



North Los Angeles County Transportation Coalition

A Joint Powers Authority

BOARD OF DIRECTORS MEETING AGENDA

Monday, October 21, 2019 - 1:00 PM
City of Santa Clarita
The Activities Center, Sycamore Room A/B
20880 Centre Pointe Pkwy, Santa Clarita CA 91350

NCTC JPA BOARD OF DIRECTORS

BOARD MEMBERS

Chair: Vice Mayor Marvin Crist, City of Lancaster
Vice Chair: Mayor Marsha McLean, City of Santa Clarita
Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Mark Pestrella, Director of Public Works, County of Los Angeles
Victor Lindenheim, Golden State Gateway Coalition, County of Los Angeles
Kenneth Mann, Council Member, City of Lancaster
Jason Caudle, City Manager, City of Lancaster
Steve Hofbauer, Mayor, City of Palmdale
Austin Bishop, Council Member, City of Palmdale
Richard Loa, Council Member, City of Palmdale
Bob Kellar, Council Member, City of Santa Clarita
Robert Newman, Director of Public Works, City of Santa Clarita

EX-OFFICIO BOARD MEMBERS:

Macy Neshati, Antelope Valley Transit Authority (AVTA)
Adrian Aguilar, Santa Clarita Transit

BOARD MEMBER ALTERNATES:

Dave Perry, County of Los Angeles
Juan Carrillo, Council Member, City of Palmdale
Mike Hennawy, City of Santa Clarita

STAFF

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

OPEN SESSION

1. CALL TO ORDER – Marvin Crist, Chair

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

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.

4. A. MINUTES/MEETING RECAP OF PROCEEDINGS

Recommended Action: *Approve July 22, 2019 Minutes/Board Meeting Recap of Proceedings held in the Antelope Valley Transit Authority, Community Room.*

B. MEMBER AGENCY TRANSPORTATION & TRANSIT PROJECT UPDATES –

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

C. MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE –

Recommended Action: *Receive and file report.*

D. CALIFORNIA HIGH SPEED RAIL UPDATE –

Recommended Action: *Receive and file report.*

E. NCTC REVISED FY2019/20 BUDGET –

Recommended Action: *Approve Revised FY2019-20 Budget.*

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.

5. CALIFORNIA HIGHWAY PATROL & SHERIFFS NORTH COUNTY UPDATE

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

6. CALTRANS HIGHWAYS PROJECT UPDATES – Osama Megalla, District 7

Recommended Action: *Receive and file report.*

7. METRO HIGHWAYS PROJECT UPDATES – Abdollah Ansari, Tim Lindholm, Isidro Panuco, Brad Owen, Metro

Recommended Action: *Receive and file report.*

8. HIGH DESERT CORRIDOR PROJECT UPDATE – Executive Director,

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

- 9. SR14 CAPACITY ENHANCEMENT/OPERATIONAL IMPROVEMENTS UPDATE**
-- Executive Director,
Recommended Action: *Receive and file report. Provide Direction.*
- 10. METROLINK NORTH COUNTY UPDATE** – Todd McIntrye, Alex Davis, Metrolink
Recommend Action: *Receive and file Report.*
- 11. METRO REGIONAL RAIL ANTELOPE VALLEY LINE STUDY UPDATE** –
Executive Director, Jeanet Owens, Brian Balderrama, Wil Ridder, Michael Cano, Metro
Recommended Action: **A. Receive and file update report.**
B. Obligate \$103.6M in Measure M Multi-Year Subregional Program Transit Funds for Antelope Valley Line Study Improvements.
- 12. METRO LEGISLATIVE UPDATES** – Michael Turner, Raffi Hamparian, Metro
Recommended Action: *Receive and file report.*
- 13. NCTC ELECTION OF BOARD OFFICERS & ADOPT 2020 MEETING CALENDAR** –
Recommended Action:
A. *Election of Board Officers to January 2021 meeting.*

B. Adopt 2020 NCTC Board of Directors Meeting Calendar:
January 20, 2020 @Antelope Valley Transit Authority,
April 20, 2020 @City of Santa Clarita Activities Center,
July 20, 2020 @Antelope Valley Transit Authority,
October 19, 2020 @City of Santa Clarita Activities Center.
All NCTC Board of Directors meetings start at 1:00pm; more info at
www.northcountytransportationcoalition.org
- 14. NCTC BOARD MEMBER FUTURE AGENDA ITEMS**
- 15. PUBLIC COMMENTS**
- 16. ADJOURNMENT. Next Board meeting January 20, 2020 at 1:00pm.**

Public Comments:

At this time members of the public can address the NCTC Board of Directors regarding any items within the subject matter jurisdiction of the agency that are not separately listed on this agenda, subject to the 3 minute time restriction, by filling out a Public Comment Card and submitting that card to the Executive Director. Member(s) of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Board in writing and only pertinent points presented orally.

Notices:

Meetings of the NCTC are recorded. A Recap of Proceedings of each meeting are available at <https://northcountytransportationcoalition.org/> after the Board approves them. A person with disability may contact the NCTC before the scheduled meeting to request receipt of an agenda in an alternative format or to request disability-related accommodations, in order to participate in the public meeting, requests will be met to the extent feasible. Please Email sohikian@northcountytransportationcoalition.org for accommodation requests. The entire agenda package and any meeting related writings or documents provided to the majority of the Board of Directors after distribution of the agenda package, unless exempt from disclosure pursuant to California Law, are also available.



North Los Angeles County
Transportation Coalition

Consent Agenda Item 4.A.
RECAP OF PROCEEDINGS

Antelope Valley Transit Authority, Community Room
 42210 6th Street West, Lancaster CA 93534

Monday, July 22, 2019 - 1:00 PM

1. **CALL TO ORDER** – Chair Marv Crist called meeting to order at 1:03 p.m.

2. **ROLL CALL**

Directors Present:

- Chair, Vice Mayor Marvin Crist, City of Lancaster
- 1st Vice Chair Marsha McLean, City of Santa Clarita
- Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
- Mark Pestrella, Director of Public Works, County of Los Angeles
- Victor Lindenheim, Golden State Gateway Coalition, County of Los Angeles
- Jason Caudle, City Manager, City of Lancaster
- Raj Malhi, Councilmember City of Lancaster (Alternate)
- Steve Hofbauer, Councilmember, City of Palmdale
- Austin Bishop, Councilmember, City of Palmdale
- Bob Kellar, Councilmember, City of Santa Clarita
- Robert Newman, Director of Public Works, City of Santa Clarita
- Macy Neshati, AVTA, non-voting member
- Adrian Aguilar, Santa Clarita Transit, non-voting member
- Dave Perry, County of Los Angeles, Alternate (Present and not voting)

Staff Present:

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

3. **PLEDGE OF ALLEGIANCE** – Pledge led by Director Hofbauer

VOTING LEGEND

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

4A. **APPROVED APPROVE MINUTES/MEETING RECAP OF PROCEEDINGS**

Review and Approve January 14, 2019 Board of Director’s Minutes/Board Meeting
 Recap of Proceedings.

- B. MEMBER AGENCY TRANSPORTATION & TRANSIT PROJECT UPDATES**
- C. MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE**
- D. HIGH DESERT CORRIDOR PROJECT UPDATE**

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
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North Los Angeles County Transportation Coalition

Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
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5. **RECEIVED AND FILED** CALIFORNIA HIGHWAY PATROL & SHERIFFS NORTH COUNTY UPDATE

6.

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

6. **APPROVED** APPROVE FY 2019-20 BUDGET AND NCTC EXECUTIVE DIRECTOR SIGNING AUTHORITY (\$5,000.00)

7.

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

7. **RECEIVED AND FILED** METROLINK NORTH COUNTY UPDATE

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

8. METRO REGIONAL RAIL ANTELOPE VALLEY LINE STUDY UPDATE

FAILED Director Bishop Substitute Motion, second by Director Malhi

- Support the recommendations in Caltrans "Traffic Safety and Operational Analysis Report" dated July 1, 2019 which identifies the SR 14 Bottleneck improvements.
- Prioritize the SR 14 Bottleneck improvements above the High Desert Corridor Improvements, and the Antelope Valley Metrolink Line Improvements which were recently identified in the study completed by Metro.
- Direct NCTC staff to coordinate with Metro staff on the reprogramming of the \$270 million in High Desert Corridor right of way money to the SR 14 Bottleneck improvements.
- Direct NCTC staff to program all available Measure M subregional funds previously allocated to the Antelope Valley Metrolink Line to the SR 14 Bottleneck improvements.

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	N	N	N	N	Y	Y	N	Y	N	N		

APPROVED Motion by Directors McLean and Hofbauer to support the July 25, 2019 Metro Board of Directors Item 5 & Item 5.1 regarding the Antelope Valley Line Study (below), which allocates \$12.75M in Measure M Multi-Subregional Program (MSP) funds from the NCTC North County Subregion as follows:

Metro Board of Directors July 25, 2019



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F. Direct the CEO to work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies in order to implement the above directives and unlock the service potential of the Antelope Valley Line, in support of the integrated service goals laid out in the State Rail Plan.

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

9. CALTRANS HIGHWAYS PROJECT UPDATES

RECEIVED AND FILED

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

Public Speakers: Reverend Glen Oyen, Barbara Rogers, Denise Shippy, Jeff Zimmerman

10. METRO HIGHWAYS PROJECT UPDATES

RECEIVED AND FILED

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

11. CALIFORNIA HIGH SPEED RAIL UPDATE

RECEIVED AND FILED

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

12. NCTC CA HIGH SPEED RAIL POSITION PAPER

APPROVED ADOPT POSITION/DIRECT STAFF

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

NCTC will draft letters to the CA High Speed Rail Authority for each segment within NCTC jurisdiction – the Bakersfield to Palmdale segment and the Palmdale to Burbank segment.

13. NCTC BOARD OFFICERS – Move Election of Board Officers to Oct 21, 2019 meeting

APPROVED

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

PROFESSIONAL SERVICES AGREEMENT – EXECUTIVE DIRECTOR

APPROVED

Recommended Action:

1. Receive and File Executive Director FY2018-19 Performance Review.
2. Extend the term of the Professional Consultant Services contract between the NCTC and AVS Consulting, Inc. by one year, from July 23, 2019 to July 22, 2020 increasing the total



North Los Angeles County Transportation Coalition

compensation for the 12 months to \$75,000.

3. Authorize the NCTC Board Chair to execute the Amendment to the Professional Consultant Services Agreement with AVS Consulting, Inc.

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

14. NCTC BOARD MEMBER FUTURE AGENDA ITEMS

Director Hofbauer asked for an update at the October 21, 2019 NCTC Board of Directors meeting on the Measure M MSP SR14 Capacity Enhancements/Operational Improvements Project.

15. METRO LEGISLATIVE UPDATES

RECEIVED AND FILED

MC	MM	KB	MP	VL	JC	RM	SH	AB	BK	RN		
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		

16. PUBLIC COMMENTS

Public Speakers: Yvonne Mulakowski. Jason Zink

17. ADJOURNMENT

Director McLean applauded the work of retiring City Intergovernmental Relations Officer Michael Murphy for his years of dedicated outstanding public service to the City of Santa Clarita.

NCTC July 22, 2019 meeting was adjourned at 2:51pm.

Next Meeting, October 21, 2019, 1pm

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North Los Angeles County Transportation Coalition

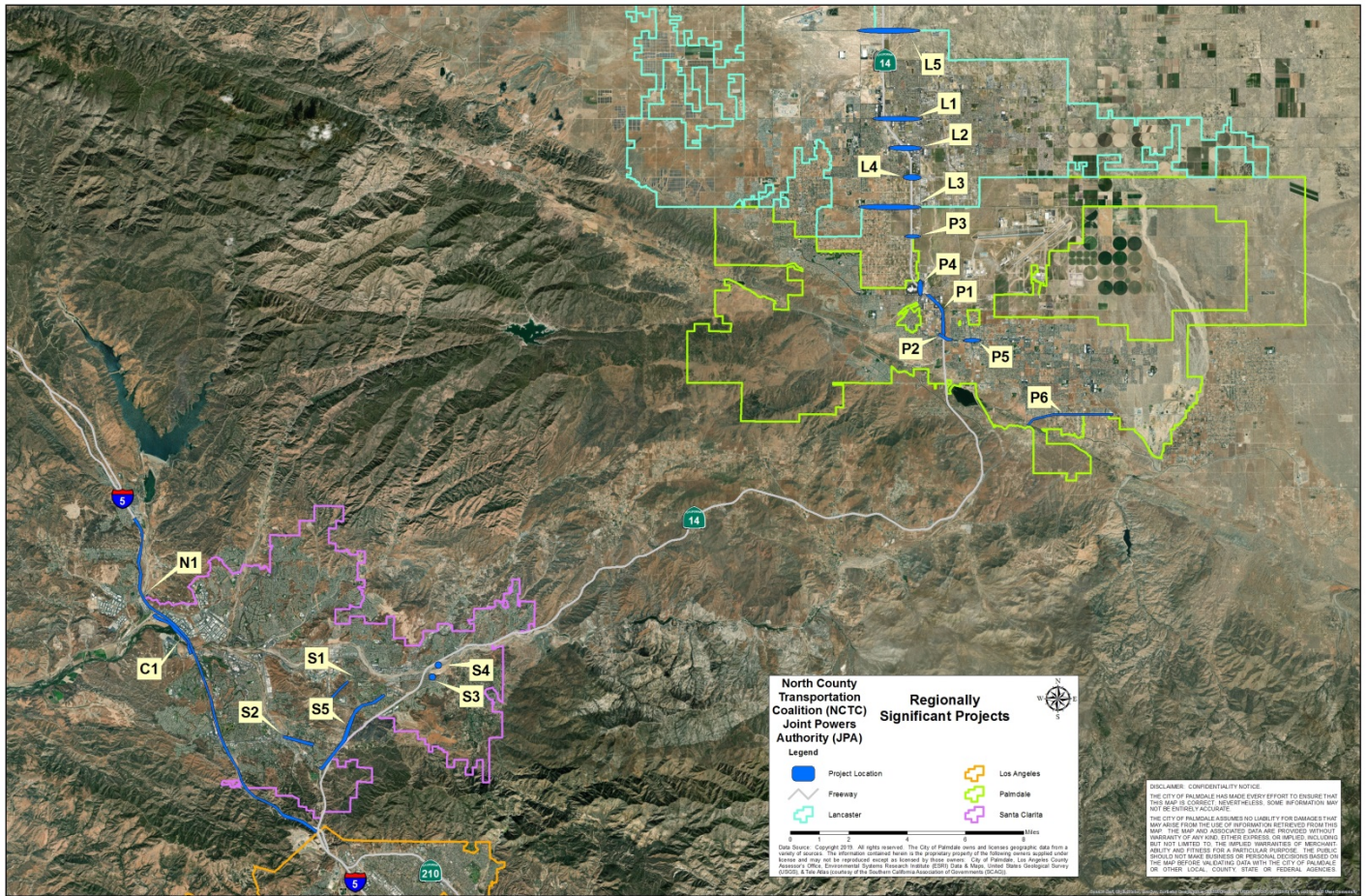
AGENDA REPORT – BOARD ITEM 4. B. North Los Angeles County Transportation Coalition

Date: October 21, 2019

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

Project #	Jurisdiction(s)	Project Name	Project Location	Brief Project Description	Funding Type	Status	Budget Amount	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 queuing and storage	Measure R	Construction underway with CA Rasmussen	\$25M	8/30/2014 (MOU MR 330.10)	03/01/2020
P2	Palmdale	SR 138 (SR-14) Widening @ Palmdale Blvd Interchange	SR 138 (SR-14) @ Palmdale Blvd Interchange	Widening of offramps to allow for better queuing and storage; right hand turn lane from Palmdale Blvd to Division street.	Measure R/Measure M	PAED/PSE	\$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	PAED	\$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	Under Construction	\$18M	Construction 3rd quarter 2019	4th quarter 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 Measure M	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)	Fall 2026
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



North Los Angeles County Transportation Coalition

AGENDA REPORT – BOARD ITEM 4. E. North Los Angeles County Transportation Coalition

Date: October 21, 2019

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

From: Arthur V. Sohikian, Executive Director

Subject: **FY 2019-20 REVISED BUDGET**

Recommendation: *Approve NCTC FY2019-20 Revised Budget.*

Fiscal Impact:

NCTC FY2019-20 approved budget is \$128,000. After the closeout of the FY2018-19 budget, there is a carryover of \$31,853 with a reserve of \$29,544, therefore the revised FY2019-20 budget total is \$159,853. Board action would be needed to expend the reserve funds.

Please see Attachment A for the revised FY 2019-20 budget breakdown.

Budget Background:

On May 4, 2018 the NCTC JPA was formed.

LA County allocated \$100,000 to the NCTC to finance the inaugural year of operations.

On July 22, 2019 the NCTC JPA approved a FY2019-20 budget totaling \$128,000. After closeout of the FY2018-19 budget, there is a reserve of \$29,544, therefore the revised budget total is now \$159,853.

Attachment A

FY 2019-20 Revised Budget Breakdown

NCTC October 21, 2019 BOARD REPORT 4.E.

NCTC JPA BUDGET BREAKDOWN
NORTH LOS ANGELES COUNTY TRANSPORTATION COALITION JOINT POWERS AUTHORITY
FISCAL YEAR 2019-2020

	FY2019-2020		Difference
	Approved Budget	Proposed Revised Budget	
REVENUES			
LA County	\$ 48,000	\$ 48,000	\$ -
Member Agency Dues	\$ 80,000	80,000 (b)	\$ -
Sponsorship/Donations	\$ -	\$ -	\$ -
Carryover Balance from previous year	\$ -	31,853 (c)	\$ (31,853)
TOTAL REVENUE	\$ 128,000	\$ 159,853	\$ (31,853)
EXPENDITURES			
County Counsel & Auditor Controller	\$ 48,000	\$ 48,000	\$ -
Computer Supplies	\$ -	\$ -	\$ -
Incidental Expenses	\$ -	\$ -	\$ -
Management Services Contract	75,000 (a)	72,824 (a)	\$ 2,176
Membership Dues	\$ -	\$ -	\$ -
Office & Meeting Supplies	\$ 250	\$ 250	\$ -
Parking fees	\$ -	\$ -	\$ -
Postage	\$ -	\$ -	\$ -
Printing	\$ 1,000	\$ 1,000	\$ -
Travel	\$ -	\$ -	\$ -
Website	\$ 650	\$ 650	\$ -
Record Management (cloud services)	\$ 175	\$ 175	\$ -
Administration Costs/Misc.	\$ 2,925	\$ 2,925	\$ -
Contingency/Reserve	\$ -	\$ 29,544	\$ (29,544)
TOTAL EXPENDITURES	\$ 128,000	\$ 155,368	\$ (27,368)

Note:

- (a) The Executive Director (ED) contract term is different from the FY. The amount budgeted reflects a portion of the 2nd-year contract amount and a portion of the contract amount from the 1st year contract.
- (b) Revenues include a portion of ED 2nd-yr contract outside of this FY (from July 1, 2020 to July 22, 2010), which will need to be carried over to FY 2020-21.
- (c) FY 2018-19 remaining balance. It includes a portion of the ED 1st-year contract that falls within FY 2019-20 and interests earned in FY 2018-19.



North Los Angeles County Transportation Coalition

AGENDA REPORT 9

North Los Angeles County Transportation Coalition

Date: October 21, 2019

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

From: Arthur V. Sohikian, Executive Director

Subject: NCTC SR14 Capacity Enhancement/Operational Improvements Update

Recommended: Receive and File. Provide Direction.

Fiscal Impact:

NCTC programmed \$4.7M in Measure M Multi-Year Subregional Program (FY2018-22) for SR14 Capacity Enhancement/Operational Improvements project.

NCTC recommends allocating the Measure M \$4.7M MSRP funds to the SR14 Segment 1 (N/S) of the Caltrans July 1 Safety & Operational Study to complete PSR-PDS and PAED (environmental clearance). Total estimated project cost is roughly \$70M. Final design and construction funding have not been identified.

Segment 2 and Segment 3 (N/S) – NCTC recommends requesting Caltrans program and complete the PSR/PDS for Segments 2 and Segment 3 (N/S). Funds have not been identified.

NCTC staff will work with Caltrans and Metro on a SR14 Capacity Enhancement/Operational Improvements funding plan and execute the appropriate documentation to begin the PSR-PDS for Segment 1 (N/S).

Background

The NCTC Measure M Multi Subregional Program (MSP) initial 5-year program includes \$4.7M for **SR14 Capacity Enhancement/Operational Improvements** (FY2018-22). The Metro approval in February 2019 programmed the funds pending “identification of a specific project after initial investigations and consultation with Caltrans and Metro.” The NCTC has been meeting with Caltrans and Metro to discuss the SR14 Corridor in the Santa Clarita and Antelope Valley’s to define improvement project(s).

These SR14 locations were identified as existing bottlenecks and congestion hot spots in previous studies.

- Pearblossom and SR-14 Interchange (including ramps and impacts upon Pearblossom)
- Escondido Canyon and SR-14 Interchange
- Agua Dulce and SR-14 Interchange
- Southbound segment between Newhall and Soledad Canyon
- Northbound segment between Escondido Canyon and Pearblossom
- Northbound segment between Placerita and Soledad Canyon

On July 1, 2019, Caltrans completed the Traffic Safety and Operational Analysis Report for the SR14, from the I-5 to the Pearblossom Highway/Angel's Crest Highway Interchange.



North Los Angeles County Transportation Coalition

Caltrans Executive Summary from the July 2019 Report:

CALTRANS REPORT EXCERPT

The purpose of the Caltrans Report is to propose implementable and cost-effective alternatives to improve SR14 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 Time and Delay, and Improve Environment.

Caltrans operational analysis for this approximate 33-mile stretch of the SR14 operates at LOS F during peak periods. 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 than 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 priority:

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.

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.



North Los Angeles County Transportation Coalition

Proposed Northbound SR-014 Improvement Locations



Proposed Southbound SR-014 Improvement Locations





North Los Angeles County Transportation Coalition

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						

End of Caltrans Report Excerpt.

NCTC Next Steps

On September 4, NCTC, Caltrans and Metro meet to discuss the Next Steps – defining the Scope of the Project to access the \$4.7M to start the PSR-PDS then PAED process for the identified project(s).

In the Sept 2019 meeting Caltrans noted the following –

- The Traffic study prepared by Caltrans is a traffic safety and operational analysis that identified problem segment locations on SR14 northbound and southbound. The traffic study also proposed design recommendations for each section to address the congestion.
- The SR14 2003 PSR is 16 years old and much of the information included in the document would need to be updated due to current traffic, economic and environmental conditions and regulations that have changed. It was noted that due to all the re-work, it is essentially a new PSR-PDS document.
- Some sections of the traffic study by Caltrans do not have a PSR completed.



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Next Steps SR-14 Improvements:

After Meeting with Caltrans and Metro Highways staff, NCTC staff offers the following Next Steps.

Since Caltrans has already identified the types of improvements needed to address the congestion on the corridor, the focus of the PSR-PDS should be only to implement the recommended improvements and limited to the areas identified. If other alternatives are considered the result will be a longer time to evaluate and complete a PSR-PDS and the PSR-PDS will cost more. If the improvements are limited to only the finding of only the traffic report prepared by Caltrans, it will help quickly complete a PSR-PDS.

In the Report, Caltrans identified 3 segments on SR 14 northbound (N) and southbound (S) in order of priority. Caltrans has also identified the type of improvements needed within each segment. To advance any of these segments, a focused PSR-PDS is required. This translates to 3 PSR-PDS on SR14, one for each section identified by Caltrans. It is not recommended that 3 new PSR-PDS be undertaken at one time, primarily because NCTC doesn't have the funds for construction and the studies would sit on the shelf and need to be re-done.

Doing 3 PSR-PDS at this time, could utilize the \$4.7M allocated for SR14 without having environmental clearance to advance a project to construction.

NCTC recommends allocating the Measure M \$4.7M MSRP funds to the SR14 Segment 1 (N/S) of the Caltrans July 1 Safety & Operational Study to complete PSR-PDS and PAED (environmental clearance).

The current construction estimates for Segment 1 (N/S) is \$70M, according to the Caltrans Report Table Appendix B (above). Segment 1 (N/S) is all within the current freeway footprint. Final design and construction funds have not been identified.

For Segment 2 and Segment 3 (N/S), NCTC recommends seeking Caltrans to program and complete the PSR-PDS documents. Funds have not been identified.

NCTC staff will work with Caltrans and Metro on a SR14 Capacity Enhancement/Operational Improvements funding plan and execute the appropriate documentation to begin the PSR-PDS for Segment 1 (N/S).



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AGENDA REPORT 11

North Los Angeles County Transportation Coalition

Date: October 21, 2019

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

From: Arthur V. Sohikian, Executive Director

Subject: Metro Regional Rail Antelope Valley Line Study Service Improvements Update

Recommended: A. Receive and file Update.

B. Obligate \$103.6M in Measure M Multi-Year Subregional Program Transit Funds for Antelope Valley Line Study Improvements.

Fiscal Impact:

In July 2019, NCTC allocated \$12.75M in Measure M Multi-Year Subregional Program Transit funds (FY2018-23) to get 4 capital projects identified in the AVL Study to shovel ready status (environmental clearance).

AVL project costs for the 4 capital projects have increased from \$180M to \$220M primarily due to year of expenditure calculations with 3% escalator as follows: Environmental: \$8M; Final Design: \$12M; construction estimate: \$200M; total roughly \$220M for 4 capital projects.

Metro/Metrolink is requesting NCTC obligate up to \$103.6M in Measure M Multi-Year Subregional Program Transit funds as matching funds for the Antelope Valley Line Study Improvements SB1 Transit and Intercity Rail Capital Program (TIRCP) grant request. NCTC MSRP Transit Funds would account for 53% of total project costs, \$116.35M NCTC funds of \$220M total project costs.

NCTC SB1 matching funds would be obligated from NCTC Measure M Multi-Year Subregional Program Transit funds from FY2023-2032, committing roughly 50% to 75% of the NCTC subregional Measure M Transit Program funds during this period.

NCTC recommends:

Obligate \$103.6M in Measure M Multi-Subregional Transit Program funds for FY2023-2032 as match towards Metro/Metrolink Antelope Valley Line Improvements 2020 SB1 TIRCP grant request, committing roughly 50% to 75% of the NCTC subregional Measure M Transit Program funds during this period. NCTC MSRP Transit Funds would account for 53% of total AVL Improvement project costs, \$116.35M (\$12.75M + \$103.6M) NCTC funds of \$220M.

Background

In 2017, Metro Directors Barger and Najarian's motion was approved by the Metro Board of Directors to initiate the Antelope Valley Line (AVL) Study intended to study increasing the frequency of the Metrolink services and develop a phased and prioritized approach for infrastructure improvements to support the level of services based on benefits, costs and impacts. Metro in partnership with Metrolink, is conducting the AVL Study to seek upgraded service improvements on the AVL.

The 76.6-mile long AVL is composed of 12 stations and has the third highest ridership in Metrolink's commuter rail system with approximately 7,000 passengers per weekday. Metrolink's AVL also has the longest average trip length system-wide at 42.2 miles. It is the only Metrolink route that operates entirely within LA County



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and it is the only high-capacity transit corridor that connects the cities of Lancaster, Palmdale, Unincorporated LA County 5th District, Santa Clarita, Burbank, Glendale and Los Angeles. The Metrolink corridor runs parallel to the 5 and 14 Freeways, providing critical congestion relief and avoiding single occupancy vehicle trips.

Due to the mountainous terrain of the northern portion of the AVL, the average speed for this line is approximately 40mph with passenger rail travel time of approximately two hours between Lancaster and LA Union Station (LAUS). Currently, up to 42 trains operate on this AVL segment per day (30 Metrolink trains and 12 Union Pacific Railroad freight trains) on approximately 66% single, mainline track. As a result, the AVL is facing a variety of service challenges due to single track, aging infrastructure and mountainous terrain.

In an effort to address operating conditions along the corridor, increase service frequencies and improve reliability system wide, Metrolink introduced the Southern California Optimized Rail Expansion (SCORE) Program. The SCORE Program is a 10-year, \$10 billion capital improvement plan scheduled for completion in time for the 2028 Olympic and Paralympic Games. Metrolink has secured \$1.5 billion in funding towards the program and is actively seeking opportunities to fund the remaining \$8.2 billion in capital projects.

Metro AVL Study Scenarios – Taking the Next Step

The NCTC member agencies have participated in the AVL Study since its inception in June 2018 and were encouraged by the draft results of the study that Metro presented at the February and May AVL Study Stakeholders Meetings. Metro/Metrolink staff presented the various Scenarios to upgrade service to a “clock-based” schedule with potential last train departure from LAUS at 11:30pm.

Implementing incremental AVL Study service improvement scenarios could allow the AVL to achieve 30-minute bi-directional service during peak and off-peak periods, with intermediate turn-back short trains, full-length express service, and two late night trains. NCTC, Metro and Metrolink staff are analyzing potential funding sources to achieve the Metrolink AVL service improvements.

NCTC October 21, 2019 UPDATE

On July 22, the NCTC Board unanimously approve allocating \$12.75M to get 4 capital projects identified in the AVL Study to shovel ready status (environmental clearance). At the July 25, 2019 Metro Board Meeting, the Metro Board approved AVL Study Motion 5.1, excerpt below:

LA METRO DIRECTORS BARGER, NAJARIAN, KREKORIAN AND SOLIS

Related to Item 5: Antelope Valley Line Motion

Two recently completed MTA studies, the Metrolink Antelope Valley Line (AVL) Study and the LA -Burbank-Glendale Feasibility Study, recommend both short and mid-term goals to ultimately increase frequency to 30-minute headways with bi-directional service throughout the day. Short term improvements require \$41.8 million in capital improvements and \$4 million more in annual costs. Mid-term improvements would require approximately \$180 million in capital costs, mainly for doubletracking identified in the AVL study as 4 projects.

To get these projects through environmental clearance and shovel ready, staff has estimated that \$12.75 million is required. Shovel-ready is an important benchmark to position these projects for grant funding opportunities.



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Implementation of Scenarios 1 through 3 in the Antelope Valley Line Study will significantly improve service, as detailed in both studies.

The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between. It carries the third highest ridership in Metrolink's commuter rail system, and growing, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between. It carries the third highest ridership in Metrolink's commuter rail system, and growing, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Since the implementation of a now permanent fare reduction program in 2015, the AVL is the only rail transit line in Los Angeles County that has seen consistent, month-over-month ridership growth. As of last year, revenues from this ridership growth surpassed Metro's cost to subsidize the program. In many ways, the AVL is a model for the current regional rail system and it will play a critical role in unlocking regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program. It also faces serious physical constraints that limit its optimal performance.

SUBJECT: ANTELOPE VALLEY LINE MOTION

APPROVE Motion by Directors Barger, Najarian, Krekorian and Solis that the Board:

A. Support implementation of Scenarios 1 through 3, as detailed in the Antelope Valley Line Study, and prioritize the Balboa Siding Project so as to open up the expedited delivery of hourly commuter rail service between North Los Angeles County and Los Angeles Union Station;

B. Direct the CEO and staff to coordinate with Metrolink on the implementation of Scenarios 1 through 3 and the inclusion and prioritization of the capital projects detailed therein as part of Metrolink's SCORE program;

C. Authorize the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring the capital projects included in Scenarios 1 through 3 to "shovel-ready" status, and direct the CEO to report back to the Board in October with project development plans, cash flow considerations, and associated operating costs;

D. Direct the CEO to coordinate with Metrolink on a discretionary grant strategy, and with the North County Subregion on additional local funding options that could be leveraged, to fully fund the remaining construction costs of the capital projects included in Scenarios 1 through 3, and include an update in the October report back to the Board;

E. Support the implementation of a diesel, electric, battery electric, or hybrid multiple unit train pilot program on the Antelope Valley Line and direct the CEO to coordinate with Metrolink in



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the pursuit of grant funding opportunities that focus on the offsetting of mobile source pollution in order to implement the pilot program, and;

F. Direct the CEO to work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies in order to implement the above directives and unlock the service potential of the Antelope Valley Line, in support of the integrated service goals laid out in the State Rail Plan.

Current Status & Next Steps

Metro Planning & Regional Rail will advance the 4 capital projects from Scenarios 1,2&3 of the AVL Study to PAED/environmental approvals. Roughly 2 years and cost roughly \$8M.

Metrolink will implement final design and construction. Final Design \$12M. Construction Cost at \$200M. Total Project Costs are estimated at \$220M for 4 capital projects.

NCTC recommends obligating \$103.6M in Measure M Multi-Subregional Transit Program funds for FY2023-2032 as match towards Metro/Metrolink Antelope Valley Line Improvements 2020 SB1 TIRCP grant request, committing roughly 50% to 75% of the NCTC subregional Measure M Transit Program funds during this period.

The \$103.6M is additional to the \$12.75M allocated in July 2019, for a total NCTC AVL improvement investment of \$116.35M.

NCTC MSRP Transit Funds would account for 53% of total project costs, \$116.35M (\$12.75M + \$103.6M)
NCTC funds of \$220M total project costs for AVL improvements.

Work with Metro/Metrolink to prepare the SB1 grant request application and ensure the 4 AVL improvement capital projects advance towards shovel ready/environmental clearance.