase using a Travel Demand Model. Moreover, impacts identified in the VMT analysis may require mitigation measures and complete street elements.

The build alternative will improve traffic flow within the project limits by closing the bottleneck gaps that create congestion at the lane drop locations.
Providing continuous and consistent mixed-flow lanes in each direction of travel within the project limits is expected to alleviate congestion associated with lane drop locations.

Closing the bottleneck gaps, the proposed alternatives (as described later in **Section V**) will satisfy the need to accommodate future traffic growth and improve traffic flow on SR-014, between I-005 and the Pearblossom Highway/Angeles Crest Highway.

Due to the project's scope, which includes road widening, it is anticipated that some ramps will be impacted and may require additional ramp metering.
- Office of Intelligent Transportation may need to install new equipment devices.

B. TRAFFIC COLLISIONS

The Traffic Accident Surveillance and Analysis System (TASAS) Selective Accident Retrieval (TSAR) for the last three-year period indicated total of 1673 accidents (All Accidents – based on TSAR – Accident Summary). A summary of the types of collisions and associated factors are listed below:

Type of Collisions	**Number of Collisions**	**Percent***
Rear End	870	52.0
Sideswipe	298	17.8
Hit Object	391	23.3
Broadside	73	4.4
Overturn	21	1.3
Head-on	6	0.4
Auto-Pedestrian	1	0.1

Other/not stated	13	0.7

Based on three-year Accident Data from 01/01/2014 to 12/31/2016, including ramps
Note: * Percent of Total Number of accidents
o Collision Rates (based on Table B – Selective Accident Rate Calculation) The three-year period from 01/01/2014 to 12/31/2016:

County-Route (Post Mile Range)	**Number of Accidents**			**Actual Rate (Acc/Million Vehicle Miles)**			**Average Rate (Acc/Million Vehicle Miles)**		
LA-14	F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]
PM R24.8-R39.0	4	568	1576[4]	0.002	0.28	0.79	0.004	0.22	0.68

Notes:
1. For fatal accidents, 2. For fatal accidents plus injury accidents, 3. For all reported accidents,
4. For the total number of accidents on the mainline, it is excluding the ramps.

5. DEFICIENCIES

An operational analysis **(see attachment E- Traffic Safety and Operational Analysis Report)** was performed throughout this stretch of freeway, which operates at a Level Of Service (LOS) of F during peak periods; LOS F represents a breakdown condition where conditions are stagnant, and the number of arriving vehicles is more significant than those departing. The northbound roadway experiences congestion conditions during the evening (PM) peak period. There are four (4) prominent bottleneck locations between I-5 and Golden Valley Road, Via Princessa undercrossing (UC) to the north of Sand Canyon Road and Agua Dulce Canyon Road to Puritan Mine Road. The average queue lengths and daily delays are 3.5 miles and 500 vehicle hours delay, respectively. The southbound roadway experiences similar conditions during the morning (AM) peak period. There are five (5) prominent bottleneck locations between Agua Dulce Canyon Road and Soledad Canyon Road, and Sand Canyon Road to I-5. The average queue lengths and daily delays are 3.3 miles and 398 vehicle hours delay, respectively.

6. CORRIDOR AND SYSTEM COORDINATION

The proposed improvement is consistent with Caltrans Mission, Vision, and Goals as it will provide for a safer transportation system for workers and users. A safer transportation system is reflected in the approved District System Management Plan, Transportation Concept Report, and Corridor System Management Plan.

Table 6-1: LA-14 Future Projects to be Considered

EA	Project Description	Project Limits	Contract Acceptance Date
29420	Widen NB off-ramp	R28.1	07/22/22
28360	High Speed Rail	R59.0/R77.0	12/30/22
34480K	Roadway Rehabilitation, Multi-Asset.	R24.7/R77.1	01/08/25
31110	Roadside Safety Improvement	R54.3/R72.1	12/31/21
31080	Roadside Safety Improvement	R24.8/R31.4	12/01/20
32000	Roadside Safety Improvement	R31.4/R54.31	09/01/22
33960	Protective Betterment, Regrade Existing Slope SB Side	R28/R29	07/01/27
3W450	PCC grind, Slab Repair, CPOL Shoulders, Dig out, Slurry Seal Ramps	R32/R60.7	07/15/19
3W460	Dig out, Slurry Seal, Cold Plane, and Overlay	R27/R29.85	09/15/20
34280	Slope Repair/Retaining Wall Construction	R27/R28.1	09/27/24

Regional Planning

Although transit projects are not analyzed in this PSR, two rail projects are currently being studied along corridors included in this Network PSR:

The proposed California High-Speed Rail system would operate in the SR-14 Corridor from SR 58 to I-5.

Future CHSRA station could be located near SR 14 in Palmdale.

The proposed High Desert Corridor includes a potential rail component.

7. ALTERNATIVES

This PSR-PDS includes one viable build alternatives and one no-build alternative.

7A. ALTERNATIVE 1 – NO BUILD

Alternative 1 represents the No-Build scenario and would not result in any project improvements on Route 14 within the project limits.

7B. ALTERNATIVE 2 – BUILD ALTERNATIVE

Alternative 2 – Add a standard lane to the freeway mixed-flow lane drop locations in each direction of SR-014 within the project study limits. **(Attachment C - Schematic Layout)**

This alternative is expected to increase the freeway mainline capacity in both directions and improve the facility's level of service, which will enhance the quality of life, reduce delay and greenhouse gas emissions, increase reliability, etc. Implementing this alternative would increase the operational capacity of the freeway mixed-flow lanes and interchanges for both directions of SR-014 and will improve safety by addressing and minimizing the total accident rates associated with those freeway segments.

Proposed Improvements for Southbound SR-014 Priorities:

1. From the Via Princessa undercrossing (≈P.M. 30.722), start adding a lane and maintain the auxiliary lane between Via Princessa and Golden Valley Road and continue the added lane to the Newhall Avenue undercrossing (≈P.M. 27.0) for a total distance of approximately 4 miles (4 MFL + 1 HOV).

2. Just north of the Agua Dulce off-ramp (≈P.M. 40.034) to the Sand Canyon Road overcrossing (≈P.M. 33.423), make it a continuous 3 MFL + 1 HOV for a total distance of approximately 8 miles.

Proposed Improvement for Northbound SR-014 Priorities:

1. From the Newhall Avenue undercrossing (≈P.M. 27.0) to Golden Valley Rd. (≈P.M. 29.675), add a lane to make 4 MF L+1 HOV while maintaining the auxiliary lane from the Golden Valley Road on-ramp to the Sierra Highway off-ramp for approximately 2.7 miles.

The proposed improvement also includes realigning ramps, widening structures, constructing retaining walls, and modifying drainages.

Table 7.1 Structures within the project limits:

Structures	**Post Mile**	**Width Between Curbs***	**Vertical Clearance***	
Name Number	PM	Exist (ft)	Exist (ft)	HDM 309.2 (Standard) (ft)
NEWHALL AVENUE UC 53-2070	27.0	149.9	17.0	15.0
NEWHALL AVENUE UC 53-2070S	27.0	36.1	15.7	15.0
PLACERITA CANYON ROAD UC 53-2076	28.1	80.7	16.3	15.0
GOLDEN VALLEY ROAD OC 53-2066	29.3	82.0	17.4	16.5
CEDAR VALLEY WAY OC 53-2171	30.6	40.0	16.0	16.5
SIERRA HIGHWAY UC 53-2180K	30.7	36.1	21.5	15.0
SAND CANYON RD OC 53-2816	33.4	83.97	17.5	16.5
OAK SPRING ROAD UC 53-1539	33.9	132.0	15.2	15.0
TICK CANYON WASH 53-1547	35.3	131.8	-	-
SOLEDAD CANYON ROAD UC 53-1549	35.7	131.8	15.3	15.0
SPRING CANYON ROAD UC 53-1540	36.5	132.0	15.9	15.0
AGUA DULCE ROAD UC 53-1541R	39.85	132.0	15.9	15.0

For the above build alternatives, FHWA involvement may be required. Any proposed modifications to the highway access control (such as at arterial interchanges) may necessitate CTC action. There are many existing nonstandard features within the project limits. These features will be investigated in the PAED phase

Table 7-2 summarizes proposed nonstandard design features and their probability of design exception approval. Further analysis will be performed in the PA/ED phase to determine which specific locations will have nonstandard features. Design Standard Decision Documents for exceptions to design standards will be prepared to document nonstandard features before completing the project's PA/ED phase. There is potential for purchasing additional R/W where nonstandard features cannot be justified. Various lane and ramp closures may be required to build alternatives, and potential

agency limitations on allowing said closures could impact the project schedule and cost. Cost estimates vary by route, alternative, and design exception. For vertical clearance tables and cost, information sees **Attachment D – Alternative Cost Estimates.**

Table 7-2: Design Standard Risk Assessment for Alternative 2

Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Design Exception Approval (None, Low, Medium, High)	Standard	Existing/ Proposed*	Justification for Probability Rating
309.2 Vertical Clearance	Medium	16.5' for freeway 15' for local roads	<16.5' <15'	1) Reconstruction cost for structures for freeway and local streets. 2) Inconvenience for the surrounding community during construction. 3) Right-of-way acquisition including 4F impacts 4) Environmental impacts such as stream access or impacting waterways

*Existing non-standards are ameliorated where possible, but some may be included in the proposed design.

The following reports will be completed during the PA&ED phase:

- Right of Way Data Sheets including Utility Information Sheet and Railroad Information Sheet
- Advance Planning Study for all bridges and non-standard retaining walls
- Preliminary Material Report and foundation design reports
- Life Cycle Cost Analysis for pavement design
- Preliminary Drainage Report to address existing and proposed hydrology and hydraulic designs
- Structure Preliminary Geotechnical Report
- Storm Water Data Report
- Rapid Stream Assessment (RSA)
- Existing Traffic Data Inventory Memorandum
- Traffic Forecasting and Operations Analysis Methodology Memorandum
- Noise Abatement Decision Report
- Transportation Management Plan and Ramp Closure Study
- Air Quality Study Report (including Greenhouse Gas emission)
- Hazardous Waste/Aerially Deposited Lead Site Investigation Report
- Relocation Impact Memorandum

8. RIGHT-OF-WAY

This project is anticipated to construct within Caltrans Right of Way. Right of Way easement might be required and will be determined in the next phase.

Utilities:

Although major utilities within the Project area have not been identified, field identification of these utilities by potholing and coordination with the utility owners during the subsequent phases is recommended to verify that potential utility relocation and associated schedule and cost impacts

Railroad:

The Southern California Railroad (SCRR) and Union Pacific Railroad (UPRR) railroad facilities cross SR 14 at Humphreys Undercrossing (Br: 53-2029L) (PM R31.65).

9. STAKEHOLDER INVOLVEMENT

The list of agencies along each of the study corridors is summarized below.

Stakeholders within Project Limits
SR-14(S-N)
CALTRANS DISTRICT 07
THE NORTH COUNTY TRANSPORTATION COALITION (NCTC)
CITY OF PALMDALE
CITY OF LANCASTER
CITY OF SANTA CLARITA
METRO
SCAG
LOS ANGELES COUNTY

10. ENVIRONMENTAL COMPLIANCE

The anticipated environmental documentation and list of technical studies are based on the Mini-Preliminary Environmental Analysis Report (Mini-PEAR) conducted for this PSR-PDS. The Mini-PEAR **(Attachment F - Preliminary Environmental Analysis)** includes qualitative discussions about potential impacts related to Alternative 2, which is the 'worst case' scenario relative to the proposed project cross-section and possible right of way needs.

10.1 ANTICIPATED LEVEL OF ENVIRONMENTAL DOCUMENT

NEPA: Based on the worst-case scenario (Alternative 2) and a macro-level review of readily available information, the anticipated NEPA documentation would be an Environmental Impact

Statement (EIS). The level of NEPA document may be lowered to an Environmental Assessment (EA) if technical studies indicate there is not a significant impact.
CEQA: Based on the worst-case scenario (Alternative 2) and a macro-level review of readily available information, the anticipated CEQA documentation would be an Environmental Impact Report. The level of the CEQA document may be lowered to an Initial Study (IS) if technical studies indicate there is no significant impact on any resource topics.

10.2 ANTICIPATED ENVIRONMENTAL TECHNICAL STUDIES

The following list of technical reports are anticipated to be required in support of the environmental documentation for the project:

- Air Quality Report (AQR)
- Noise Study Report (NSR)
- Noise Abatement Decision Report (NADR)
- District Preliminary Geotechnical Report (DPGR)
- Hazardous Waste Initial Site Assessment (ISA)
- Site Assessment (SI)
- Historic Resource Evaluation Report (HRER)
- Historic Property Survey Report (HPSR)
- Archaeological Survey Report (ASR)
- Memorandum of Agreement (MOA)
- Finding of Effect (FOE)
- Natural Environmental Study (NES)
- Wetland Study
- Biological Assessment/Effects Analysis Report
- Water Quality Technical Report
- Location Hydraulic Study
- Storm Water Data Report (SWDR)
- Community Impact Assessment (CIA)
- Growth-Related, Indirect Impact Analysis

Permits include, but are not limited to the following:

- 1602 Streambed Alteration Agreement - California Department of Fish and Wildlife (CDFW)
- 401 Permit - Regional Water Quality Control Board (RWQCB) and State Water Quality Control Board (SWRCB)
- 404 Permit - U.S. Army Corps of Engineers (USACE)
- Oak Tree Permit - Los Angeles County

Attachment F Preliminary Environmental Analysis is including the rationale for the listed reports and a table of which project segments are likely to require which reports.

11. FUNDING

Funding for this project has not been identified.

Capital Outlay Project Estimate

	Range of Estimate		STIP Funds		Other Funds	
	Construction	**Right-of-Way**	**Construction**	**Right-of-Way**	**Construction**	**Right-of-Way**
Alternative 2	$129 to 168 Million	$1 to 2 Million	TBD	TBD	TBD	TBD

The detail available to develop these capital outlay project estimates is only accurate within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds. See **Attachment D – Cost Estimates.**

Capital Outlay Support Estimate

Capital outlay support estimate for programming PA&ED for this project is $6 million. This is based on the assumption that the project will begin at the date shown in the delivery schedule below. This estimate will need to be revisited if otherwise. The support estimate beyond PA&ED will depend on the alternative chosen for the project; therefore, the amount cannot be determined at this stage.

12. DELIVERY SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	01/28/2022
BEGIN ENVIRONMENTAL	M020	03/21/2022
CIRCULATE DED EXTERNALLY	M120	09/12/2024
PA & ED	M200	03/21/2025

13. RISKS

Key risk categories identified include Environmental impact, Design changes, Constructability and Differing Site Conditions, and Right-of-Way and utility impacts. These risks can potentially delay the start of construction in addition to increases in project cost and schedule delay.
The PA&ED phase shall include risk management techniques to address these risks, including avoiding, mitigating, and accepting risks.

14. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project is considered a Delegated Project in accordance with the current FHWA and California Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

The project requires the following coordination:

US Army Corps of Engineers Department of the Army Permit for Clean Water Act Section 404 Rivers and Harbors Act of 1899 Section 9 Rivers and Harbors Act of 1899 Section 10 General Permits (Regional Permit, Nationwide Permit or Programmatic Permit) Standard Permits (Individual Permit or Letter of Permission) Section 9 Permit.
Los Angeles County of Public Works (LACPW).

Freeway segments are crossing over creeks/rivers that are under County jurisdiction.

California State Lands Commission California Public Resources Code Division 6 Permit.

California Transportation Commission AB 194 tolling authority.

Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification Stormwater Construction Permit.

South Coast Air Quality Management District (SCAQMD) Rules 403, 1043, and 11666.

Local Agency
Various Cities Encroachment Permit.

Railroads
Railroad Agreement for at-grade or separated-grade crossings separated-grade crossings.

15. PROJECT REVIEWS

Project Manager Jane Yu Date 04/23/2021

16. PROJECT PERSONNEL

A. Caltrans District 7

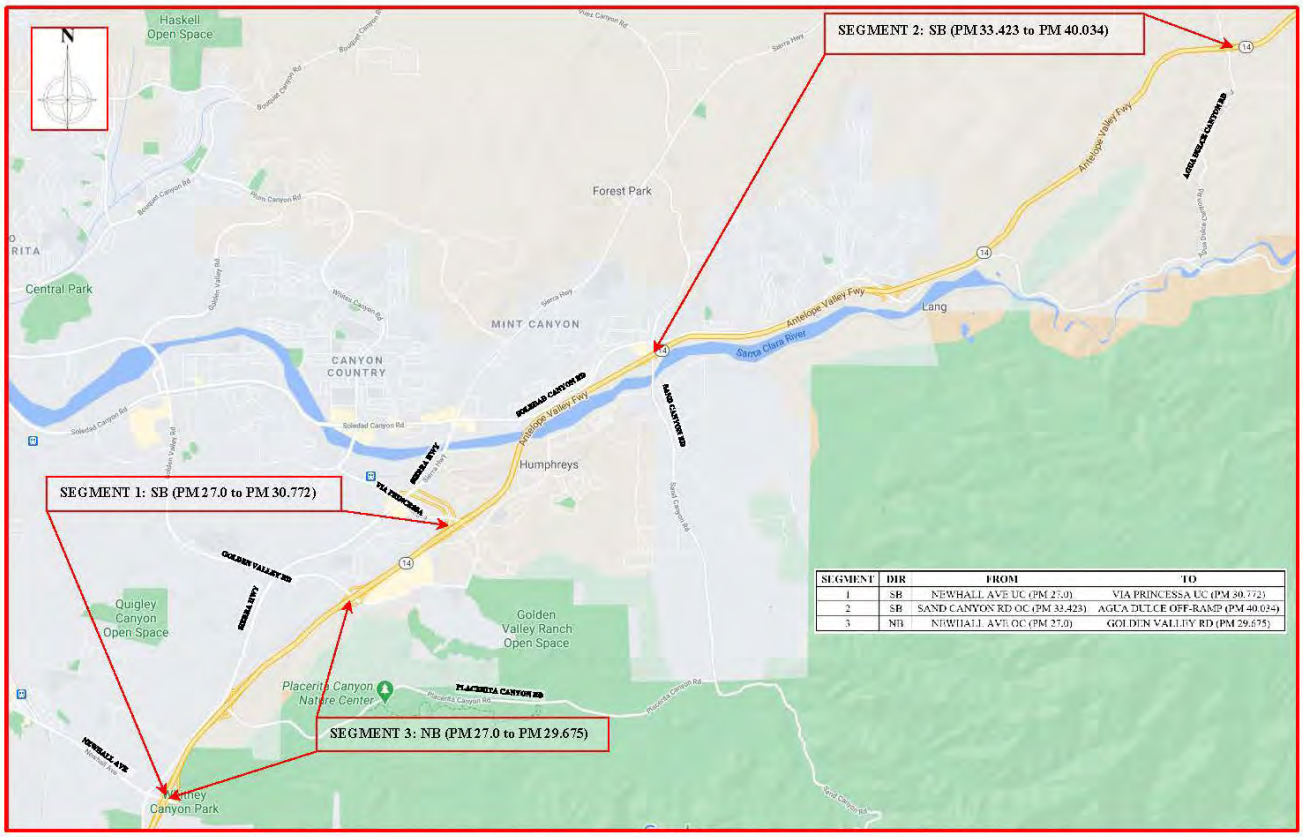
Osama Megalla	Project Management, Office Chief	(213) 792-2999
Jane Yu	Project Manager	(213) 760-6906
Marco Ruano	Office of Project and Special Studies, Office Chief	(213) 897-9863
Mohamed Ahmed	Senior Transportation Engineer	(213) 266-3615
Fardin Amini	Project Engineer	(213) 266-3642
Karl Price	Environmental, Office Chief	(213) 266-3822

17. ATTACHMENTS

A. Location map (1)
B. Cross Section (1)
C. Schematic Layout (1)
D. Preliminary Cost Estimate (3)

E. Signed Traffic Safety and Operational Analysis Report (42)
F. Preliminary Environmental Analysis
G. Project Initiation Proposal (PIP) (1)

A. Location map

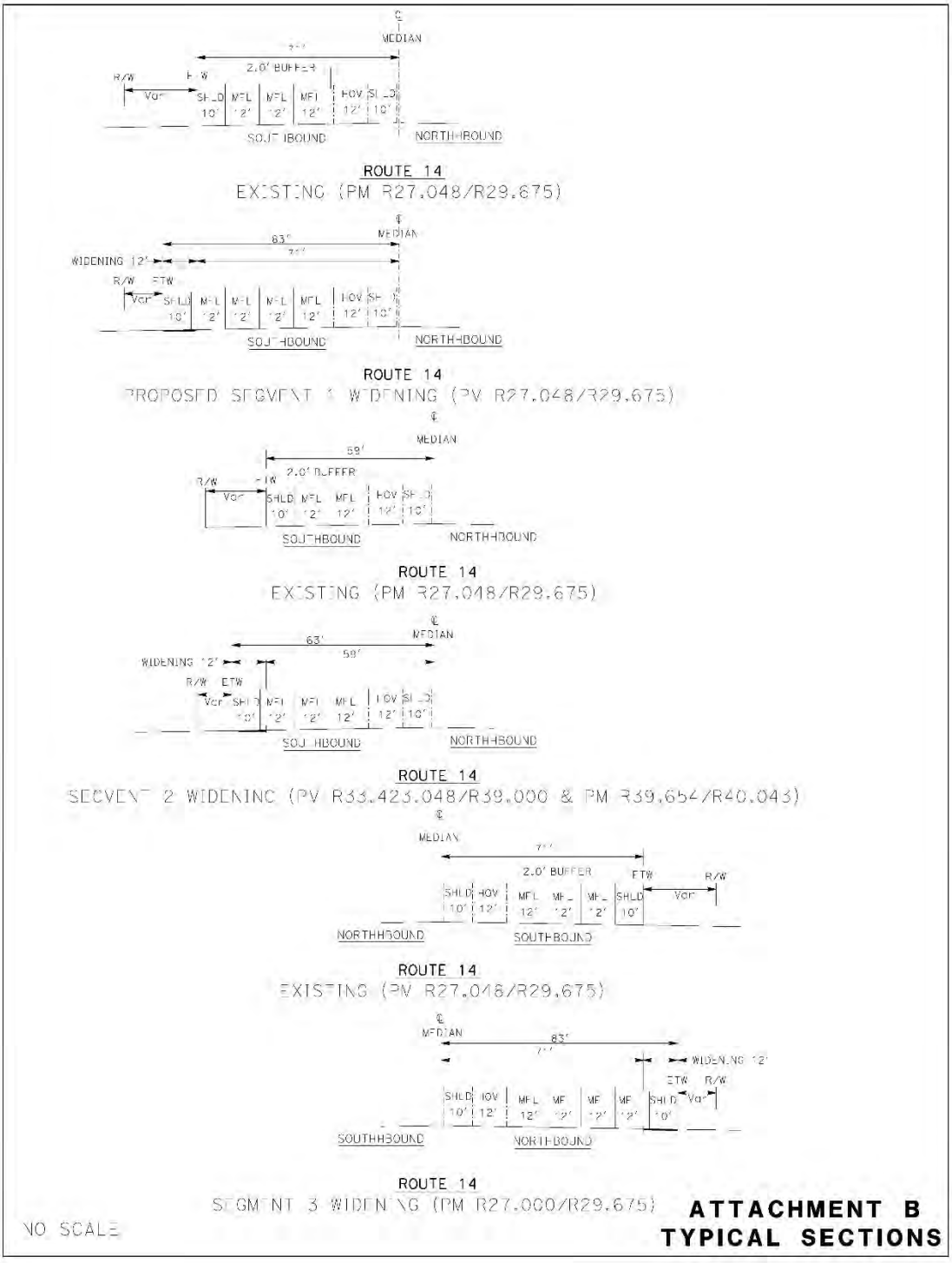


SEGMENT	DIR	FROM	TO
1	SB	NEWHALL AVE UC (PM 27.0)	VIA PRINCESSA UC (PM 30.772)
2	SB	SAND CANYON RD OC (PM 33.423)	AGUA DULCE OFF-RAMP (PM 40.034)
3	NB	NEWHALL AVE OC (PM 27.0)	GOLDEN VALLEY RD (PM 29.675)

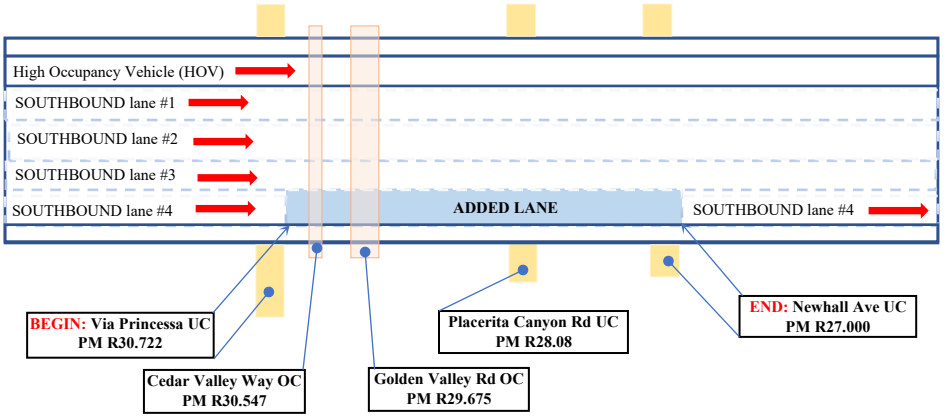
Project ID (EA): 072000165 (37420K)

ATTACHMENT A
PROJECT LOCATION MAP

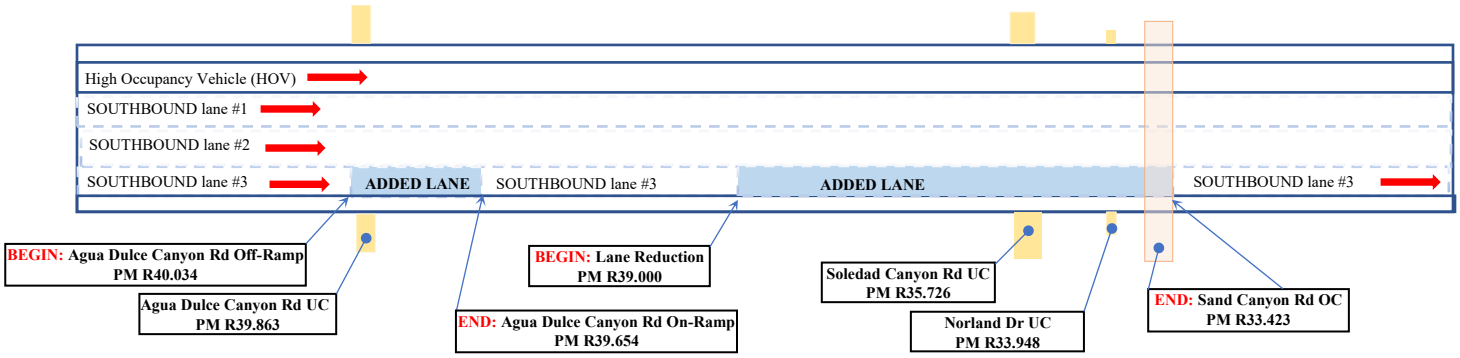
Attachment B
Cross Section


MEDIAN
2.0' BUFFER
R/W
Var
SHLD 10'
MFL 12'
MFL 12'
MFL 12'
HOV 12'
SHLD 10'
SOUTHBOUND
NORTHBOUND
ROUTE 14
EXISTING (PM R27.048/R29.675)
83'
WIDENING 12'
ETW
SHLD 10'
MFL 12'
HOV 12'
ROUTE 14
PROPOSED SEGMENT 1 WIDENING (PM R27.048/R29.675)
59'
63'
ROUTE 14
EXISTING (PM R27.048/R29.675)
ROUTE 14
SEGMENT 2 WIDENING (PM R33.423.048/R39.000 & PM R39.654/R40.043)
ROUTE 14
EXISTING (PM R27.048/R29.675)
ROUTE 14
SEGMENT 3 WIDENING (PM R27.000/R29.675)
NO SCALE
ATTACHMENT B
TYPICAL SECTIONS

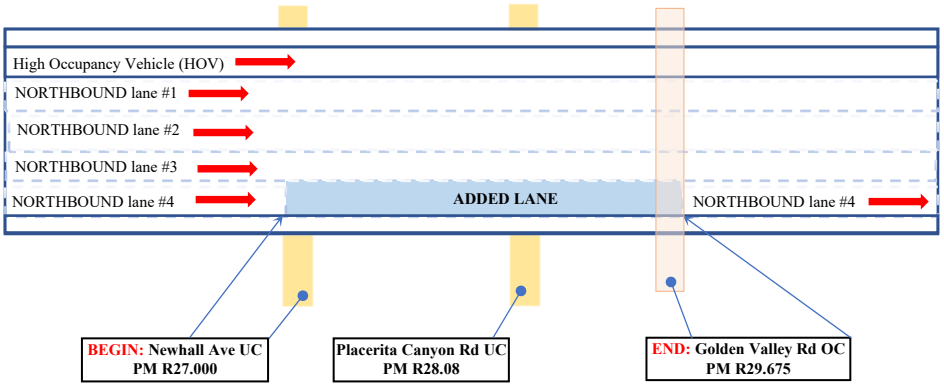
Attachment C
Schematic Layout



Southbound Segment 1 (PM R29.675 to PM R27.048)



Southbound Segment 2 (PM R40.034 to PM R39.654 & PM R39.000 to PM R33.423)



Northbound Segment 3 (PM R27.000 to PM R29.675)

No Scale

ATTACHMENT C
LA-14 SCHEMATICS
ALTERNATIVES 1

Attachment D
Preliminary Cost Estimate

Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co – Rte. 07 – LA -134

PM 27.0/41.5

Program Code

Project Number EA:37240K

Month/Year April/2021

PROJECT DESCRIPTION:

Limits LA-14, Agua Dulce Canyon Road to Newhall Avenue

SB PM 40.034 to PM 39.426, SB PM 39.00 to PM 33.426, NB PM R27.048 to R29.675

Proposed Improvement (Scope) Construct outside lane Gap Closures

Alternate Alt 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 111 to 135M
TOTAL STRUCTURE ITEMS	$ 15 to 27M
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 3 to 6M
SUBTOTAL CONSTRUCTION COSTS	$ 129 to 168M
TOTAL RIGHT-OF-WAY ITEMS	$ 1 to 2M
TOTAL PROJECT CAPITAL OUTLAY COSTS	**$ 130 to 170M**

I. ROADWAY ITEMS

	Average Cost per Lane Mile		Number of Lane Miles	Total Cost
Total Cost	9 Million to 11 Million	X	12.304	=110.74 to 135.34 Million

Explanation:
Roadway item, Excavation, Roadway Structures, retaining walls, drainage.

TOTAL ROADWAY ITEMS **$ 111 to 135 Million**

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	Newhall Ave UC	Placerita Canyon UC	Algua Dulce Canyon UC
Total Cost for Structure	3 to 5 Million	3 to 5 Million	3 to 5 Million

	Structure (4)	Structure (5)	Structure (6)
	Tick Canyon UC	Soledad Canyon Rd UC	Spring Canyon Rd UC
	3 to 5 Million	3 to 5 Million	3 to 5 Million

Explanation:
Widening Bridges.

TOTAL STRUCTURE ITEMS **$ 15 to 27 Million**

III. ENVIRONMENTAL MITIGATION

	Unit		Unit Price	Item Cost
Environmental Mitigation	LS	X	1	= $3 to 6 Million

Explanation:
Assumption: 15% of the total Roadway Items (Construction, Treatment, and DPP)

TOTAL ENVIRONMENTAL MITIGATION ITEMS **$3 to 6 Million**

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$0 Million
B. Utility Relocation (State share)	$1 to 2 Million

Anticipated Date of Right-of-Way Certification _____
(Date to which values are escalated)

Explanation:
Assumption:
Acquisition Right of Way: %15 of the total Roadway Item.
Utility Relocation: %10 of the total Roadway Item.

TOTAL RIGHT-OF-WAY ITEMS **$1 to 2 Million**

Attachment E
Signed Traffic Safety and Operational Analysis Report

Office of Corridor Management (East)

07-LA-014 P.M. R24.788 – R54.906
July 1, 2019

Traffic Safety and Operational Analysis Report

State Route 014, from the I-005 to the Pearblossom Highway/Angeles Crest Highway Interchange

PREPARED BY:

HOLTON SIU, P.E.
Lead Project Engineer
Office of Corridor Management (East)

7/19/2019
DATE

APPROVAL RECOMMENDED:

JAMAL FAKIH, P.E.
Senior Transportation Engineer
Office of Corridor Management (East)

7/19/2019
DATE

APPROVED BY:

KENNETH C. YOUNG, P.E.
Office Chief
Office of Corridor Management (East)

07/19/2019
DATE

EXECUTIVE SUMMARY

In January 2019, the North County Transportation Coalition (NCTC), a Joint Powers Authority (JPA) consisting of the unincorporated areas of North Los Angeles County (5th District), City of Palmdale, City of Lancaster and City of Santa Clarita, initiated an effort on State Route 14 (SR-14) to improve the movement of people and goods through the North Los Angeles County region.

In collaboration with NCTC, the California Department of Transportation has prepared this Traffic Safety and Operational Analysis Report, which aims to examine the operational conditions at the following locations on SR-14, from Interstate 5 (I-5) to Pearblossom Highway / Angeles Crest Highway:

- Southbound SR-14, from Newhall Avenue to Soledad Canyon Road
- Northbound SR-14, from Placerita Canyon Road to Soledad Canyon Road
- Northbound SR-14, from Escondido Canyon Road and Pearblossom Highway
- SR-14 and Pearblossom Highway Interchange
- SR-14 and Escondido Canyon Road Interchange
- SR-14 and Agua Dulce Canyon Road Interchange

The purpose of this study is to propose implementable and cost-effective alternatives to improve system performance through mitigation of the existing bottleneck gaps on the freeway mainline, with consideration to the primary objectives:

- Improve Travel Time Reliability
- Reduce Peak Travel Times and Delay
- Improve Environment

An operational analysis was performed throughout this approximate 33-mile stretch of freeway, which operates at a Level Of Service (LOS) of F during peak periods; LOS F represents a breakdown condition where conditions are stagnant and the number of arriving vehicles are greater than those departing. The northbound roadway experiences congestion conditions during the evening (PM) peak period. There are four (4) prominent bottleneck locations between I-5 and Golden Valley Road, Via Princessa undercrossing (UC) to north of Sand Canyon Road and Agua Dulce Canyon Road to Puritan Mine Road. The average queue lengths and daily delay are 3.5 miles and 500 vehicle hours delay, respectively. The southbound roadway experiences similar conditions during the morning (AM) peak period. There are five (5) prominent bottleneck locations between Agua Dulce Canyon Road and Soledad Canyon Road and Sand Canyon Road to I-5. The average queue lengths and daily delay are 3.3 miles and 398 vehicle hours delay, respectively.

A safety analysis was run in parallel with the operational analysis and concluded that the majority of bottlenecks, regardless of direction, resided in locations where the actual accident rates associated with severity were greater that the statewide average. The majority of the freeway study limits consists of a fluctuating roadway geometry of 2 to 3 lanes. These lane reductions contribute to an increase in merge conflicts resulting in sideswipe and rear end crashes; likewise, divergence points increase decision making which also results in incidents.

The proposed alternative will yield equitable operational, safety and environmental benefits is the installation of a standard lane between the bottleneck gaps. The following are proposed installations on the northbound and southbound roadways, respectively, in order of prioritization:

- **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

- **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

Refer to the figures below for a complete depiction of improvements and associated jurisdiction.

Proposed Northbound SR-014 Improvement Locations

Proposed Southbound SR-014 Improvement Locations

Through strategic partnership, the expectation is that NCTC, Caltrans, and Metro work collectively to implement the identified projects to address critical north county transportation issues and promote a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

I. INTRODUCTION

This Traffic Safety and Operational Analysis Report aims to examine the operational conditions and the need for improvement on northbound and southbound SR-014 in Los Angeles county between postmile R24.788 that starts at the I-005/SR-014 connector to postmile R54.906 at the Pearblossom Highway/Angeles Crest Highway on and off-ramps.

Over the years, there has been a deterioration of the level of service (LOS) on the mainline of both northbound and southbound SR-014, and the local arterials within the project study limits that have been examined and studied.

Recurrent traffic congestion has been present on the mainline in both directions during the morning and afternoon peak periods in various locations, and this congestion has been mainly attributed to traffic demand exceeding the available mainline capacity. Additionally, the formation of bottlenecks has resulted from unmitigated weaving and merging near interchanges and wherever the mainline freeway has lane drop configuration changes.

Further, in response to a request from the North County Transportation Coalition (NCTC), the accident data from the three interchanges at Escondido Canyon Road, Agua Dulce Road, and Pearblossom Avenue & SR-014 were analyzed for possible mitigation.

The primary objective of this report is to improve existing LOS at bottleneck locations, improve safety and ensure trip time reliability so that motorists will have a better performing and safer freeway route for their daily commute.

II. BACKGROUND

State Route 014 is part of the California Freeway and Expressway System, and is part of the National Highway System, a network of highways that are considered essential to the country's economy, defense, and mobility by the Federal Highway Administration.

State Route 014 (SR-014) is a north-south state highway in northern Los Angeles county. The southern portion of this highway is signed as the Antelope Valley Freeway and connects to Interstate 005 (I-005, Golden State Freeway) in the south/south-west to the Cities of Palmdale and Lancaster in the north/north-east within the jurisdiction of Caltrans District 7 in Los Angeles and Ventura counties.

For the purpose of this study, the limits of SR-014 will be from the southern limits of the freeway by the I-005 interchange at approximately postmile (PM) 24.788 to the northerly limit of Pearblossom Highway/Angeles Crest Highway on and off-ramps at P.M. 54.906. Figure 1 below shows the SR-014 Route study boundaries.

Figure 1 – SR-014 Study Limits

The study segment of SR-014 is comprised of a high occupancy vehicle (HOV) lane and between 2 to 5 mainline mixed-flow lanes with a standard width of 12 feet in each direction, 5 to 12 foot inside and outside shoulders, and a zero to approximately 100 foot wide divided or unpaved median. However, the HOV lane in both directions along the freeway median will not be part of this study.

III. EXISTING CONDITION

Note that the number of mainline mixed-flow lanes and the lane transition boundaries as described below for north and southbound SR-014 are approximate.

1. Northbound Freeway Lane Configuration

The study segment of northbound SR-014 is an approximately 29.6 mile stretch of freeway that is divided into 13 freeway segments as shown in Table 1.

Northbound State Route 014 starts as 5 mixed flow lanes, then transitions to 4 mixed flow lanes at the Newhall Avenue off-ramp. At the Newhall Avenue undercrossing, the mixed flow mainline consists of 3 lanes.

Between the Golden Valley Road overcrossing and Cedar Valley Way overcrossing, there is an auxiliary lane and 3 mixed flow lanes.

At the vicinity of Via Princessa, there are 3 mixed flow lanes until up to the Sand Canyon Road off-ramp, where the mixed-flow mainline reduces from 3 lanes to 2 from there to the Soledad Canyon Road undercrossing.

From Soledad Canyon Road undercrossing, the mainline increases from 2 lanes to 3 lanes continuing to the Puritan Mine Road undercrossing, where the mixed flow lanes reduce to 2 lanes. Between the Crown Valley Road on-ramp and the Santiago Road off-ramp, there is a short segment that has 3 mixed flow lanes; however, there are generally 2 lanes in this segment.

The mixed-flow freeway segment then widens to 3 lanes at Sierra Highway overcrossing for approximately 2 miles, then reduce back to 2 lanes approaching Mountain Spring Road overcrossing continuing to Pearblossom Highway on and off-ramps to the north, which is also the terminus of the study segment.

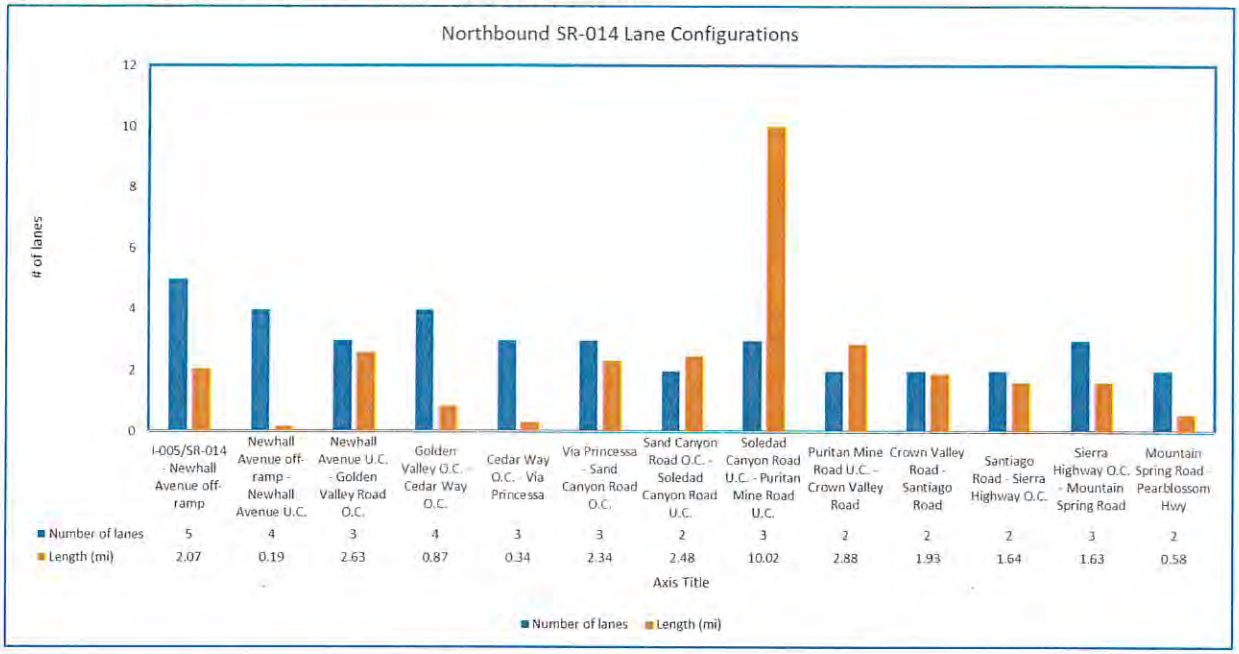
Table 1 below shows the northbound SR-014 mixed-flow lane configuration and length of roadway in tabular format and the chart depicts the number of lanes vs. lane miles in chart form.

Table 1 - Northbound SR-014 Lane Configuration

Segment #	Location Description	Number of lanes	Length (mi)
1	I-005/SR-014 - Newhall Avenue off-ramp	5	2.07
2	Newhall Avenue off-ramp - Newhall Avenue U.C.	4	0.19
3	Newhall Avenue U.C. - Golden Valley Road O.C.	3	2.63
4	Golden Valley O.C. - Cedar Way O.C.	4	0.87
5	Cedar Way O.C. - Via Princessa	3	0.34
5	Via Princessa - Sand Canyon Road O.C.	3	2.34
6-7	Sand Canyon Road O.C. - Soledad Canyon Road U.C.	2	2.48
8	Soledad Canyon Road U.C. - Puritan Mine Road U.C.	3	10.02
9	Puritan Mine Road U.C. - Crown Valley Road	2	2.88
10	Crown Valley Road - Santiago Road	2	1.93
11	Santiago Road - Sierra Highway O.C.	2	1.64
12	Sierra Highway O.C. - Mountain Spring Road	3	1.63
13	Mountain Spring Road - Pearblossom Hwy	2	0.58

Length of freeway study limits with 2 lanes:	9.51	miles
Freeway study limits length:	29.59	miles
Percentage of freeway study limits with 2 lanes:	32%	
Length of freeway study limits with 3 lanes:	16.96	miles
Percentage of freeway study limits with 3 lanes:	57%	

Figure 1 – Northbound SR-014 Lane Configuration



In the above chart (Figure 1), the blue bars represent the number of lanes in the northbound freeway mainline and the orange bars represent the length of the mainline in linear miles. For the study segment, a 5 lane mixed-flow mainline represents only a small fraction of the total freeway length, while a 2 or 3 mixed flow lane mainline represents a majority of the freeway length.

2. Southbound Freeway Lane Configuration

The study segment of southbound SR-014 is an approximately 33.4 mile stretch of freeway that is divided into 12 freeway segments as shown in Table 2.

The southbound segment of SR-014, from Avenue S to Pearblossom Highway consists of 3 mixed flow lanes, which transitions to 2 lanes south of the Pearblossom Highway off-ramp for over an eleven mile stretch to Escondido Canyon Road.

The 2 mixed-flow lanes continue until they reach the Escondido Canyon Road overcrossing, where the freeway widens into 3 lanes. From this point, the mixed flow mainline reduces to 2 lanes for approximately 2 miles.

Upon reaching the Agua Dulce Canyon Road on-ramp location, the freeway mainline adds a lane and becomes a 3 lane mixed flow mainline for approximately 0.65 miles before being reduced back down to a 2 lane mixed flow mainline for about 5.6 miles.

At the Sand Canyon Road overcrossing, the freeway widens to 3 mixed flow lanes, and at the Via Princessa undercrossing, the freeway widens again to 4 lanes for approximately 1 mile.

Following this segment, the freeway mainline again drops back down to 3 lanes at the Golden Valley Road off-ramp for approximately 2.89 mile.

At the Newhall Avenue undercrossing, the freeway widens back to 4 lanes, and at the Newhall Avenue on-ramp, the mixed-flow mainline widens to 5 lanes up to the I-005/SR-014 split.

At the freeway interchange, the 5 mixed-flow SR-014 lanes transition to 3 mixed-flow lanes to southbound I-005 and to 1 mixed-flow lane to northbound I-005, and to a truck lane.

Table 2 below summarizes the number of mixed-flow mainline lanes on SR-014 and the length of those freeway segments.

Refer to Figure 2 for detailed lane configuration summary.

Table 2 - Southbound SR-014 Lane Configuration

Segment #	Location Description	Number of lanes	Length (mi)
1	Avenue S - Pearblossom Hwy off-ramp	3	3.70
2	Pearblossom Highway off-ramp - Escondido Canyon Road O.C.	2	11.18
3	Escondido Canyon Road O.C. - Lane reduction	3	1.99
3	Lane reduction - Agua Dulce Canyon Road on-ramp	2	1.65
4-5	Agua Dulce Canyon Road on-ramp - Lane reduction	3	0.65
6-7	Lane reduction - Sand Canyon Road O.C.	2	5.57
8	Sand Canyon Road O.C. - Via Princessa U.C.	3	2.53
9	Via Princessa U.C. - Golden Valley Road off-ramp	4	0.96
10	Golden Valley Road off-ramp - Newhall Avenue U.C.	3	2.89
11	Newhall Avenue U.C. - Newhall Avenue on-ramp	4	0.15
12	Newhall Avenue on-ramp - I-005/SR-014	5	2.11

Length of freeway study limits with 2 lanes:	18.40	miles
Freeway study limits length:	33.38	miles
Percentage of freeway study limits with 2 lanes:	55%	
Length of freeway study limits with 3 lanes:	11.76	miles
Percentage of freeway study limits with 3 lanes:	35%	

Figure 2

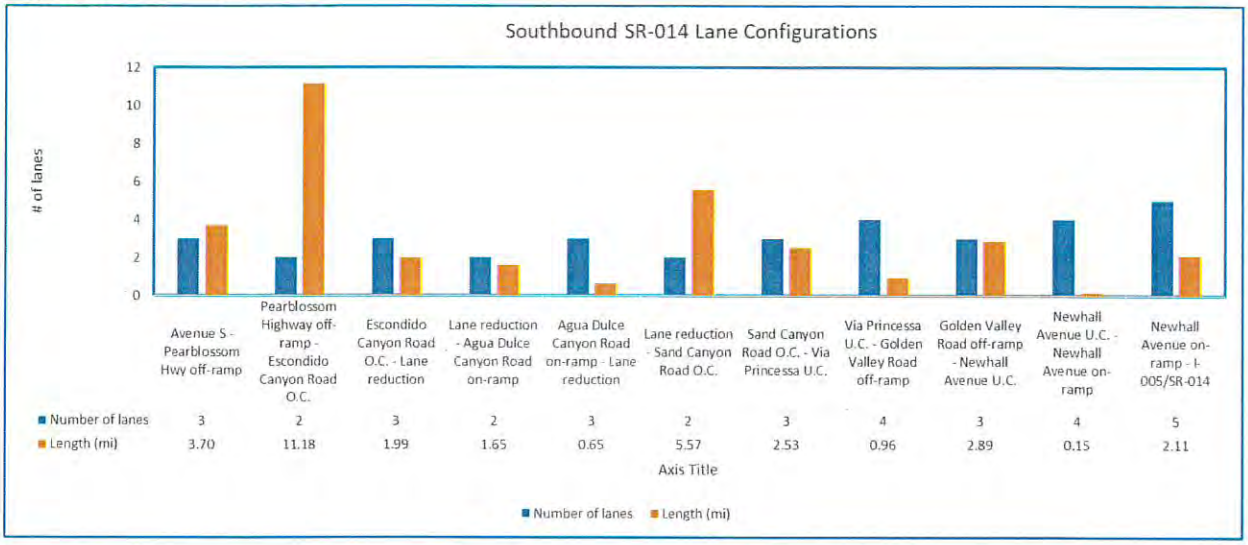


Figure 2, above, shows that in the southbound study segment of SR-014, the 5 lane mainline again represents only a small fraction of the total freeway length, and while there are also some portions with a 4 mixed-flow lane mainline, the majority of the study segment is composed of 2 or 3 mixed flow lanes.

IV. NEED AND PURPOSE

The rapid population and economic growth in north Los Angeles County makes this study area one of the fastest growing areas in southern California. Caltrans and the North County Transportation Coalition have concluded that the impact of growth on the transportation system will be significant and would require additional improvements in order to accommodate the substantial increase in future commutes. SR-014, along with I-005, is one of two major north-south corridors serving the commuter trips traversing this region and is recognized as a critical need to address current and projected congestion.

Currently, this southern portion of the SR-014 corridor is operating, for the most part, at a level of service F (LOS F) in the southbound direction during the AM peak period and in the northbound direction during the PM peak.

Level of Service F is depicted on the right and is defined as forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

In the long term, vehicular traffic generated as a result of continued regional growth is expected to outgrow anticipated and currently programmed developments by the horizon year 2040.

Travel demands and urban growth projections in the region will cause the corridor's current unacceptable levels of service, at LOS F, to extend for longer periods of time, over longer freeway segments, and during longer peak travel periods, if no further roadway improvements are made.

The primary purpose of this study is to propose various implementable and cost-effective alternatives to eliminate bottleneck locations and its associated traffic congestion, improve safety and operational capacity and accommodate future traffic demands for SR-014.

Major objectives considered in developing improvement alternatives include improving traffic flow, reducing travel delay, increasing travel time reliability, accommodating future traffic growth and improving safety.

Several segments of this roadway are currently operating at near or over-capacity with a Level of Service (LOS) "E" or "F" during peak periods.

Motorists are experiencing considerable travel time delay within the study area due to the traffic demand exceeding the roadway capacity, especially during the AM and the PM peak hours.

Backups onto the mainline lanes are creating a rippling effect of downgrading the operations of the on and off-ramps, resulting in unfavorable weaving and merging maneuvering for traffic connecting to or exiting the mainline, adding to motorists' frustration, and, consequently, a higher accident rate and reduced safety and operation throughout this corridor.

With the expected increase in traffic demand due to ambient growth and/or planned developments within the neighboring communities and beyond, the no-build alternative would render large segments of the route to operate at an unacceptable levels of service by the 2040 design year. Further, through diversion, poor operational performance of this route would also negatively influence other roadway segments that are parallel and outside the project limits.

Henceforth, the implementation of the build alternative (see Section VI -ALTERNATIVES) for this project could be expected to improve the operational capacity, and consequently the safety service level, for SR-014 within and beyond its designated improvement limits.

A. Improve Traffic Flow

One objective is to improve traffic flow within the study portion of SR-014. SR-014 is a directional freeway corridor where levels of service worsen during the PM peak hour in the northbound direction and the AM peak hour in the southbound direction. Existing peak hour traffic volumes along SR-014 in 2017 (the most recent year available) within the study area range from 6,000 – 12,800 vehicles per hour (VPH) in both directions.

The build alternative (see Section VI -ALTERNATIVES) will improve traffic flow within the project limits by closing the bottleneck gaps that create congestion at the lane drop locations. Providing continuous and consistent mixed-flow lanes in each direction of travel within the project limits is expected to alleviate congestion associated with lane drop locations. A detailed analysis of traffic flow will be conducted in future phases of this project.

B. Accommodate Future Traffic Growth

An important objective of this study is to identify alternatives which accommodate future traffic growth within the study portion of SR-014. Traffic congestion in northern Los Angeles County, in the vicinity of SR-014, is forecasted to grow substantially due to superimposition of rapid local development and increased through travel demand. Current average daily traffic (ADT) on SR-014 within the study area varies from 80,000 – 181,000 (year 2017) with truck volumes at 4.5 – 10.2%. Forecasts show that trips in the North Los Angeles County will grow at substantially greater rates than elsewhere in Los Angeles County. At the same time, the transportation infrastructure (on both freeways and on public transit services) is not developing at the same rate of growth.

Closing the bottleneck gaps, the proposed alternatives (as described later in Section V) will satisfy the need to accommodate future traffic growth and improve traffic flow on SR-014, between I-005 and the Pearblossom Highway/Angeles Crest Highway.

V. ANALYSIS

A. OPERATIONAL ANALYSIS

1. Lane Drop Locations and Delays

- NORTHBOUND:

Lane drop locations contribute to delay and accidents due to the highway capacity being constrained at those locations during peak travel periods.

On northbound SR-014, during the afternoon peak period, congestion and slow speeds are attributed to lane drops and bottlenecks.

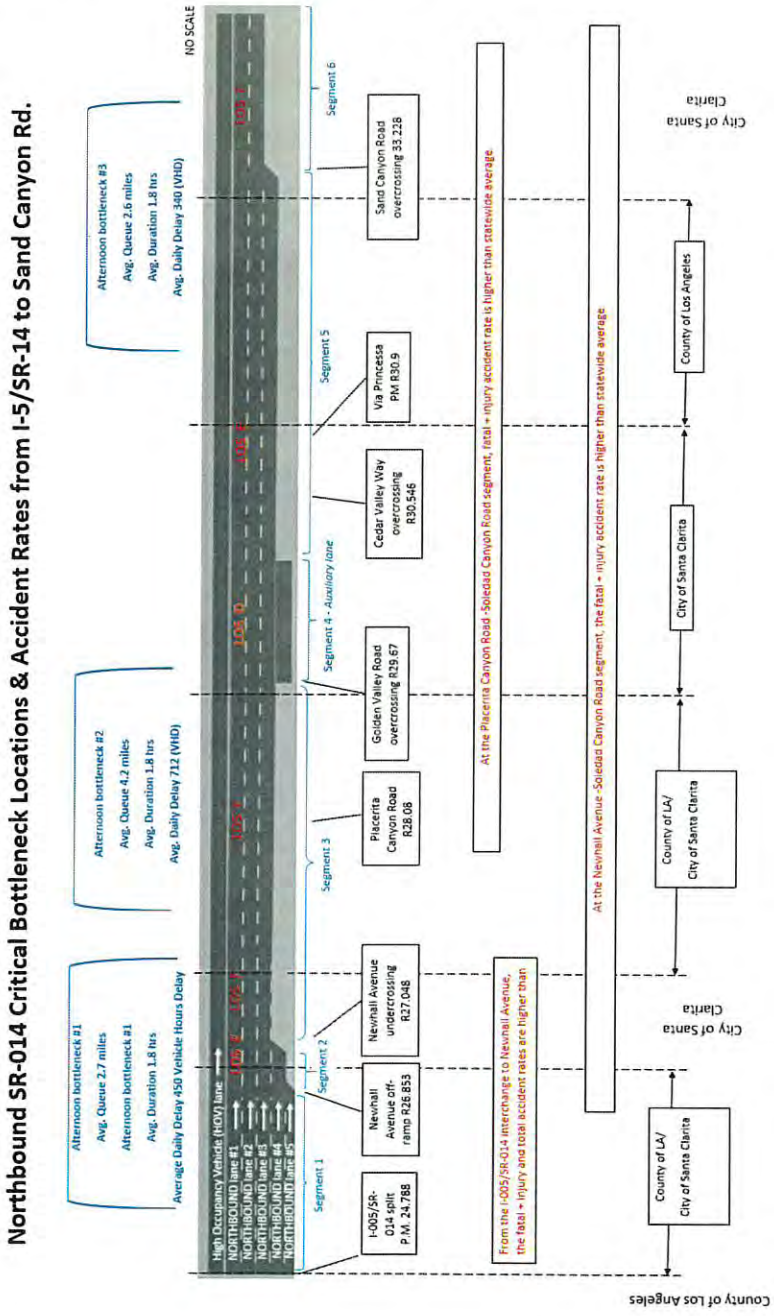
Northbound SR-014 possesses numerous bottlenecks within the study area. The areas experiencing the bottleneck delay on the northbound direction include at the lane drop location from 5 mainline lanes to 4 at the Newhall Avenue off-ramp (bottleneck #1), where there is 450 average vehicle hours of delay per day (AVHD) with a queue length of 2.7 miles for an average daily duration of 1.8 hours; and also at the lane drop from 4 lanes to 3 at the Newhall Avenue undercrossing (bottleneck #2), where there is 712 average hours of vehicle delay per day with a queue length of 4.2 miles for an average daily duration of 1.8 hours. There is also 340 average hours of daily vehicle delay at the bottleneck location from 3 lanes to 2 at

the location of the Sand Canyon Road overcrossing (bottleneck #3). The average length of queue at this location is 2.6 miles long and lasts for an average duration of 1.8 hours.

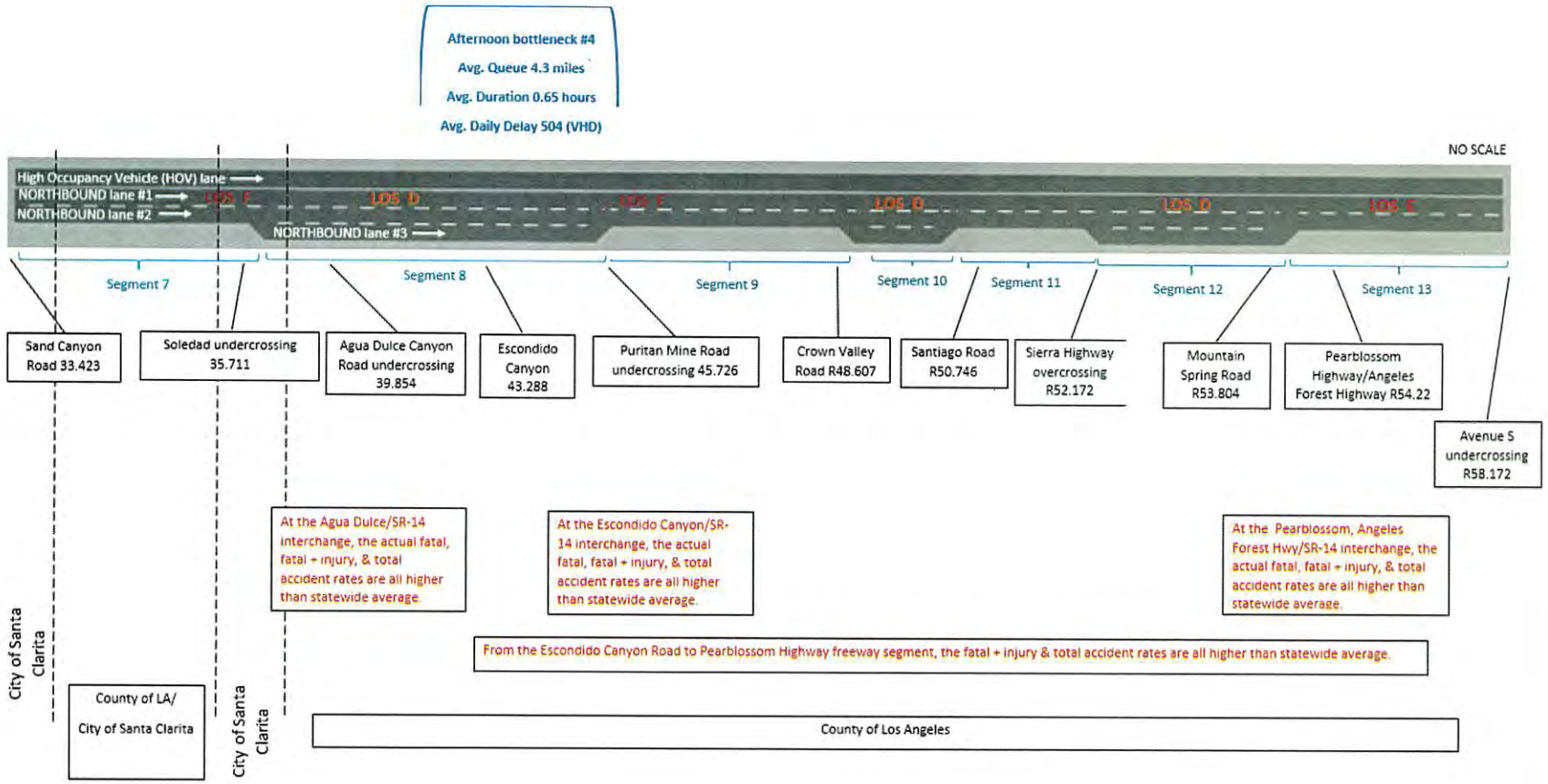
At the Puritan Mine Road undercrossing (bottleneck #4) where the lane drops from 3 lanes to 2, there is a bottleneck with an average queue of 4.3 miles and 504 average hours of vehicle delay for an average duration of 0.65 hours.

Figure 1 below summarizes the northbound bottlenecks.

Figure 1 – Northbound bottlenecks



Northbound SR-014 Bottleneck Locations & Accident Rates from Sand Canyon Road to Pearblossom Hwy



- SOUTHBOUND:

On southbound SR-014 during the morning peak period, congestion and slow speeds are attributed to bottlenecks at the lane drops and to the proximity of the southbound lanes to the SR-014/I-005 freeway connector.

The first bottleneck (Bottleneck #1) delay occurs at the lane reduction mixed-flow lane segment from 3 lanes to 2 at the location just south of Agua Dulce Canyon Road, where there is 123 average daily delay in vehicle hours that amounts to a queue length of 3.8 miles and lasts for a duration of 0.7 hours.

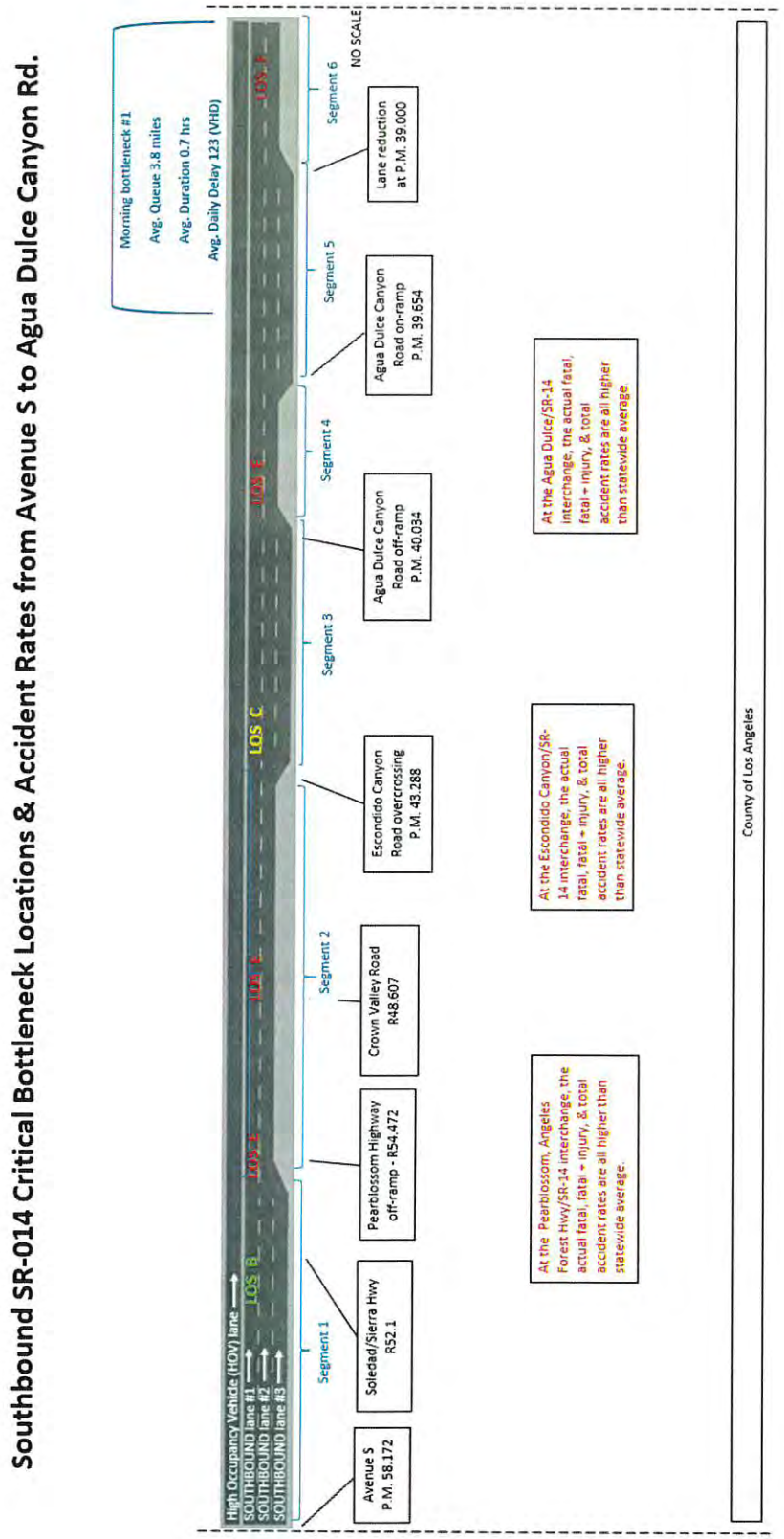
The second and third bottlenecks occur at the freeway mainline, at 2 lanes by the Sand Canyon Road overcrossing (bottleneck #2) where the average queue length is 5.3 miles and lasts for average daily delay of 73 vehicle hours, and at the Via Princessa undercrossing, where the mainline consists of 3 mixed flow lanes. The Golden Valley Road overcrossing (bottleneck #3) has an average queue length of 2.4 miles and an average daily delay of 180 vehicle-hours. The Newhall Avenue undercrossing (bottleneck #4), where the mainline is also 3 mixed flow lanes, has an average queue length of 3.5 miles and with an average daily vehicle delay of 135 hours.

The fifth morning bottleneck (bottleneck #5) on the southbound direction is south of Newhall Avenue, where even with an existing five lane mixed flow mainline, there is an average queue length of 6 miles and that results in a delay duration of 2 hours. As a result, the average daily delay here is 1,368 vehicle hours.

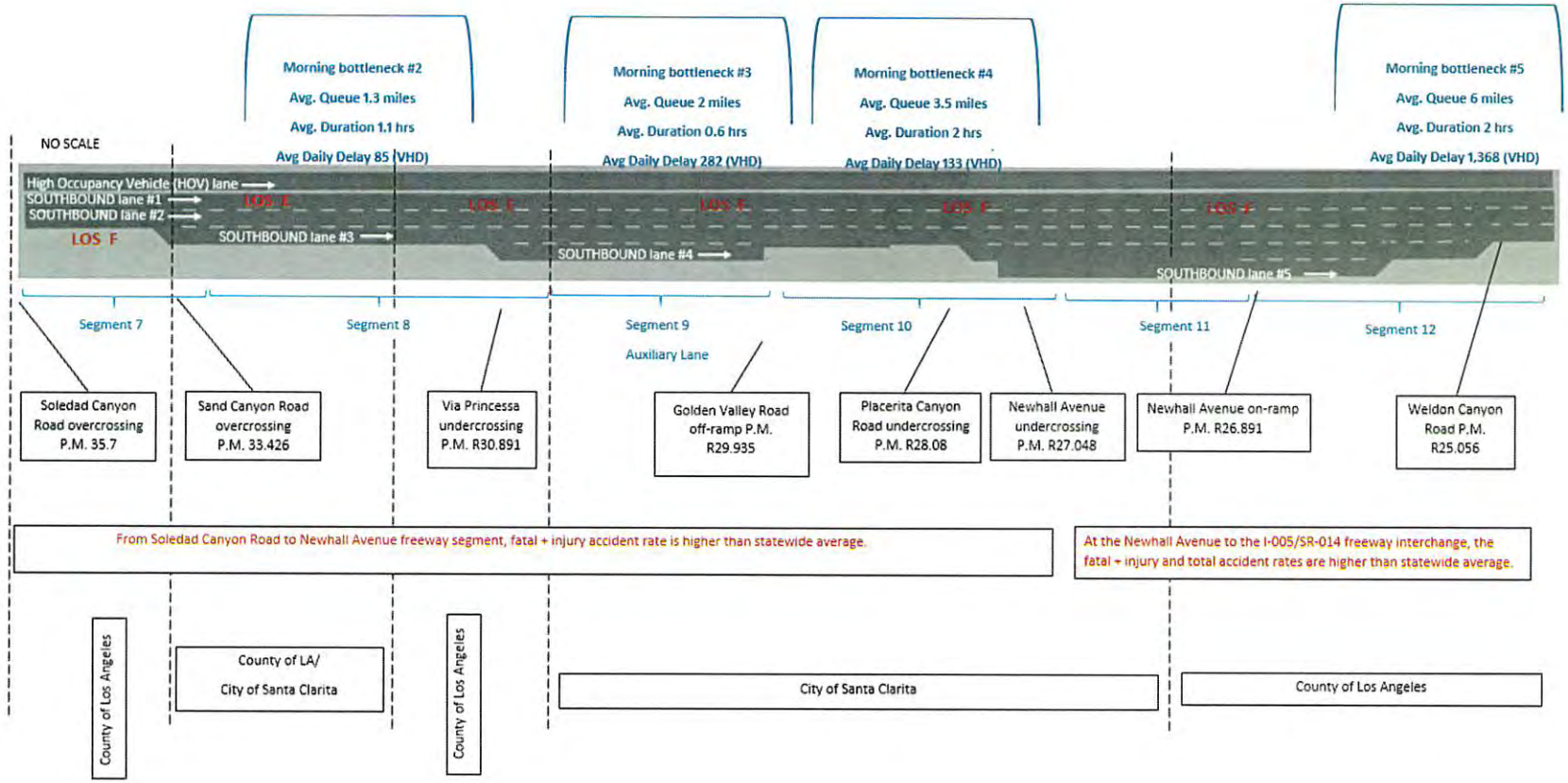
With regard to the bottleneck, locations where the freeway mainline lanes remain steady, note that even with a five lane mainline, a queue length of 6 miles still exists downstream. This bottleneck exists because the 5 mixed flow lane capacity is insufficient to accommodate the morning travel demands. It should also be noted that approximately 2 miles downstream from Newhall Avenue, the SR-014 mainlines splits into 3 lanes for southbound I-005 traffic, and 2 lanes for northbound I-005 traffic. As the majority of morning peak travel is in the southbound direction, the SR-014 mainline experiences another lane drop bottleneck at the I-005/SR-014 connector split. The beginning of this bottleneck can also be attributed to the overcrossing with southbound I-005 and Balboa Boulevard, which is further south of the I-005/SR-014 interchange. This I-005 bottleneck has a queue length of over 6 miles, and, which spills back, impacting southbound SR-014 upstream of the freeway connector interchange.

Freeway to freeway connector ramps generally experience recurrent congestion during peak travel periods, and this connector from southbound SR-014 to northbound and southbound I-005 is no exception. Exhibit 2 below summarizes the bottleneck delay for the southbound direction.

Figure 2 – Southbound bottlenecks



Southbound SR-014 Bottleneck Locations & Accident Rates from Agua Dulce Canyon Rd. to the I-5/SR-14 Split



B. SAFETY ANALYSIS

1. High Accident Concentration (Table C) locations

As one tool to identify potential sites for safety improvement projects, Caltrans has a quarterly report program identified internally as the Table C Program, which identifies high concentration collision locations within the California State highway system. The collision data is obtained by utilizing information from the Traffic Accident Surveillance and Analysis System (TASAS) database.

Caltrans' identifies Table C locations as locations within the state highway system where collision frequencies are significantly greater than expected when compared with other similar locations. The accuracy and reliability of this data is critical, because the Table C program is the basis for follow-up field investigations as well as any safety improvements that are initiated as a result of those investigations.

In conjunction with the Highway Safety Improvement Program (HSIP), the identification of high accident concentration (Table C) locations is instrumental to identify cost effective countermeasures to reduce the number and severity of accidents on the state highway system. It is a reactive program that generally reports on a quarterly basis; the exception being Table Cs located during wet conditions.

Table C is a quarterly report that identifies highway segments, ramps, and intersection locations that have a significantly high concentration of collisions. The total number of collisions for five time periods (3, 6, 12, 24 and 36 months) are tabulate and tested for statistical significance.

The majority of the identified accidents along the SR-014 mixed-flow lanes were rear-end and sideswipe type collisions. These types of accidents are consistent with recurring traffic congestion that occur during peak commute periods.

The following are Table C locations within the Safety Limits:

Location	Direction	PM
Newhall Ave to Soledad Canyon Rd	SB	26.9 - 35.9
Escondido Road to Pearblossom Hwy	NB	43.0 - 54.2
Placerita Canyon Rd to Soledad Canyon Rd	NB	27.9 - 35.7

Locations typically experience an increased number of rear-end and sideswipes. Capacity improvements serve to eliminate conflicts while complementing improving traffic flow.

Therefore, roadway capacity improvement projects to eliminate lane drops and bottlenecks along the freeway mainline will improve safety and mobility along the study route.

2. Accident Rates

Caltrans' Table B accident rate data presents data that includes the actual number of fatal (F), fatal plus injury (F + I) and total (Total) accidents on the study sections, and compares these actual rates with the statewide averages for similar facilities in those areas.

- NORTHBOUND DIRECTION

Table 3 shown below summarizes the accident rates at highway lane segment transitions on northbound SR-014. Fields designated in red represent locations of the actual accidents exceeding the statewide average.

The majority of the northbound lane drop locations that are highlighted in red are where the total accident rates are higher than the statewide average. For the first northbound lane reduction segment from 5 lanes to 4 at the Newhall Avenue off-ramp location, all the actual fatal, fatal + injury and total accident rates are all higher than statewide average for a similar facility, and the rates of the actual fatal, fatal + injury and total accident rates also increase from the 5 mixed-flow lane portion to the 4 mixed flow lane section that follows it. This same pattern occurs at the lane reduction location from 3 mixed-flow lanes to 2 at the Puritan Mine Road undercrossing lane drop transition.

As can be seen from Table 3, a general pattern persists that the total actual accident rates are higher than statewide average for those mixed-flow lanes that have lane drop locations.

Table 3 – Northbound Accident Rates on SR-014

Table 3

Northbound Collision Rates at Lane Transition Locations

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	No. of Lanes	Number Accidents	Fatality	Injury	Actual Accident Rates			Average Accident		
						Fatal	F+I	Total	Fatal	F+I	Total
R24.788-R26.854	I-005/SR-014 split to Newhall Ave. off-ramp	5	341	2	121	0.006	0.37	1.03	0.004	0.27	0.86
R26.853-27.049	Newhall Ave. off-ramp to Newhall Ave. UC	4	72	1	29	0.032	0.95	2.29	0.004	0.29	0.92
R27.048-R29.676	Newhall Ave. UC to Golden Valley Road OC	3	341	0	114	0	0.31	0.92	0.003	0.27	0.85
R29.675-R30.547	Golden Valley Road OC to Cedar Valley Wy OC	4	92	1	30	0.008	0.33	0.77	0.003	0.24	0.78
R30.546-R33.229	Cedar Valley Wy OC to Sand Canyon Rd off-ramp	3	222	1	76	0.003	0.27	0.77	0.003	0.21	0.65
R33.228-R33.424	Sand Canyon Rd off-ramp to Sand Canyon Rd OC	2	38	0	7	0	0.34	1.82	0.003	0.24	0.75
R33.423-R35.712	Sand Canyon Rd to Soledad UC	2	150	0	56	0	0.25	0.68	0.003	0.2	0.6
R35.711-R45.727	Soledad UC to Puritan Mine Rd UC	3	489	6	176	0.007	0.2	0.53	0.005	0.15	0.43
R45.726-R48.608	Puritan Mine Rd UC to Crown Valley Road	2	191	3	70	0.011	0.28	0.72	0.008	0.22	0.01
R48.607-R50.747	Crown Valley Rd to Santiago Road	3	117	0	45	0	0.23	0.59	0.007	0	0.57
R50.746-R51.747	Santiago Road to Soledad Canyon Road	2	45	1	17	0.011	0.19	0.48	0.008	0.22	0.62
R51.746-R53.805	Soledad Canyon Road to Mountain Spring Rd	3	175	0	64	0	0.33	0.91	0.006	0.16	0.46
R53.804-R54.544	Mountain Spring Road to Vincent UC	2	99	0	29	0	0.42	1.42	0.008	0.22	0.62

- SOUTHBOUND DIRECTION

Note that for a majority of the southbound lane drop locations that are highlighted with red edge borders, the actual fatal + injury and total accident rates are higher than the statewide average. The actual fatal + injury and total accident rates also tend to increase at the mixed-flow lane lane drop locations. For instance, at the segment of lane drop to 3 lanes to 2 at the Pearblossom Highway off-ramp location, the total accident rate increases from 0.42 accidents per million vehicle miles to 0.59 accidents following that off-ramp. Similarly, at the Agua Dulce lane drop location from 3 lanes to 2, the actual total accident rate increases from 0.73 to 0.77 accidents per million vehicle miles travelled. At the lane reduction location from 3 lanes to 2, the actual total accident rate increases from 0.54 to 0.69.

Table 4 shown below summarizes the accident rates at highway lane segment transitions of SR-014 in the southbound direction.

Table 4

Southbound Collision Rates at Lane Transition Locations

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	No. of Lanes	Number Accidents	Fatality	Injury	Actual Accident Rates			Average Accident		
						Fatal	F+I	Total	Fatal	F+I	Total
R58.173-R54.472	**Avenue S to Pearblossom Hwy off-ramp**	3	110	1	34	**0.004**	**0.13**	**0.42**	0.004	0.14	0.42
R54.473-R43.288	**Pearblossom Hwy off-ramp to Escondido Cyn Rd**	2	608	4	209	**0.004**	**0.21**	**0.59**	0.007	0.19	0.55
R43.289-R40.034	**Escondido Cyn Rd to Agua Dulce Cyn Rd**	3	217	1	77	**0.003**	**0.26**	**0.73**	0.005	0.14	0.41
R40.035-R39.654	**Agua Dulce Cyn Rd off-ramp to Agua Cyn Rd on-ramp**	2	27	0	9	**0**	**0.26**	**0.77**	0.005	0.14	0.41
R39.655-R39.000	**Agua Dulce Cyn Rd on-ramp to lane reduction location**	3	33	0	13	0	**0.21**	**0.54**	0.005	0.15	0.42
R39.001-R33.426	**Lane reduction location to Sand Canyon Rd OC**	2	364	0	132	0	**0.25**	**0.69**	0.004	0.17	0.51
R33.427-R30.891	**Sand Canyon Road OC to Via Princessa UC**	3	223	2	94	**0.008**	**0.36**	**0.84**	0.003	0.21	0.66
R30.891-R29.935	**Via Princessa UC to Golden Valley Rd off-ramp**	4	165	1	59	**0.008**	**0.47**	**1.28**	0.002	0.22	0.73
R29.936-R27.048	**Golden Valley Rd off-ramp to Newhall Ave UC**	3	298	0	109	**0**	**0.27**	**0.73**	0.003	0.27	0.86
R27.049-R26.891	**Newhall Ave UC to Newhall Ave on-ramp**	4	37	0	6	0	**0.24**	**1.46**	0.004	0.3	0.94
R26.892-R24.788	**Newhall Ave on-ramp to I-005/SR-014 split**	5	430	0	145	**0**	**0.43**	**1.27**	0.004	0.27	0.86

A recent inquiry from the North County Transportation Coalition also requested accident rate history for selected locations and segments of SR-014. This request was for the most recent 5 year history available at that time, which was from January 1, 2013 to December 31, 2017.

Table 5

Table B collision rates

For the most recent 5 year time period from January 1, 2013 - December 31, 2017

Postmile	Location	Direction	Number Accidents	Fatality	Injury	Actual Accident Rates			Average Accident		
						Fatal	F+I	Total	Fatal	F+I	Total
R54.22 - R54.906	**Pearblossom / SR-014 interchange**	NB & SB	139	2	45	0.018	0.43	1.27	0.007	0.19	0.55
43.037 - 43.487	**Escondido Canyon / SR-014 interchange**	NB & SB	54	1	19	0.012	0.25	0.67	0.005	0.14	0.4
39.654 - 40.073	**Agua Dulce / SR-014 interchange**	NB & SB	58	1	24	0.013	0.33	0.76	0.005	0.14	0.41
27.054 - 35.712	**Newhall Avenue - Soledad Cyn Rd**	SB	631	1	238	0.001	0.24	0.63	0.003	0.23	0.72
43.288 - 54.906	**Escondido Rd - Pearlblossom Hwy**	NB	671	4	237	0.004	0.23	0.65	0.007	0.19	0.55
28.08 - 35.712	**Placerita Cyn - Soledad Cyn Rd**	NB	561	0	205	0	0.24	0.66	0.003	0.22	0.7
24.788 - 27.048	**I5/SR-014 Jct. - SR-014/Newhall Avenue**	NB	326	2	123	0.006	0.35	0.92	0.004	0.27	0.86
24.788 - 27.048	**I5/SR-014 Jct. - SR-014/Newhall Avenue**	SB	351	0	108	0	0.3	0.99	0.004	0.27	0.86

Summarizing the accident data depicted in the above table, at the Pearblossom Highway and SR-014 interchange, the actual fatal, fatal + injury & total accident rates are all higher than statewide average.

At the Escondido Canyon Road and SR-014 interchange, the actual fatal, fatal + injury & total accident rates are all higher than statewide average.

At the Agua Dulce Road and SR-014 interchange, the actual fatal, fatal + injury & total accident rates are all higher than statewide average.

For the approximately 7 mile southbound freeway segment of SR-014 between Newhall Avenue and Soledad Canyon Road, the fatal + injury rate is higher than statewide average.

For the approximately 9 mile northbound freeway segment for SR-014 between Escondido Road and Pearblossom Highway, the fatal + injury and the total accident rates are higher than statewide average.

For the approximately 7 mile northbound freeway segment from Placerita Canyon Road to Soledad Canyon Road, the actual fatal + injury accident rate is higher than statewide average.

For the approximately 2 mile northbound freeway segment from the I-005/SR-014 freeway interchange to the Newhall Avenue on and off-ramp locations, the fatal + injury and the total accident rates are higher than statewide average.

For the approximately 2 mile southbound freeway segment from the the I-005/SR-014 freeway interchange to the Newhall Avenue on and off-ramp locations, the fatal + injury and the total accident rates are higher than statewide average.

The accident rate data submitted to NCTC is consistent with the accident rate data at the lane drop locations for both northbound and southbound SR-014 in that the actual accident rates are consistently higher than the statewide average for similar freeway facilities, highlighting again the deficiency of the existing SR-014 freeway mainline and the need to increase the capacity of this freeway.

3. Interchange Analysis

The latest 5-year accident data (from January 1, 2014 to December 31, 2019) at the on-ramps and off-ramps are analyzed at the following three interchanges: Agua Dulce Canyon Road, Escondido Canyon Road and Pearblossom Highway.

A. Agua Dulce Canyon Road

State Route 14 at Agua Dulce Canyon Road is a Diamond Interchange (Type L-1) controlled by stop sign at the off-ramp terminus. The on-ramps and off-ramps each have one lane. For the subject period, the northbound on-ramp and northbound off-ramp each had one accident. The southbound on-ramp did not have any accident, while the southbound off-ramp had two accidents. The accidents appeared to be random and did not follow a pattern that could be mitigated by improvement. The off-ramps do not experience long delay nor queueing to the mainline freeway. Therefore, no improvement is recommended at this interchange.

The table below summarizes accident rates and accident occurrences at the Agua Dulce Canyon Road interchange. Actual accident rates that are higher than statewide average are highlighted in red boxes.

Table 6

Table B collision rates

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	Direction	Number Accidents	Fatality	Injury	F+I	Multi	Wet	Dark	Actual Accident			Average Accident		
										Fatal	F+I	Total	Fatal	F+I	Total
40.073	Agua Dulce Canyon Road	NB ON	1	1	0	1	0	0	0	3.04	3.04	3.04	0.005	0.17	0.5
39.675	Agua Dulce Canyon Road	NB OFF	1	0	0	0	0	0	1	0	0	0.41	0.01	0.33	0.98
39.654	Agua Dulce Canyon Road	SB ON	0	0	0	0	0	0	0	0	0	0	0.005	0.07	0.5
40.034	Agua Dulce Canyon Road	SB OFF	0	1	1	1	1	0	0	0	2.79	5.59	0.01	0.33	0.98

Table 7

Accident Summary Table

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	Direction	Number of Accidents	Type of Collision								
				Head-on	Sideswipes	Rear end	Broadside	Hit object	Overturn	Auto-ped	Other	Not Stated
40.073	Agua Dulce Canyon Road	NB ON	1	-	-	-	-	1	-	-	-	-
39.675	Agua Dulce Canyon Road	NB OFF	1	-	-	-	-	-	1	-	-	-
39.654	Agua Dulce Canyon Road	SB ON	0	-	-	-	-	-	-	-	-	-
40.034	Agua Dulce Canyon Road	SB OFF	2	-	1	-	-	1	-	-	-	-

B. Escondido Canyon Road

State Route 14 at Escondido Canyon Road is also a Diamond Interchange with the exception of the southbound off-ramp exiting to the frontage road (Valley Sage Road) before intersecting with Escondido Canyon Road. The intersections are controlled by stop signs at the off-ramp terminus. During the most recent 5-year period, there were no accidents on the on-ramps. The northbound off-ramp had three accidents and the southbound off-ramp had two accidents. The cause of these accidents were mostly due to unsafe speed. The off-ramps do not experience long delay nor queueing to the mainline freeway. Therefore, no improvement is recommended at this interchange.

The table below summarizes accident rates and accident occurrences at the Escondido Canyon Road interchange.

Table 8

Table B collision rates

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	Direction	Number Accidents	Fatality	Injury	F+I	Multi	Wet	Dark	Actual Accident			Average Accident		
										Fatal	F+I	Total	Fatal	F+I	Total
43.482	Escondido Canyon Road	NB ON	0	0	0	0	0	0	0	0	0	0	0.005	0.17	0.5
43.056	Escondido Canyon Road	NB OFF	3	0	3	3	1	0	0	0	2.35	2.35	0.01	0.33	0.98
43.037	Escondido Canyon Road	SB ON	0	0	0	0	0	0	0	0	0	0	0.005	0.07	0.5
43.487	Escondido Canyon Road	SB OFF	2	0	1	1	0	0	1	0	0.93	1.86	0.008	0.4	1.37

Table 9

Accident Summary Table

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	Direction	Number of Accidents	Type of Collision								
				Head-on	Sideswipes	Rear end	Broadside	Hit object	Overturn	Auto-ped	Other	Not Stated
43.482	Escondido Canyon Road	NB ON	0	-	-	-	-	-	-	-	-	-
43.056	Escondido Canyon Road	NB OFF	3	-	-	1	-	2	-	-	-	-
43.037	Escondido Canyon Road	SB ON	0	-	-	-	-	-	-	-	-	-
43.487	Escondido Canyon Road	SB OFF	2	-	-	-	-	2	-	-	-	-

C. Pearblossom Highway

State Route 14 at Pearblossom Highway interchange is similar to the Trumpet Interchange (Type-L12). The intersections are also controlled by stop sign at the off-ramp terminus. This interchange has significantly higher traffic volumes and number of accidents than the interchanges at Agua Dulce Canyon Road and Escondido Canyon Road.

The northbound off-ramp splits into two. The left segment merges into northbound Sierra Highway and the right segment forms a 4-leg intersection with Sierra Highway. The both segments experience heavy delay during the PM peak hour. The bottleneck for the left segment is located at the signalized T-intersection of Pearblossom Highway and Sierra Highway, creating a back-up along Sierra Highway and the northbound off-ramp. The queue was over 1 mile long during the afternoon peak hour. The right segment also experiences delay at the intersection with Sierra Highway. The intersection of southbound off ramp and Sierra Highway also experiences some delay during PM peak hour, especially the left turn movement onto Sierra Highway.

The northbound off ramp to Sierra Highway was identified repeatedly as a high accident concentration location. It is recommended that the County improve the signal operation to reduce the traffic back-up for northbound direction at the intersection of Sierra Highway and Pearblossom Highway. The intersections of the off-ramps with Sierra Highway are currently controlled by stop signs on minor approaches. Additional study is recommended to determine if roundabout or traffic signal would improve the overall operation of these intersections.

The table below summarizes accident rates and accident occurrences at the Pearblossom Highway Road interchange.

Table 10

Table B collision rates

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	Direction	Number Accidents	Fatality	Injury	F+I	Multi	Wet	Dark	Actual Accident			Average Accident		
										Fatal	F+I	Total	Fatal	F+I	Total
54.906	Pearblossom Highway	NB ON	17	0	9	9	7	0	11	0	2.19	4.14	0.005	0.17	0.5
54.22	Pearblossom Highway	NB OFF	7	0	0	0	5	0	4	0	0	0.27	0.007	0.14	0.37
54.249	Pearblossom Highway	SB ON	20	0	7	7	12	1	7	0	0.3	0.84	0.005	0.17	0.5
54.472	Pearblossom Highway	SB OFF	34	0	11	11	22	1	17	0	3.54	10.95	0.029	0.46	1.71

Table 11

Accident Summary Table

For the most recent 5 year time period from January 1, 2014 - December 31, 2018

Postmile	Location	Direction	Number of Accidents	Type of Collision								
				Head-on	Sideswipes	Rear end	Broadside	Hit object	Overturn	Auto-ped	Other	Not Stated
54.906	Pearblossom Highway	NB ON	17	1	3	2	1	7	3	-	-	-
54.22	Pearblossom Highway	NB OFF	7	-	-	-	-	-	-	-	-	-
54.249	Pearblossom Highway	SB ON	20	1	5	4	-	9	1	-	-	-
54.472	Pearblossom Highway	SB OFF	34	1	1	11	8	11	2	-	-	-

VI. ALTERNATIVES

Alternative 1 – No build alternative. The no build alternative does not address the existing and/or future forecasted operational and safety deficiencies to either the freeway mixed-flow lanes or to the local on and off-ramp intersections associated with SR-014 within the study limits.

Alternative 2 – Add a standard lane to the freeway mixed-flow lane drop locations in each direction of SR-014 within the project study limits.

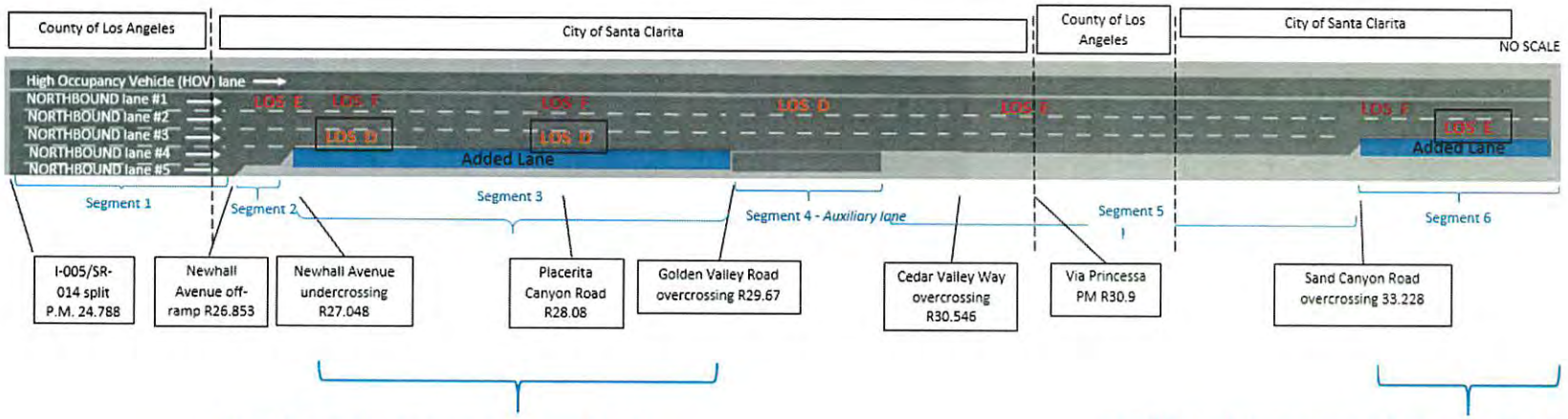
This alternative is expected to increase the freeway mainline capacity in both directions and improve the level of service of the facility which in turn will improve the quality of life, reduce delay and greenhouse gas emissions, and increase reliability, etc. The implementation of this alternative would increase the operational capacity of the freeway mixed-flow lanes and interchanges for both directions of SR-014 and will increase safety by addressing and minimizing the total accident rates associated with those freeway segments.

Proposed improvement for northbound SR-014 priorities:

1. From the Newhall Avenue undercrossing (≈P.M. 27) to Golden Valley Rd. (≈P.M. 29.675), add lane to make 4 MF L+1 HOV while maintaining the auxiliary lane from the Golden Valley Road on-ramp to the Sierra Highway off-ramp for approximately 2.7 miles.
2. From the Sand Canyon Road overcrossing (≈P.M. 33.426) to the Soledad Canyon Road undercrossing (≈PM 35.711), make it 3 MFL +1 HOV for approximately 2.3 miles.
3. * From Puritan Mine Road undercrossing (≈PM 45.726) to the Pearblossom Highway off-ramp (≈P.M. 54.220), add an additional mixed-flow lane for approximately 8.5 miles.

The diagrams on the next 2 pages show the proposed improvement priorities for northbound SR-014.

N/B SR-014 Proposed Improvement from I-5/SR-14 to Sand Canyon Rd.



Northbound Improvement priority #1

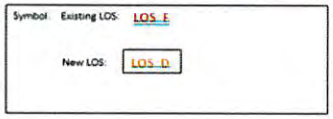
2.7 miles from Newhall Avenue to Golden Valley Road

Estimated cost: $22.2 – 27.6 Million

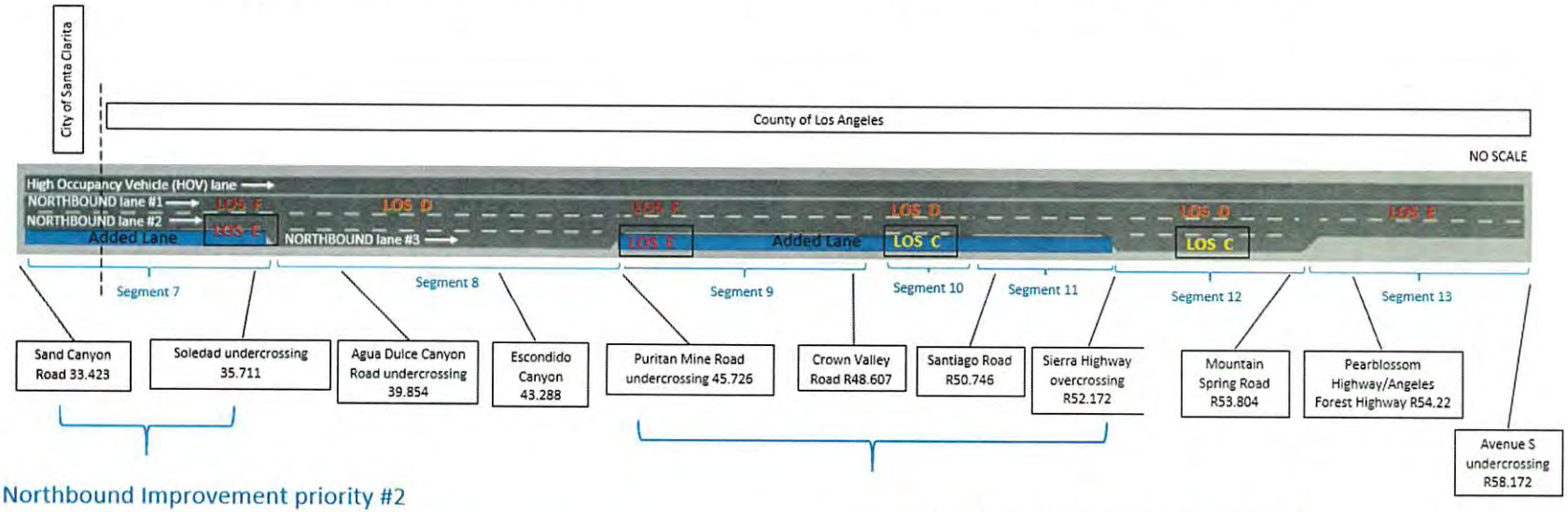
Northbound Improvement priority #2

2.3 miles from Sand Canyon Road to the Soledad undercrossing

Estimated cost: $19.8 – 24.4 Million



N/B SR-014 Proposed Improvement from Sand Canyon Road to Pearblossom Hwy



Northbound Improvement priority #2

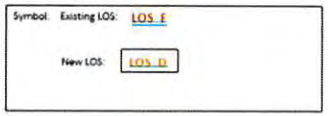
2.3 miles from Sand Canyon Road to Soledad undercrossing

Estimated cost: $19.8 – 24.4 Million

Northbound Improvement priority #3

8.5 miles from Puritan Mine Road undercrossing to Sierra Highway overcrossing

Estimated cost: $76.0 – 93.0 Million

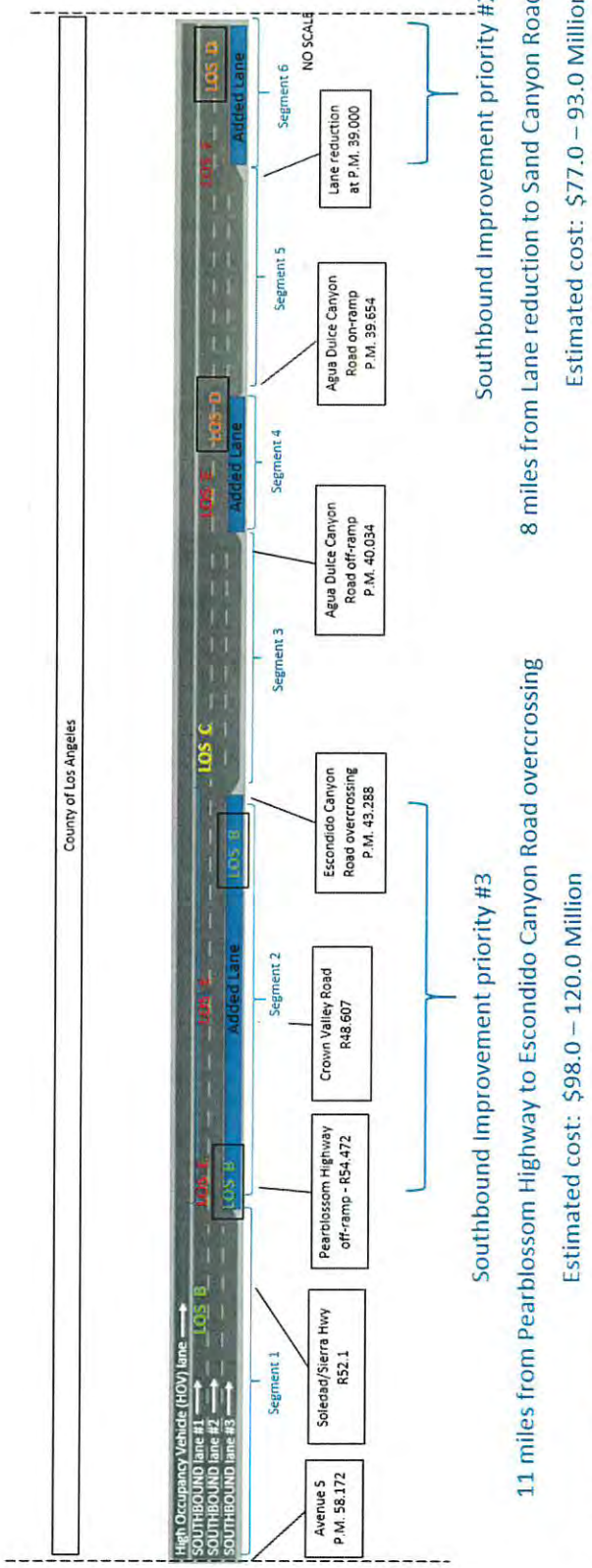


Proposed improvements for southbound SR-014:

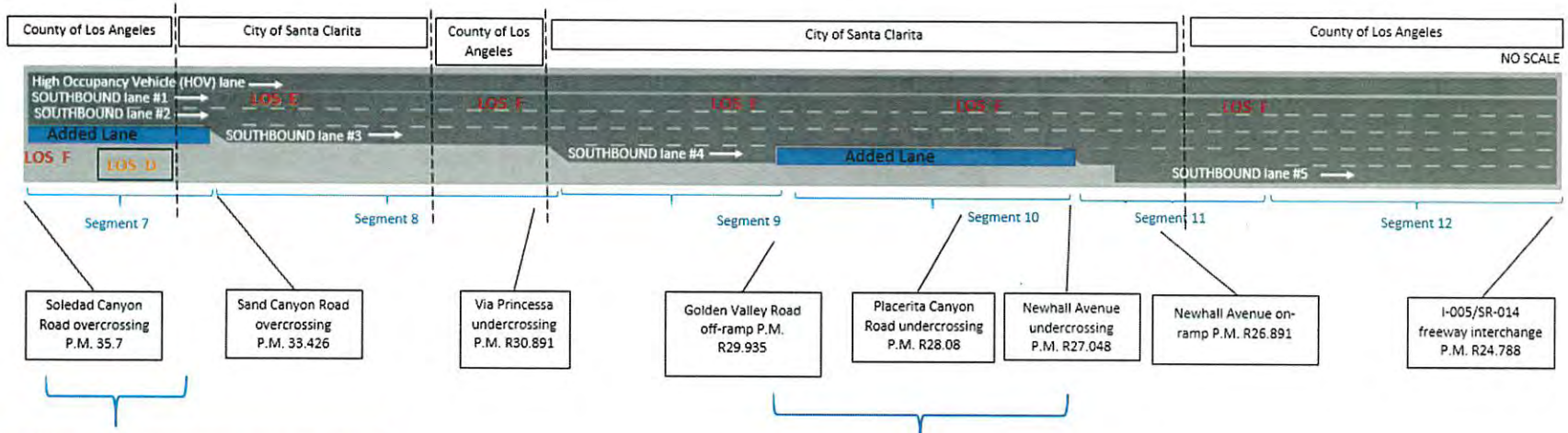
1. From the Via Princessa undercrossing (≈P.M. 30.722), start adding a lane and maintain the auxiliary lane between Via Princessa and Golden Valley Road and continue the added lane to the Newhall Avenue undercrossing (≈P.M. 27) for a total distance of ≈4 miles (4 MFL + 1 HOV).
2. Just north of the Agua Dulce off-ramp (≈P.M. 40.034) to the Sand Canyon Road overcrossing (≈P.M. 33.423), make it a continuous 3 MFL + 1 HOV for a total distance of ≈8 miles.
3. * From the Pearblossom Highway interchange (≈P.M. 54.249) to the Escondido Canyon Road overcrossing (≈P.M. 43.288), add 1 lane for a 3 MFL + 1 HOV for a total distance of ≈ 11 miles.

* Last priority

The diagrams below and on the next page show the proposed improvement priorities for southbound SR-014.



S/B SR-014 Proposed Improvement from Agua Dulce Canyon Rd. to the I-5/SR-14 Split



Southbound Improvement priority #2

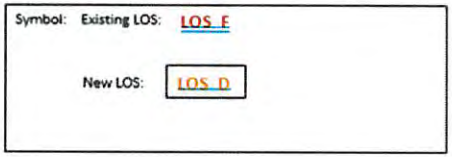
8 miles from Lane reduction to Sand Canyon Road

Estimated cost: $77.0 – 93.0 Million

Southbound Improvement priority #1

4 miles from Golden Valley Road to Newhall Avenue

Estimated cost: $34.0 – 42.0 Million



Cost estimates shown on the diagrams are based on assumptions shown in Appendix B - Cost Estimates. The cost estimates include a freeway lane construction cost of approximately $6-8 million/mile. Also, assumptions are made for bridge construction, cut slope modifications and retaining walls within the addition freeway lane addition locations.

Attachments

Appendix A – Average Hourly Speed Tables

Appendix B – Cost Estimate Table

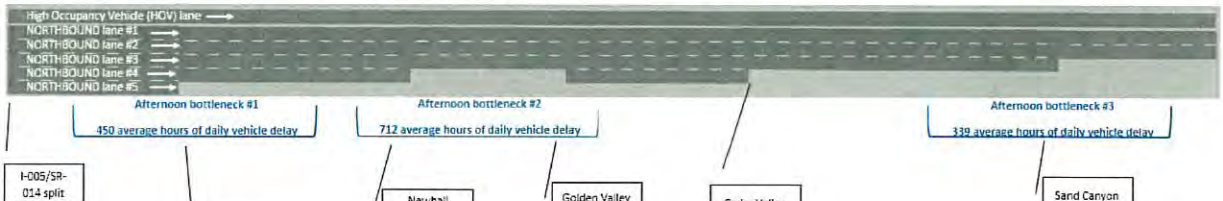
Appendix C – Level of Service Tables

Appendix D – Proposed Improvements Location Maps

Appendix A – Average hourly Speed Tables

The tables shown on the following pages show the average hourly speeds for select locations along SR-014.

Northbound SR-014 Average Hourly Speeds (Tue-Thurs) from I-5/SR-014 interchange to Sand Canyon Road, part 1



SR-14 @ San Fernando Rd NB

Time	Average Speeds
0:00	60.59
1:00	59.84
2:00	58.30
3:00	56.19
4:00	58.19
5:00	59.03
6:00	59.80
7:00	61.15
8:00	61.61
9:00	61.52
10:00	60.96
11:00	60.56
12:00	60.70
13:00	60.01
14:00	58.21
15:00	33.08
16:00	21.14
17:00	19.01
18:00	21.12
19:00	39.07
20:00	59.13
21:00	60.67
22:00	61.07
23:00	61.34

SR-14 @ Placerita Cyn Rd NB
150809

Time	Average Speeds
0:00	59.74
1:00	59.12
2:00	57.31
3:00	54.70
4:00	56.50
5:00	57.29
6:00	57.64
7:00	59.34
8:00	59.45
9:00	59.51
10:00	58.87
11:00	58.62
12:00	58.79
13:00	58.46
14:00	57.35
15:00	48.03
16:00	41.30
17:00	37.89
18:00	39.80
19:00	50.29
20:00	58.02
21:00	58.68
22:00	59.38
23:00	59.83

SR-14 @ Golden Valley Rd NB
148000

Time	Average Speeds
0:00	59.16
1:00	59.37
2:00	56.96
3:00	54.68
4:00	56.93
5:00	57.04
6:00	57.90
7:00	59.33
8:00	58.91
9:00	58.48
10:00	57.86
11:00	57.59
12:00	58.37
13:00	58.06
14:00	58.09
15:00	56.51
16:00	54.45
17:00	52.47
18:00	52.68
19:00	55.47
20:00	58.62
21:00	58.71
22:00	60.04
23:00	59.84

SR-14 @ Via Princessa NB

Time	Average Speeds
0:00	60.82
1:00	60.10
2:00	58.95
3:00	58.02
4:00	59.27
5:00	59.93
6:00	60.61
7:00	60.47
8:00	57.10
9:00	56.43
10:00	55.39
11:00	57.39
12:00	60.27
13:00	60.66
14:00	61.27
15:00	60.48
16:00	55.46
17:00	53.35
18:00	55.62
19:00	58.96
20:00	61.21
21:00	60.85
22:00	61.17
23:00	61.07

SR-14 @ Sand Canyon NB

Time	Average Speeds
0:00	61.33
1:00	60.78
2:00	59.88
3:00	58.70
4:00	59.90
5:00	60.84
6:00	61.22
7:00	62.35
8:00	61.65
9:00	61.60
10:00	61.09
11:00	60.73
12:00	61.15
13:00	61.42
14:00	60.99
15:00	55.36
16:00	42.56
17:00	42.83
18:00	47.92
19:00	57.90
20:00	60.62
21:00	60.86
22:00	61.23
23:00	61.11

Northbound SR-014 Average Hourly Speeds (Tue-Thurs) from Sand Canyon Road to Pearblossom Highway, part 2

SR-14 @ Sand Canyon NB

Time	Averege Speeds
0:00	61.33
1:00	60.78
2:00	59.88
3:00	58.70
4:00	59.90
5:00	60.84
6:00	61.22
7:00	62.35
8:00	61.65
9:00	61.60
10:00	61.09
11:00	60.73
12:00	61.15
13:00	61.42
14:00	60.99
15:00	55.36
16:00	42.86
17:00	42.83
18:00	47.92
19:00	57.00
20:00	60.62
21:00	60.88
22:00	61.23
23:00	61.11

SR-14 @ Aqua Dulce Canyon NB

Time	Averege Speeds
0:00	59.68
1:00	59.34
2:00	57.34
3:00	55.03
4:00	55.91
5:00	58.23
6:00	59.52
7:00	61.61
8:00	60.87
9:00	60.48
10:00	59.84
11:00	59.87
12:00	60.12
13:00	60.37
14:00	60.94
15:00	62.71
16:00	63.42
17:00	63.57
18:00	62.74
19:00	62.15
20:00	61.00
21:00	60.04
22:00	59.22
23:00	59.31

SR-14 @ Escondido Canyon NB

Time	Averege Speeds
0:00	55.91
1:00	56.34
2:00	53.03
3:00	48.75
4:00	50.61
5:00	52.46
6:00	53.63
7:00	57.04
8:00	56.41
9:00	56.02
10:00	55.08
11:00	55.06
12:00	54.85
13:00	54.64
14:00	54.47
15:00	55.73
16:00	56.72
17:00	53.25
18:00	55.52
19:00	56.29
20:00	55.73
21:00	55.36
22:00	54.78
23:00	55.17

SR-14 @ Crown Valley Rd NB

Time	Averege Speeds
0:00	61.31
1:00	61.07
2:00	59.92
3:00	58.37
4:00	60.21
5:00	60.90
6:00	61.90
7:00	63.28
8:00	62.51
9:00	62.34
10:00	61.66
11:00	61.44
12:00	60.91
13:00	61.32
14:00	61.58
15:00	60.45
16:00	38.62
17:00	35.23
18:00	35.82
19:00	38.94
20:00	60.78
21:00	60.89
22:00	60.79
23:00	61.12

SR-14 @ Santiago Rd NB

Time	Averege Speeds
0:00	61.47
1:00	61.17
2:00	59.93
3:00	58.56
4:00	59.45
5:00	60.19
6:00	61.85
7:00	63.08
8:00	62.60
9:00	62.41
10:00	62.19
11:00	61.74
12:00	61.45
13:00	61.76
14:00	61.93
15:00	61.42
16:00	60.79
17:00	59.50
18:00	39.19
19:00	60.40
20:00	61.17
21:00	61.22
22:00	60.91
23:00	61.09

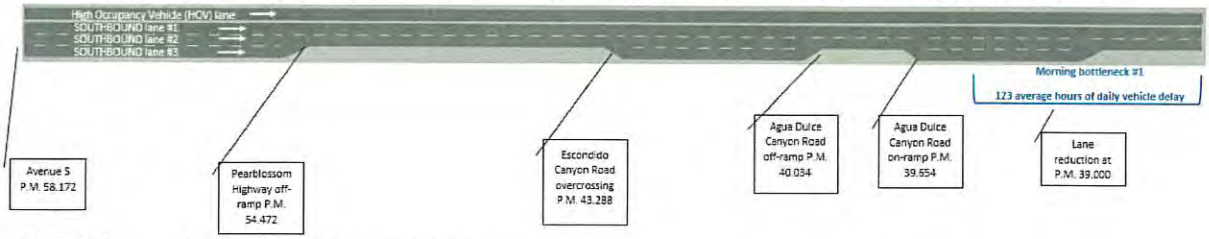
SR-14 @ Soledad Cyn RD/Sierra Hwy NB

Time	Averege Speeds
0:00	61.17
1:00	60.60
2:00	59.09
3:00	57.48
4:00	58.60
5:00	59.06
6:00	61.04
7:00	62.20
8:00	61.86
9:00	61.80
10:00	61.52
11:00	61.12
12:00	60.85
13:00	61.19
14:00	61.21
15:00	61.10
16:00	60.43
17:00	59.06
18:00	59.17
19:00	60.20
20:00	60.72
21:00	60.68
22:00	60.19
23:00	60.64

SR-14 @ Angeles Forest Hwy NB

Time	Averege Speeds
0:00	60.37
1:00	59.93
2:00	58.44
3:00	56.66
4:00	57.80
5:00	58.79
6:00	60.29
7:00	61.86
8:00	61.63
9:00	61.26
10:00	61.09
11:00	60.52
12:00	60.44
13:00	60.62
14:00	60.21
15:00	59.44
16:00	56.42
17:00	52.13
18:00	52.55
19:00	57.29
20:00	59.31
21:00	60.17
22:00	59.63
23:00	59.86

Southbound SR-014 Average Hourly Speeds (Tue-Thurs) from Avenue S to Agua Dulce Canyon Road, part 1



SR-14 @ Ave S SB

Time	Averege Speeds
0:00	58.25
1:00	58.38
2:00	60.23
3:00	58.61
4:00	59.95
5:00	60.02
6:00	63.18
7:00	62.47
8:00	61.66
9:00	61.73
10:00	61.31
11:00	60.92
12:00	60.86
13:00	60.34
14:00	60.43
15:00	58.73
16:00	58.26
17:00	57.74
18:00	56.64
19:00	57.00
20:00	57.38
21:00	57.12
22:00	57.45
23:00	58.35

SR-14 @ Angeles Forest Hwy SB

Time	Averege Speeds
0:00	57.21
1:00	56.99
2:00	59.04
3:00	57.92
4:00	55.91
5:00	55.27
6:00	60.65
7:00	60.69
8:00	60.53
9:00	60.80
10:00	60.18
11:00	60.14
12:00	60.12
13:00	59.34
14:00	59.56
15:00	57.75
16:00	57.14
17:00	56.15
18:00	54.82
19:00	55.43
20:00	56.03
21:00	55.97
22:00	55.91
23:00	56.96

SR-14 @ Soledad Cyn RD/Sierra Hwy SB

Time	Averege Speeds
0:00	59.78
1:00	60.23
2:00	62.30
3:00	61.55
4:00	54.08
5:00	50.56
6:00	59.90
7:00	61.48
8:00	61.78
9:00	62.43
10:00	62.24
11:00	62.09
12:00	62.35
13:00	62.38
14:00	62.57
15:00	61.86
16:00	61.54
17:00	60.90
18:00	59.81
19:00	60.58
20:00	59.45
21:00	60.32
22:00	59.84
23:00	58.65

SR-14 @ Escondido Canyon SB

Time	Averege Speeds
0:00	61.63
1:00	62.04
2:00	62.97
3:00	62.98
4:00	61.85
5:00	58.08
6:00	62.25
7:00	64.22
8:00	63.40
9:00	63.85
10:00	63.87
11:00	63.97
12:00	63.92
13:00	64.18
14:00	63.92
15:00	63.54
16:00	63.08
17:00	62.80
18:00	61.75
19:00	61.83
20:00	61.94
21:00	61.76
22:00	61.55
23:00	61.53

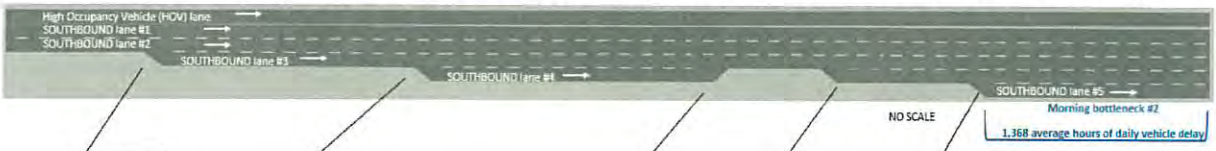
SR-14 @ Aqua Dulce Canyon SB

Time	Averege Speeds
0:00	60.53
1:00	60.70
2:00	62.05
3:00	62.31
4:00	62.15
5:00	54.02
6:00	59.80
7:00	63.14
8:00	62.41
9:00	63.15
10:00	63.30
11:00	63.41
12:00	62.96
13:00	63.31
14:00	63.13
15:00	62.67
16:00	62.54
17:00	62.29
18:00	61.58
19:00	60.58
20:00	61.13
21:00	60.91
22:00	60.52
23:00	60.76

SR-14 @ Soldedad Cyn Rd SB

Time	Averege Speeds
0:00	60.96
1:00	61.36
2:00	62.84
3:00	62.59
4:00	61.56
5:00	46.92
6:00	56.03
7:00	60.90
8:00	60.38
9:00	62.08
10:00	62.94
11:00	63.39
12:00	63.33
13:00	63.58
14:00	63.27
15:00	63.06
16:00	62.84
17:00	62.43
18:00	61.90
19:00	61.41
20:00	61.67
21:00	61.25
22:00	60.62
23:00	61.04

Southbound SR-014 Average Hourly Speeds (Tue-Thurs) from Agua Dulce Canyon Road to the I-005/SR-014 split, part 2



SR-14 @ Sand Canyon SB

Time	Average Speeds
0:00	60.82
1:00	61.12
2:00	63.09
3:00	62.89
4:00	62.86
5:00	54.33
6:00	52.19
7:00	55.58
8:00	59.86
9:00	62.22
10:00	62.73
11:00	63.10
12:00	63.09
13:00	63.22
14:00	63.06
15:00	62.63
16:00	62.47
17:00	62.57
18:00	61.69
19:00	61.24
20:00	61.48
21:00	61.13
22:00	60.63
23:00	60.76

SR-14 @ Via Princessa SB

Time	Average Speeds
0:00	59.09
1:00	59.38
2:00	60.79
3:00	61.12
4:00	61.29
5:00	38.65
6:00	24.02
7:00	35.24
8:00	52.76
9:00	59.27
10:00	61.24
11:00	62.18
12:00	61.79
13:00	62.11
14:00	61.63
15:00	61.14
16:00	60.49
17:00	60.43
18:00	59.57
19:00	59.27
20:00	59.09
21:00	59.23
22:00	57.99
23:00	58.57

SR-14 @ Via Sierra Hwy SB

Time	Average Speeds
0:00	58.10
1:00	58.32
2:00	59.71
3:00	59.42
4:00	59.12
5:00	36.16
6:00	21.26
7:00	31.66
8:00	49.03
9:00	56.50
10:00	59.00
11:00	59.95
12:00	59.76
13:00	59.99
14:00	59.62
15:00	59.46
16:00	58.58
17:00	58.43
18:00	57.79
19:00	57.42
20:00	57.65
21:00	58.05
22:00	57.01
23:00	57.36

SR-14 @ Golden Valley Rd SB

143000

Time	Average Speeds
0:00	57.90
1:00	56.97
2:00	59.48
3:00	58.54
4:00	58.63
5:00	34.55
6:00	17.73
7:00	26.13
8:00	42.56
9:00	54.73
10:00	57.98
11:00	59.43
12:00	58.90
13:00	59.34
14:00	59.21
15:00	58.46
16:00	57.62
17:00	57.42
18:00	56.59
19:00	57.27
20:00	57.10
21:00	57.77
22:00	56.84
23:00	57.06

SR-14 @ Placerita Cyn Rd SB

151994

Time	Average Speeds
0:00	60.49
1:00	60.43
2:00	61.99
3:00	61.68
4:00	61.96
5:00	38.45
6:00	23.01
7:00	28.91
8:00	41.21
9:00	55.76
10:00	60.81
11:00	62.08
12:00	61.91
13:00	61.96
14:00	62.00
15:00	61.66
16:00	61.60
17:00	61.74
18:00	60.73
19:00	60.92
20:00	60.77
21:00	60.67
22:00	59.46
23:00	60.19

SR-14 @ San Fernando Rd SB

Time	Average Speeds
0:00	59.38
1:00	59.49
2:00	61.16
3:00	61.01
4:00	61.72
5:00	52.82
6:00	49.80
7:00	48.81
8:00	54.06
9:00	59.71
10:00	61.53
11:00	61.97
12:00	61.62
13:00	61.82
14:00	61.93
15:00	61.38
16:00	61.05
17:00	61.01
18:00	59.65
19:00	59.91
20:00	59.57
21:00	59.47
22:00	58.09
23:00	58.80

Appendix B – Cost Estimate Table

Total Cost per mile: $6 - $8 million

Segment	Length (mile)	Lane Cost (millions)	# of Bridges	# of Slopes	Retaining walls	Total Cost (millions)
Northbound 1	2.7	16.2 - 21.6	3			$22.2 - $27.6
Northbound 2	2.3	13.8 - 18.4	2		1 mile	$19.8 - $24.4
Northbound 3	8.5	51 - 68	7	5	3 miles	$76 - $93
Southbound 1	4	24 - 32	5			$34 - $42
Southbound 2	8	48 - 64	5	15	2 miles	$77 - $93
Southbound 3	11	66 - 88	7	10	4 miles	$98 - $120

Note:

Bridges are $2 million per Bridge

Slopes are $1 million per Cut Slope

Retaining Walls are $2 million per mile of Retaining Walls

Appendix C – Mixed Flow Lane Levels of Service Tables

The tables below show the existing LOS on northbound and southbound SR-014 at selected lane drop locations.

APPENDIX C

EXISTING LEVEL OF SERVICE - Northbound SR- 14

Location	PM	One-way DHV	Speed	# of Lane	Density	LOS
I-5/SR-14	24.8	7,460	45	5	33	**E**
Newhall Ave UC	27	7,460	19	5 to 4	116	**F**
Placerita Canyon Road	28.1	6,650	38	3	69	**F**
Golden Valley Rd. OC	29.7	6,050	52	3	34	**D**
Via Princessa	30.9	4,990	53	3	37	**E**
Sand Canyon Rd. OC	33.2	4,380	43	3 to 2	60	**F**
Soledad Canyon Road	35.7	4,100	53	2 to 3	42	**D**
Agua Dulce Road	39.9	4,210	55	3	30	**D**
Escondido Canyon Road	43.2	4,210	54	3	44	**E**
Puritan Mine Road	45.7	4,160	43	3 to 2	55	**F**
Crown Valley Rd.	48.6	4,160	59	2 to 3	29	**D**
Santiago Rd.	50.7	4,210	59	3 to 2	34	**D**
Sierra Hwy OC	51.7	4,210	60	2 to 3	35	**D**
Pearblossom	54.5	3,430	57	2	37	**E**

EXISTING LEVEL OF SERVICE - Southbound SR- 14

Location	PM	One-way DHV	Speed	# of Lane	Density	LOS
Avenue S	58.2	2,220	57	3	17.27	**B**
Pearblossom Highway off ramp	54.5	3,430	55	3 to 2	37.96	**E**
Soledad Cyn/Sierra Hwy	52.1	4,100	50	2	41.76	**E**
Escondido Canyon Rd. OC	43.2	4,210	58	2 to 3	22.33	**C**
Agua Dulce Cyn Rd	40	4,210	54	3 to 2	36.50	**E**
Soledad Canyon Road	35.7	3,570	47	2	44.98	**F**
Sand Canyon Road OC	33.4	4,380	52	2 to 3	37.90	**E**
Via Princessa UC	30.9	4,990	24	3	84.99	**F**
Via Sierra Hwy	30.5	5,100	21	3	97.14	**F**
Golden Valley Road	30	6,050	18	3	116.67	**F**
Placerita Road	28.1	6,870	23	3	91.30	**F**
Newhall Ave. UC	27	7,460	49	3 to 4	45.04	**F**

APPENDIX C

20-YEAR PROJECTED LEVEL OF SERVICE - Northbound SR- 14
With No Improvement

Location	PM	One-way DHV	# of Lane	LOS
I-5/SR-14	24.8	9,700	5	**E**
Newhall Ave UC	27	9,700	5 to 4	**F**
Placerita Canyon Road	28.1	8,600	3	**F**
Golden Valley Rd. OC	29.7	7,900	3	**F**
Via Princessa	30.9	6,500	3	**F**
Sand Canyon Rd. OC	33.2	5,700	3 to 2	**F**
Soledad Canyon Road	35.7	5,300	2 to 3	**D**
Agua Dulce Road	39.9	5,500	3	**D**
Escondido Canyon Road	43.2	5,500	3	**E**
Puritan Mine Road	45.7	5,400	3 to 2	**F**
Crown Valley Rd.	48.6	5,400	2 to 3	**D**
Santiago Rd.	50.7	5,500	3 to 2	**F**
Sierra Hwy OC	51.7	5,500	2 to 3	**D**
Pearblossom	54.5	4,500	2	**F**

20-YEAR PROJECTED LEVEL OF SERVICE - Southbound SR- 14
With No Improvement

Location	PM	One-way DHV	# of Lane	LOS
Avenue S	58.2	3,100	3	**B**
Pearblossom Highway off ran	54.5	4,800	3 to 2	**F**
Soledad Cyn/Sierra Hwy	52.1	5,700	2	**F**
Escondido Canyon Rd. OC	43.2	5,900	2 to 3	**E**
Agua Dulce Cyn Rd	40	5,900	3 to 2	**F**
Soledad Canyon Road	35.7	5,000	2	**F**
Sand Canyon Road OC	33.4	6,100	2 to 3	**E**
Via Princessa UC	30.9	7,000	3	**F**
Via Sierra Hwy	30.5	7,100	3	**F**
Golden Valley Road	30	8,500	3	**F**
Placerita Road	28.1	9,600	3	**F**
Newhall Ave. UC	27	10,400	3 to 4	**F**

APPENDIX C

LEVEL OF SERVICE WITH IMPROVEMENT- Northbound SR- 14

Location	PM	One-way DHV	Speed	# of Lane	Density	LOS
I-5/SR-14	24.8	7,100	45	5	39	E
Newhall Ave UC	27	7,100	19	5 to 4	116	F
Placerita Canyon Road	28.1	6,650	65	4	30	D
Golden Valley Rd. OC	29.7	6,050	60	4	33	D
Via Princessa	30.9	4,990	53	3	37	E
Sand Canyon Rd. OC	33.2	4,380	57	3	40	E
Soledad Canyon Road	35.7	4,100	53	3	42	D
Agua Dulce Road	39.9	4,210	55	3	30	D
Escondido Canyon Road	43.2	4,210	54	3	44	E
Puritan Mine Road	45.7	4,160	55	3	37	E
Crown Valley Rd.	48.6	4,160	65	3	26	C
Santiago Rd.	50.7	4,210	63	3	27	C
Sierra Hwy OC	51.7	4,210	60	3	29	D
Pearblossom	54.5	3,430	57	2	37	E

LEVEL OF SERVICE WITH IMPROVEMENT- Southbound SR- 14

Location	PM	One-way DHV	Speed	# of Lane	Density	LOS
Avenue S	58.2	2,220	65	3	15.15	B
Pearblossom Highway off ramp	54.5	3,430	65	3	32.12	B
Soledad Cyn/Sierra Hwy	52.1	4,100	63	3	33.14	B
Escondido Canyon Rd. OC	43.2	4,210	58	3	22.33	C
Agua Dulce Cyn Rd	40	4,210	63	3	31.28	D
Soledad Canyon Road	35.7	3,570	61	3	34.66	D
Sand Canyon Road OC	33.4	4,380	63	3	31.28	D
Via Princessa UC	30.9	4,990	24	3	84.99	F
Via Sierra Hwy	30.5	5,100	35	3 + aux	58.29	F
Golden Valley Road	30	6,050	30	4	70.00	F
Placerita Road	28.1	6,870	40	4	53.75	F
Newhall Ave. UC	27	7,400	51	4	42.92	E

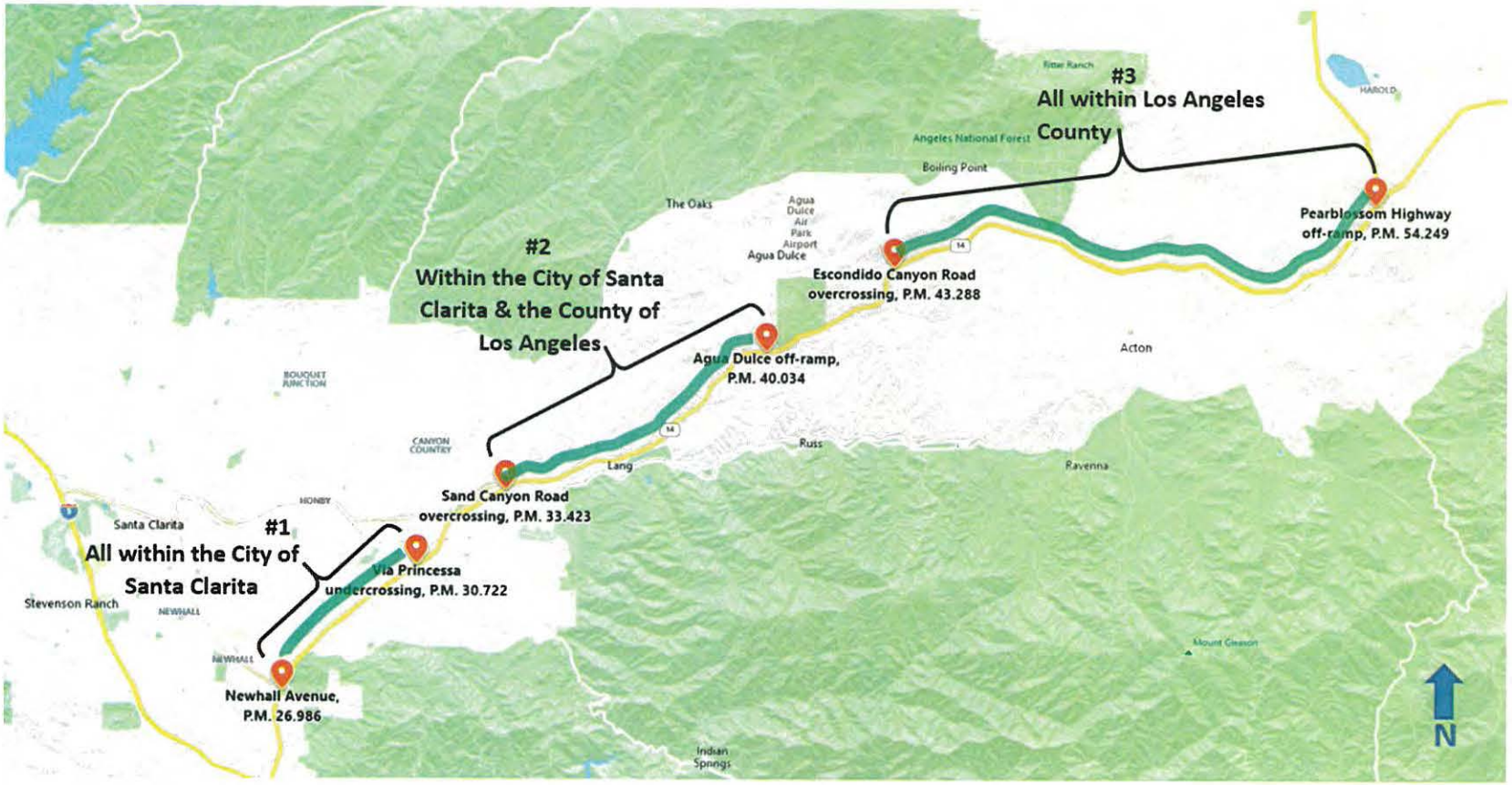
Notes: Lane added Improved LOS

Proposed Northbound SR-014 Improvement Locations

Prioritized northbound SR-014 improvements (All locations are approximate):

1. From the Newhall Avenue undercrossing (≈P.M. 27) to Golden Valley Rd. (≈P.M. 29.675), add lane to make 4 MF L+1 HOV while maintaining the auxiliary lane from the Golden Valley Road on-ramp to the Sierra Highway off-ramp for approximately 2.7 miles.
2. From the Sand Canyon Road overcrossing (≈P.M. 33.426) to the Soledad Canyon Road undercrossing (≈PM 35.711), make it 3 MFL +1 HOV for approximately 2.3 miles.
3. From Puritan Mine Road UC (≈PM 45.726) to the Pearblossom Highway off-ramp (≈P.M. 54.220), add an additional mixed-flow lane (8.5 miles).

Proposed Southbound SR-014 Improvement Locations



Prioritized southbound SR-014 improvements (All locations are approximate):

1. From the Via Princessa undercrossing (≈P.M. 30.722), start adding a lane and maintain the auxiliary lane between Via Princessa and Golden Valley Road and continue the added lane to the Newhall Avenue undercrossing (≈P.M. 27) for a total distance of ≈4 miles (4 MFL + 1 HOV).
2. Just north of the Agua Dulce off-ramp (≈P.M. 40.034) to the Sand Canyon Road overcrossing (≈P.M. 33.423), make it a continuous 3 MFL + 1 HOV for a total distance of ≈8 miles.
3. From the Pearblossom Highway interchange (≈P.M. 54.249) to the Escondido Canyon Road overcrossing (≈P.M. 43.288), add 1 lane for a 3 MFL + 1 HOV for a total distance of ≈ 11 miles.

Attachment F
Preliminary Environmental Analysis

PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

DIST-CO-RTE: 07-LA-14	**PM/PM:** 27.0/41.5
EA: 37240K	**EFIS Project ID:** 0720000165
Project Title: Gap Closure and Capacity Improvement	
Project Manager: Jane Yu	**Phone:** (213) 760-6906
Project Engineer: Fardin Amini	**Phone:** (213) 266-3642
Environmental Office Chief/Manager: Karl Price	**Phone:** (213) 266-3822
PEAR Preparer: Savannah Speerstra	**Phone:** (323) 895-2594

2. Project Description

Purpose and Need

Purpose:
The purpose of this project is to eliminate bottleneck locations, improve safety, and improve operational capacity due to future traffic demands on State Route 14 (SR-14) between Newhall Ave. and Agua Dulce Canyon Rd. in Los Angeles County.

Major objectives considered in developing the project include improving traffic flow, reducing travel delay, increasing travel time reliability, accommodating future traffic growth, and improving safety.

Need:
Several segments of State Route 14 in the Antelope Valley are currently operating at near or over-capacity with a Level of Service (LOS) “E” or “F” during peak periods. Motorists are experiencing considerable travel time delays within the study area due to traffic demand exceeding the roadway capacity, especially during the AM and the PM peak hours. The freeway is congested during peak periods due to drop off lanes that cause bottlenecks on the freeway which result in weaving and merging near the interchanges.

Traffic backing up onto the mainline lanes creates a rippling effect by downgrading the operations of the on and off-ramps, resulting in unfavorable weaving and merging by motorists connecting to or exiting the mainline; this adds to motorists’ frustration and, consequently, to a higher accident rate and reduced safety and operational efficiency throughout this corridor.

With the expected increase in traffic demand due to ambient growth and/or planned developments within the neighboring communities and beyond, the no-build alternative would render large segments of the route to operate at an unacceptable level of service

by the 2040 design year. In addition, the diversion of vehicles off SR-14 due to excessive traffic and poor operational performance would also negatively influence other roadway segments that run parallel to SR-14.

Description of work

The California Department of Transportation, in cooperation with the North County Transportation Coalition (NCTC), proposes to close gaps between intersections by adding lane segments on SR-14 at the following locations:

- S/B - Newhall Ave. to Via Princessa (PM 27.00 to PM 30.722)
- S/B - Sand Canyon Rd. to Agua Dulce Canyon Rd. (PM 33.423 to PM 40.034)
- N/B - Newhall Ave. to Golden Valley Rd. (PM 27.00 to PM 29.675)

The purpose of this project is to eliminate bottleneck areas within the project limits, thereby improving the safety and operation of the freeway. Traffic volume is forecast to increase on SR-14 by 2040 and the addition of lanes to fill the gaps between intersections will help accommodate this increase.

The proposed work also includes realigning ramps, widening structures, constructing retaining walls, and modifying drainages. There is a low probability that utility relocations will be needed. Right of Way (ROW) acquisitions will likely be required.

Alternatives

Alternative 1: No Build
Alternative 1 represents the No-Build scenario and would not result in any project improvements on SR-14 within the project limits.

Alternative 2: Build Alternative
Alternative 2 – Add a standard lane to the freeway mixed-flow lane drop locations in each direction of SR-14 within the project study limits.

Alternative 2 is expected to increase the freeway mainline capacity in both directions and improve the facility's LOS, which will reduce traffic delay and greenhouse gas emissions while increasing travel reliability. Implementing this alternative would increase the operational capacity of the freeway mixed-flow lanes and interchanges for both directions of SR-14 and would improve safety by addressing the current weaving and merging issues.

3. Anticipated Environmental Approval

CEQA (choose one):

☐ Exemption
  ☐ Statutory ☐ Categorical ☐ Common Sense
☐ Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND
☒ Environmental Impact Report

NEPA (choose one):

☐ Categorical Exclusion
☐ Environmental Assessment with Finding of No Significant Impact
  ☐ Routine ☐ Complex
☒ Environmental Impact Statement

CEQA Lead Agency (if determined): Caltrans
Estimated length of time (months) to obtain environmental approval: 36-48 months
Estimated person hours to complete identified tasks: 5,000

4. Special Environmental Considerations

With current project alternatives and scoped work taken into consideration, an EIR/EIS would be the appropriate level of document. However, an EIR/Environmental Assessment (FONSI) may be considered if technical studies show lesser impacts during PA&ED.

The proposed project involves bridge widening over waterways, special attention should be given to work conducted near or above waterways as permits will be required. These permits will require outside agency coordination which may be a lengthy process. Early coordination is encouraged.

The proposed project must be added to the latest conforming 2020 RTP/SCS and 2021 FTIP during the PA&ED phase of the project and prior to submittal of a request to FHWA for their project-level conformity determination.

There are several Section 4(f) resources in the area surrounding project that will need to be analyzed. Coordination with outside agencies may be necessary and could cause delays, depending on affects to Section 4(f) resources.

Special consideration and attention should be given to the various wildlife crossings within the project limits. The section of SR-14 within the project limits is a critical barrier to wildlife movement and limits habitat connectivity. Work proposed near these wildlife crossings should be analyzed for potential impacts and consideration should be given to adding project features that will enhance wildlife movement in the area.

Bird nesting windows should be honored.

Coordination with railroad entities will be necessary.

5. Anticipated Environmental Commitments

For Alternative 2 (Build Alternative) of the proposed project, the preliminary list of Environmental Commitments that will be required includes the following (additional commitments may be added during the PA&ED phase):

- SCAQMD's Fugitive Dust Rule 403: Project must comply with the South Coast Air Quality Management District's (SCAQMD) Dust Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate.
- Work Plan (WP): Contractors will devise a work plan to address the health and safety of workers performing the task of removal, containment, storage, and disposal of yellow thermoplastic painted traffic stripe and pavement markings.
- Cultural Pre-Construction Survey: A Pre-Construction Survey is required for any uninvestigated areas within the Area of Potential Effect (APE) to determine the presence of archaeological resources.
- Biology Pre-Construction Survey: A Pre-Construction Survey is required to determine if any endangered/threatened species are within the project impact area.
- Environmentally sensitive area fencing will be required near the Santa Clara River and potentially at other locations.
- General biological construction monitoring will be required.
- Removal and pruning of trees, and staged removal of trees, will require monitoring by a licensed arborist.
- Worker environmental awareness training.
- Pre-construction surveys for nesting birds.
- Trimming or removing vegetation should be done outside of the nesting bird season.
- Removal of old, inactive bird nests from bridges and vegetation within the right-of-way should be done outside of bird nesting and bat maternity season prior to construction or while construction is seasonally paused.
- Pre-construction surveys for roosting bats.
- Installation of bat roosting exclusion devices on bridges and trees.
- Construction of stormwater best management practices.

6. Permits and Approvals.

Permit/Approval	**Agency**	**Estimated time to acquire**
Clean Water Act Section 404 permit	U.S. Army Corps of Engineers (USACE)	18 months

Clean Water Act Section 401 permit	Regional Water Quality Control Board (RWQCB) and State Water Resources Control Board (SWRCB)	18 months
National Pollutant Discharge Elimination System (NPDES) Discharge Permits	RWQCB	TBD
NPDES Construction Permits	SWRCB	TBD
Section 1602 Streambed Alteration Agreement	CA Department of Fish and Wildlife (CDFW)	18 months
Oak Tree Permit	Los Angeles County, Oak Tree Ordinance	TBD
Species “Take” Determination (California Endangered Species Act)	CDFW (agency coordination)	TBD
Air Quality Conformity Determination	Federal Highway Administration (FHWA)	TBD

7. Level of Effort: Risks and Assumptions

Assumptions:

-The current build alternative will be carried through PA&ED and the alternative will not change substantially. Scope changes to the alternative may increase the time required to complete PA&ED.

-Bird nesting windows will be honored.

-The proposed project will be added to the latest conforming 2020 RTP/SCS and 2021 FTIP during the PA&ED phase of the project and prior to submittal of a request to FHWA for their project-level conformity determination.

Risks:

-If work is done under bridges and Waters of the US/State are affected, this would require extensive agency coordination for permits.

-Special attention should be paid to the various wildlife crossing points in the project area. There are several wildlife crossing points on SR-14, including the Santa Clara

River, which is of great ecological importance in the area because it serves as a wildlife passage. Any potential affects to the wildlife crossings in the project area should be analyzed and adverse impacts should be mitigated.

-The several permits this project will require will necessitate close coordination with the issuing agencies and may also cause delays.

-Coordination with the Southern California Railroad and Union Pacific Railroad may cause delays. Early coordination is encouraged.

8. PEAR Technical Summaries

8.1 **Land Use**: The project is located in the City of Santa Clarita and in areas/communities of unincorporated Los Angeles County. Varying land uses encompass the project area including residential, open space, commercial, specific plan, public/institutional, mixed use, business park, and light and heavy agricultural. The proposed project should be analyzed for consistency with the state, regional, and local plans.

The Southern California Railroad (SCRR) and Union Pacific Railroad (UPRR) facilities cross SR-14 at Humphreys Overhead (Br: 53-2029L) (PM R31.65). Potential affects to these railroads should be analyzed in the PA&ED phase. Coordination with overseeing agencies may be required as well.

Section 4(f) applies whenever a federal (USDOT) action involves the use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or land from a historic site. To address potential impacts to publicly owned park, recreation area, or wildlife and waterfowl refuge and/or lands from historic sites of national, state, or local significance, as well as historic properties that may also be covered, a Section 4(f) Evaluation would be required.

The project area is located near several Section 4(f) resources that should be considered during the PA&ED Phase; these include the following: Pacific Crest Trail, Whitney Canyon Park, Elsmere Canyon, Canyon Country Park, Vazquez Rocks Natural Area Park. The potential effects of the proposed project on these resources should be evaluated in the PA&ED phase. If use is found for any of these resources, a Section 4(f) evaluation would be required.

A Community Impact Assessment will be required for this project during PA&ED to evaluate potential effects of the project on the local communities.

8.2 **Growth**: Section 15126.2(d) of the CEQA Guidelines states that a growth-inducing impact could occur if “the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…” This project would increase capacity and therefore has the potential to induce growth. A Growth-Related, Indirect Impact Analysis should be prepared to assess the potential impacts related to growth.

8.3 **Farmlands/Timberlands**: There are no timberlands in the project area. There are lands zoned as heavy agriculture and light agricultural use within the project area. However, according to the Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation 2019), all land within the study area is mapped as urban and built-up or other land and no FMMP farmland is designated within the study area. No impacts are anticipated to farmlands nor timberlands.

8.4 **Community Impacts**: It is not anticipated that the proposed project would result in any changes in community cohesion. Although, relocations are not anticipated, the potential for relocations should be evaluated during PA&ED phase.

A Community Impact Assessment will be required for this project during PA&ED.

8.5 **Visual/Aesthetics**: The project proposes realigning ramps, widening structures, and constructing retaining walls, features that would result in extensive removal of existing landscaping. Project features such as railings, retaining walls, etc. should maintain the same visual characteristics as the surrounding roadways. Based on the preliminary visual impact assessment (VIA) questionnaire, a Minor VIA would be required for this project during the PA&ED Phase.

8.6 **Cultural Resources**: The project occurs in an area with low to moderate sensitivity. Potential effects on cultural resources are anticipated to be low. However, because of the location of existing and known resources relative to the project APE, the acquisition of parcels, and the widening of bridges, the project does not conform to the types of projects that would qualify as a Screened Undertaking pursuant to the Section 106 PA Stipulation VII and Attachment 2. Therefore, an Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) will need to be prepared during the PA&ED phase of the project. Consultation with a Caltrans PQS at the Co-Principal Investigator level or above is necessary. Although, there is a low potential to affect archaeological resources, if project and design changes occur a potential for adverse effects remains. If historic properties are found, staff would prepare a Finding of Effect document, which may include a Memorandum of Agreement (which would require additional coordination with the State Office of Historic Preservation). If cultural materials are found during construction, further investigation and/or mitigation may be necessary.

8.7 **Hydrology and Floodplain**: From PM 27.00 to 30.772 the project is located on FEMA flood map numbers 06037C1032F and 06037C0840F which are labeled as “Area of Undetermined Flood Hazard”; these are designated as Zone D, areas where no analysis of flood hazards has been conducted, and where there are possible but undetermined flood hazards.

From PM 33.42 to PM 40.034 the project is located on FEMA flood map number 06037C0845F, which is labeled as “Area of Minimal Flood Hazard”, or Zone X and on FEMA flood map number 06037C0875F which is labeled Zone D.

Hydraulic structures such as drainage modification is proposed within the project limits. Hydraulic analysis will need to be completed to ensure the drainage modifications and any other proposed hydraulic structures do not adversely impact the flood plain. The Santa Clara River sits underneath the project area at a few locations; therefore, the impacts of the proposed drainage modifications should be analyzed.

A Location Hydraulic Study will be required during PA&ED.

8.8 **Water Quality and Storm Water Runoff**: The proposed project is located in the Santa Clara River watershed and crosses the Santa Clara River which runs directly underneath locations within the project limits. In addition, the project would include ground disturbing activities increasing the potential for stormwater runoff

To address project related discharges, potential impacts to water resources, and to identify water quality concerns, the project would be required to complete a Water Quality Assessment Report. The report would document compliance with state and federal regulations and appropriate best management practices, as well as identifying additional minimization measures, if appropriate.

Pursuant to the Clean Water Act (Sections 401 and 404), and the State Fish and Game Code Section 1602, Caltrans may need to obtain a Water Quality Certification from the Regional Water Quality Control Board, an Individual or Nationwide Permit from the U.S. Army Corps of Engineers, and a Streambed Alteration Agreement from the California Depart of Fish and Wildlidfe, respectively.

A Water Quality Technical Report and a Storm Water Data Report will be needed during PA&ED.

8.9 **Geology and Soils**: Because the project involves structural improvements such as bridge widening, a District Preliminary Geotechnical Report (DPGR) will be required during the PA&ED phase of the project.

8.10 **Paleontology**: The proposed project would include ground disturbing activities (grading, excavation, scraping, etc.) and is located in an area that has the potential to contain paleontological resources. Because there would be ground disturbance and federal funding, the project would be required to prepare a Paleontological Identification Report (PIR) to address the potential for paleontological resources to exist within the project limits. A Paleontological Mitigation Plan (PMP) may be required depending on the findings within the PIR.

8.11 **Hazardous Waste/Materials**: Since the proposed project will include ground disturbance, a Hazardous Waste Initial Site Assessment (ISA) will be required during PA&ED. The ISA will be used to determine hazardous waste concerns such as the presence of Treated Wood Waste (TWW), yellow thermoplastic paint/striping, additional soil contamination, asbestos, and ground water contamination. A project specific Aerially Deposited Lead (ADL) site investigation

(SI) and a Lead Compliance Plan (LCP) may also be required depending on the findings of the ISA.

Import borrow must be tested and contaminant free prior to acceptance and placement.

The ISA may determine that a Site Investigation (SI) is needed. A SI may need to be performed after entry permits are obtained for any Right-of-Way (ROW) acquisitions required as a result of the proposed project. This process may be lengthy, therefore consultation with ROW is recommended.

8.12 **Air Quality**: Based on the project's scope of work, preparation of an Air Quality Report (AQR) is deemed necessary because the proposed project is not exempt from conformity requirements according to 40 CFR 93.126 through 93.128. An AQR is thus required to satisfy the project-level conformity requirements and to serve as a comprehensive technical document in support of the NEPA/CEQA document.

At a minimum, the traffic data or analyses should include mainline, interchanges, and intersections (as applicable) peak hour (AM and PM) traffic volumes, Average Daily Traffic (ADT), LOS (AM and PM), average speed, and Truck ADT for all project alternatives in the existing (or most recent data available), opening, and horizon years. Additional traffic data, such as Vehicle Miles Traveled (VMT) and vehicle speeds along the mainline and/or along arterials in the immediate vicinity and sub-regional areas are also required for evaluation of air quality impacts to adjacent and regional communities. If the project results in a significant number of or increase in diesel truck traffic, the project will require a quantitative hot-spot analysis for particulate matters. AQ analyses will require inputs of various traffic data as noted above.

The project must be added to the latest conforming 2020 RTP/SCS and 2021 FTIP during the PA&ED phase of the project and prior to submittal of a request to FHWA for their project-level conformity determination.

8.13 **Noise and Vibration**: The proposed project meets the description of a Type I project as defined by the Caltrans Noise Analysis Protocol and in 23 Code of Federal Regulations (CFR) 772. A Noise Study Report (NSR) will be required to document the potential for noise impacts on sensitive receptors. The NSR will also determine appropriate noise abatement requirements including noise abatement reasonableness allowances. A Noise Abatement Decision Report (NADR) may also be required during the environmental process to determine if noise barriers are to be included in the project. Effects of abatement on other environmental resources (i.e., scenic views, biological) will also be considered.

8.14 **Energy and Climate Change**: Greenhouse gas emissions will be analyzed in the Air Quality Analysis Report. A separate technical report for energy and climate

change will not be required as impacts are not anticipated. However, Energy and Climate Change needs to be discussed in the environmental document for the PA&ED phase.

8.15 **Biological Environment**: The project area contains vegetation of non-native invasive weeds and areas of some native vegetation. However, Tick Canyon Wash is an ephemeral stream vegetated by riparian plants and feeds into a municipal storm drain system. From PM 28.7 to 28.8, several oak trees appear to be present.

The project crosses Placerita Creek at PM 28.15; the drainage passes under the highway and across the project area through a deeply buried culvert, the inlet and outlet of which are outside of Caltrans ROW. Placerita Creek will likely not be disturbed by the project because it is subterranean in the project area. Tick Canyon Wash passes under SR-14 at PM 35.34; it is a tributary to the Santa Clara River, which is classified as Waters of the United States and Waters of the State. Therefore, work on the bridge and the disturbance of the flow and streambed of Tick Canyon Wash would require permits for impacts to jurisdictional waters. Likewise, a culvert for an unnamed drainage that passes under the highway at PM 35.13, which ultimately drains into the Santa Clara River, would have to be modified and would require permits to be completed. At PM 37.35 there is a seasonal pond that may also require permits if disturbed.

The project will work on several bridges, including the Tick Canyon Wash bridge. Except for Tick Canyon Wash, all of the project bridges are highway crossings with local roads. Bats might seasonally inhabit the highway crossing bridges, but that is unlikely due to the bridges crossing over dry, noisy locations. Tick Canyon Wash Bridge will have to be surveyed for bat maternity roosting because it has persistent water and riparian vegetation. Both the bridge and nearby trees may be suitable for maternity bat roosting. The bridge will have to be surveyed for nesting birds as well.

Rare plant surveys and protocol surveys for coastal California gnatcatcher and least Bell’s vireo will be required. Tree surveys will be required for native trees that would be removed. Even with the implementation of avoidance and minimization measures, the project has the potential to affect federally-listed species; surveys following U.S. Fish and Wildlife Service protocols will be required.

Wildlife connectivity: There are several wildlife crossings points along SR-14 and the Santa Clara River is of great ecological importance in the area because it serves as a wildlife passage. The section of SR-14 contained within the project limits is a critical barrier to remaining habitat connectivity between the Saugus (Northern) and Tujunga (Southern) units of the Angeles National Forest. There are open spaces that connect to the Angeles National Forest as well as Castaic ranges, and therefore, the area has frequent wildlife (Mountain Lion, Bobcat, mule deer, American Badger and more) movement.

There are at least four wildlife crossings within the project limits, located between Sand Canyon Rd. and Agua Dulce Canyon Rd. Rivers and streams, such as the Santa Clara River and Tick Canyon Wash, are also natural crossing points for wildlife. Work done near these wildlife crossings should be analyzed for potential effects in the next phase of the project. Design modifications to accommodate and enhance wildlife connectivity should also be evaluated for the proposed project.

The PA&ED phase will require a Natural Environmental Study (NES), Wetland Study, and a Biological Assessment/Effects Analysis Report.

8.16 **Cumulative Impacts**: All resources analyzed above have the potential to individually contribute to cumulative impacts; further analysis would be required at the time of the environmental document preparation to determine whether a cumulative impact could occur for each resource. The Cumulative Impacts Analysis will follow the 8-Step Approach available on Caltrans Standard Environmental Reference (SER).

8.17 **Context Sensitive Solutions**: This project should adhere to Director's Policy DP-22, "Context Sensitive Solutions", and be designed in a way that integrates and balances community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context Sensitive Solutions should be described in the VIA.

9. Summary Statement for PID

Based on the current location, scope of work, and project alternatives, the proposed project would require preparation of an Environmental Impact Report (EIR) for CEQA compliance and an Environmental Impact Statement (EIS) for NEPA compliance.

For all build alternatives, the primary environmental issue centers around biological, hydrological, and community resources. The following studies will be required for the environmental analysis of this project:

- Air Quality Report (AQR)
- Noise Study Report (NSR)
- Noise Abatement Decision Report (NADR)
- District Preliminary Geotechnical Report (DPGR)
- Hazardous Waste Initial Site Assessment (ISA)
- Site Assessment (SI)
- Historic Resource Evaluation Report (HRER)
- Historic Property Survey Report (HPSR)
- Archaeological Survey Report (ASR)
- Memorandum of Agreement (MOA)
- Finding of Effect (FOE)
- Natural Environmental Study (NES)
- Wetland Study
- Biological Assessment/Effects Analysis Report

- Water Quality Technical Report
- Location Hydraulic Study
- Storm Water Data Report (SWDR)
- Community Impact Assessment (CIA)
- Growth-Related, Indirect Impact Analysis

Permits include, but are not limited to the following:

- 1602 Streambed Alteration Agreement - California Department of Fish and Wildlife (CDFW)
- 401 Permit - Regional Water Quality Control Board (RWQCB) and State Water Quality Control Board (SWRCB)
- 404 Permit - U.S. Army Corps of Engineers (USACE)
- Oak Tree Permit - Los Angeles County

10. Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the PID. The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

Cultural Resources specialist: Dustin Kay	Date: 5/28/2021
Biologist: Mario Marriota	Date: 5/25/2021
Community Impacts specialist:	Date: n/a
Noise and Vibration specialist:	Date: n/a
Air Quality specialist: Andrew Yoon	Date: 5/25/2021
Paleontology specialist/liaison:	Date: n/a
Water Quality specialist:	Date: n/a
Hydrology and Floodplain specialist:	Date: n/a
Hazardous Waste/Materials specialist:	Date: n/a
Visual/Aesthetics specialist: Dahlia Persoff	Date: 5/5/2021
Energy and Climate Change specialist:	Date: n/a
Other:	Date: n/a
PEAR Preparer (Name and Title): Savannah Speerstra	Date: 5/28/2021

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is

scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Karl Price — 6/24/2021

Environmental Branch Chief — Date

Janeyn — 06/24/2021

Project Manager — Date

ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist

Attachment A: PEAR Environmental Studies Checklist

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
Land Use	☐	☐	☒	L	Community Impacts Assessment (CIA)
Wild and Scenic River Consistency	☒	☐	☐	L	Enter comments
Coastal Management Plan	☒	☐	☐	L	Enter comments
Growth	☐	☐	☒	L	Growth Related-Indirect Impacts Analysis
Farmlands/Timberlands	☒	☐	☐	L	Enter comments
Community Impacts	☐	☐	☒	L	CIA
Community Character and Cohesion	☒	☐	☐	L	CIA
Relocations	☒	☐	☐	L	CIA
Environmental Justice	☒	☐	☐	L	CIA
Utilities/Emergency Services	☒	☐	☐	L	CIA
Traffic/Transportation	☐	☐	☒	M	Traffic Study
SB743/Induced Travel	☐	☐	☒	M	VMT Study
Visual/Aesthetics	☐	☐	☒	L	Minor Visual Impact Assessment
Cultural Resources:	☐	☐	☒	M	Enter comments
Archaeological Survey Report	☐	☐	☒	M	Enter comments
Historic Resources Evaluation Report	☐	☐	☒	M	Enter comments
Historic Property Survey Report	☐	☐	☒	M	Enter comments
Historic Resource Compliance Report	☒	☐	☐	L	Enter comments
Section 106 / PRC 5024 & 5024.5	☒	☐	☐	L	Enter comments
Native American Coordination	☐	☒	☐	M	Coordination needed
Finding of Effect	☒	☐	☐	L	Potential for FOE
Data Recovery Plan	☒	☐	☐	L	Enter comments
Memorandum of Agreement	☒	☐	☐	L	Potential for MOA
Other: Enter other study	☒	☐	☐	L	Enter comments
Hydrology and Floodplain	☐	☐	☒	L	Location Hydraulic Study
Water Quality and Stormwater Runoff	☐	☐	☒	L	Water Quality Technical Report, Stormwater Data Report
Geology, Soils, Seismic and Topography	☐	☐	☒	L	District Preliminary Geotechnical Report
Paleontology	☐	☐	☒	L	Paleontological Identification Report
PER	☒	☐	☐	L	Enter comments
PMP	☐	☐	☒	L	May be required
Hazardous Waste/Materials:	☐	☐	☒	L	ISA and SI required
ISA (Additional)	☒	☐	☐	L	Enter comments

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
PSI	☒	☐	☐	L	Enter comments
Other: Enter other study	☒	☐	☐	L	Enter comments
Air Quality	☐	☐	☒	L	Air Quality Report, Air Quality Conformity Analysis
Noise and Vibration	☐	☐	☒	M	Noise Study Report and Noise Abatement Decision Report
Energy	☒	☐	☐	L	Enter comments
Climate Change and Sea Level Rise	☒	☐	☐	L	Enter comments
Biological Environment	☐	☐	☒	M	Enter comments
Fish Passage	☒	☐	☐	L	Enter comments
Wildlife Connectivity	☐	☐	☒	L	Enter comments
Natural Environment Study	☐	☐	☒	L	NES Required
Biological Assessment Section 7:	☒	☐	☐	L	Enter comments
Formal	☒	☐	☐	L	Enter comments
Informal	☒	☐	☐	L	Enter comments
No effect	☒	☐	☐	L	Enter comments
Section 10	☒	☐	☐	L	Enter comments
USFWS Consultation	☒	☐	☐	M	Enter comments
NMFS Consultation	☒	☐	☐	L	Enter comments
Species of Concern (CNPS, USFS, BLM, S, F)	☒	☐	☐	L	Enter comments
Wetlands & Other Waters/Delineation	☐	☐	☒	L	Wetland Study Required
404(b)(1) Alternatives Analysis	☒	☐	☐	L	Enter comments
Invasive Species	☒	☐	☐	L	Enter comments
HMMP	☒	☐	☐	L	Enter comments
CDFW Consistency Determination	☒	☐	☐	L	Enter comments
2081	☒	☐	☐	L	Enter comments
Other: Biological Assessment/Effects Analysis Report	☐	☐	☒	L	Bio Assessment/Effects Analysis Report needed
Cumulative Impacts	☒	☐	☐	L	Enter comments
Context Sensitive Solutions	☒	☐	☐	L	Enter comments
Section 4(f) Evaluation	☐	☐	☒	M	May be required
Permits:	☐	☐	☒	M	Permits needed
401 Certification Coordination	☐	☐	☒	H	Enter comments
404 Permit Coordination, IP, NWP, or LOP	☐	☐	☒	H	Enter comments
1602 Agreement Coordination	☐	☐	☒	H	Enter comments
Local Coastal Development Permit Coordination	☒	☐	☐	L	Enter comments

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
State Coastal Development Permit Coordination	☒	☐	☐	L	Enter comments
NPDES Coordination	☒	☐	☐	L	Enter comments
TRPA	☒	☐	☐	L	Enter comments
BCDC	☒	☐	☐	L	Enter comments

Attachment G
Project Initiation Proposal
(PIP)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT INITIATION PROPOSAL (PIP)

DIVISION OF TRANSPORTATION PLANNING
Rev 12/22/2018

DATE: 12/06/2019

DISTRIBUTION %: URBAN 100 | RURAL

SECTION 1: PROJECT INFORMATION

EA	SHOPP TOOL ID	PPNO	EFIS ID

ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07	Los Angeles	014		40.034			33.426	
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07	Los Angeles	014	R	30.891		R	27.063	
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07								
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07								

NOTE A: FOR ADDITIONAL POSTMILES, USE PAGE 2 OF FORM, DO NOT USE " VARIOUS"

PROJECT NICKNAME
Southbound SR-014 Gap Closure Project

LOCATION DESCRIPTION
On southbound SR-014 from just north of the Agua Dulce Canyon Road off-ramp (P.M. 40.034) to the Sand Canyon Road overcrossing (P.M. 33.426), and then from the Via Princessa Road overcrossing (P. M. R 30.891) to the Newhall Avenue undercrossing (P.M. R 27.063).

WORK DESCRIPTION
Add a lane in the southbound direction to close the lane drop gaps on the freeway mainline between Agua Dulce Canyon Road - Sand Canyon Road & from Via Princessa - Newhall Avenue.

Freeway mainline lane drops are a frequent cause of recurrent congestion. This project will eliminate those lane drops and add capacity, reduce travel time and delay and enhance overall safety.

Assignments

PROJECT MANAGER (PM)	DES-TECH. LIAISON ENGINEER(TLE)
DIST. ASSIGN.	PROJECT ENGINEER/DESIGN MANAGER

SECTION 2: RESOURCE ESTIMATE FOR K-PHASE

		DISTRICT(PYs)	DES(PYs)	TOTAL (PYs)
FY	19/20	1		1
FY		DISTRICT(PYs)	DES(PYs)	TOTAL (PYs)
FY		DISTRICT(PYs)	DES(PYs)	TOTAL (PYs)
GRAND TOTAL		**DISTRICT(PYs)** 1	**DES(PYs)**	**TOTAL (PYs)** 1

NOTE B: FOR ADDTIONAL K-PHASE RESOURCE BREAKDOWN, USE PAGE 2 OF FORM

SECTION 3: SIGNATURE BLOCK

DISTRICT ASSET MANAGER	DATE
Program Advisor (Anchor Project Lead)	DATE 12/06/2019
	DATE

Save As | Print Form | Reset Form

SECTION 4: PROJECT INITIATION DOCUMENT (PID)

SHOPP ☐ Long Lead

ACTIVITY CATEGORY

10 YEAR SHOPP PLAN

PROPOSED SHOPP CYCLE

PID CYCLE: 2022

PID TYPE: PIR LEVEL 2

Non-SHOPP: State Sponsored

Caltrans: Lead ☐ Oversight

Funding: State

☐ Maintenance

Program

☐ A&E/ CONSULTANTS

☒ Stand Alone ☐ Multi-Asset *NOTE C: FOR ADD'L SATELLITES, USE PAGE 2 OF FORM*

Assets	Program	Performance	Quantities	Unit
Anchor (A)	State Sponsored	40.50.025.000		
Satellite (1)				
Satellite (2)				
Satellite (3)				

SECTION 5: PRELIMINARY PROJECT SCHEDULE

M000 BEGIN PID: 01/02/2020 ☐ Accelerated PID ☐ SB 1 (3290)

M003 BEGIN FUNCT PID COMPONENTS: 06/30/2020 TARGET RTL FY: 23/24

M006 DRAFT FOR DIST CIRC & REVIEW

M009 FINAL DRAFT FOR EXEC REVIEW

CTC MEETING SCHEDULE

M010 APPROV PID

CLICK FOR CTC MTG SCHEDULES

SECTION 6: PRELIMINARY COST ESTIMATE (x$1000)

NOTE THAT ALL COSTS ARE ESCALATED	CONST. CAP		R/W CAP	
CAPITAL COST	ROADWAY **$54,000**	STRUCTURE **$16,000**	R/W CAP	
SUPPORT COST	PA&ED	PS&E	CONST.	R/W
TOTAL PROJ COST	R/W CAP	CONST. CAP **$70,000**	SUPPORT	**TOT.COST $70,000**

Environmental Assumption **Right of Way Assumption**

CEQA: CE NEPA: CE ☐ RR ☐ ADA ☐ UTIL ☐ ACQUISITION

RISKS & ASSUMPTIONS

SECTION 7: ATTACHMENTS

☒ TPSIS ☐ SHOPP PERF. MEASURES REPORT (TYP)

☐ EXEC COOP ☐ CONCEPTUAL COST ESTIMATE

☐ PHOTOS ☐

☐ LAYOUT ☐ VICINITY MAP OTHER:

☐ TYP X-SECT.