



July 26, 2002

Metropolitan
Transportation
Authority

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TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JAMES L. DE LA LOZA
EXECUTIVE OFFICER
COUNTYWIDE PLANNING AND DEVELOPMENT

SUBJECT: COMPLETION OF ALTERNATIVES SCREENING
PROCESS -- NORTH COUNTY COMBINED HIGHWAY
CORRIDOR STUDY (PART I)

ISSUE

The Study Technical Advisory Committee (TAC) and the North County Transportation Coalition (NCTC) acting as the Oversight Policy Committee completed the alternatives development and screening process in June 2002 for the North County Combined Highway Corridor Study, Part I (the Study). The Study will now consider three "build" project alternatives in addition to the Existing Plus Funded and Transportation Systems Management (TSM) alternatives.

DISCUSSION

The Study is identifying and analyzing multimodal transportation improvements to the I-5 and I-14 corridors in the North County. Staff presented a status report of the Study to the MTA's Planning and Programming Committee in May 2002. An initial set of eleven conceptual system alternatives were presented. Meanwhile in the month of May, the TAC developed a set of criteria to screen the alternatives and selected three Build alternatives in addition to the Existing plus Funded and the Transportation Systems Management (TSM) alternatives, based on a composite ranking of the performance. The remaining alternatives to be considered in the Study are as follows:

No Build Alternatives

- **Existing Plus Funded:** The Existing plus Funded alternative consists of those transportation projects that are already planned and committed through 2025.
- **TSM:** The TSM alternative includes all of the transportation projects that are already planned and committed through 2025 plus additional transit services that would accommodate the projected growth by operators.

Build Alternatives

- **Alternative #3 (Minimum Highway/Minimum Transit Alternative):** This Short Range (2010) alternative considers the 2001 MTA Long Range Transportation Plan (LRTP) and SCAG's Regional Transportation Plan (RTP) as the 2025 Baseline condition.
 - (a) **I-5:** Add new HOV lane between SR-14 and SR-126 West and add truck lane between SR-14 and Calgrove Avenue;
 - (b) **SR-14:** Fill the gaps between roadway segments to ensure a continuous three mixed-flow lanes and one HOV lane between Sand Canyon and Avenue P;
 - (c) **Rail/Bus:** Increase corridor transit capacity from existing 5,020 passengers to 12,370 passengers per peak direction by adding 4 more express bus routes with 30 more bus runs, 2 more metrolink trains with 17 more train-cars, and 3 more park-and-ride lots with a total of 8,500 parking spaces.

- **Alternative #5 (Minimum Highway/Moderate Transit Alternative):** Adds moderate transit improvements to Alternative 3 with an emphasis on express bus/metrolink service improvements:
 - (a) **I-5 and SR-14:** Roadway improvements along I-5 and SR-14 remain the same as Alternative 3 above;
 - (b) **Rail/Bus:** Further increase the Alternative 3 corridor transit capacity by 4,600 passengers to 16,970 passengers per peak direction by adding 4 more bus routes with 36 more bus runs, 4 more metrolink trains with 19 more train-cars, and 5 more park-and-ride lots with a total of 10,000 spaces.

- **Alternative #6 (Moderate Highway/Moderate Transit Alternative):** Adds moderate highway improvements to Alternative 5 with an emphasis on the ultimate highway improvements as included in Caltrans' Transportation Concept Reports (TCR's):
 - (a) **I-5:** Add two HOV lanes between SR-14 and SR-126 West, add a mixed-flow lane from SR-14 to the Kern County line, and extend the truck lane from Calgrove Avenue to SR-126 and provide truck climbing lane north of SR-126;
 - (b) **SR-14:** In addition to the continuous three mixed-flow lanes and one HOV lane configuration between I-5 and Avenue P, the Moderate Highway concept calls for: (1) addition of a second HOV lane from I-5 to Avenue L, (2) addition of another mixed-flow lane from I-5 to Agua Dulce, (3) addition of another mixed-flow lane from Avenue P to the Kern County line, and (4) addition of a truck lane from I-5 to Sand Canyon;
 - (c) **Rail/Bus:** Transit improvements remain the same as Alternative 5.

Attachment A presents the comparison of alternatives using the selected criteria. The selected alternatives are more realistic and distinctly different options, and are the most feasible among the nine Build alternatives due to adequate corridor carrying capacity, financial affordability, and environmental and institutional achievability.

MTA presented the results of the initial screening of the alternatives at three open houses: (1) on June 10, 2002 in the City of Palmdale, (2) on June 13, 2002 for Valencia Industry Association, Transportation Alliance and Santa Clarita Chamber of Commerce, and (3) for general public review in Santa Clarita. No substantive adverse comments were received.

NEXT STEPS

Staff will continue to work with the consultant to further refine and evaluate the alternatives discussed above. This additional evaluation will be presented in a third round of public reviews. The Study will then be finalized including identification of the recommend project(s) for the corridors. The consultant will also prepare the Project Study Reports/Project Development Support (PSR/PDS's) for selected, shorter term project elements for the FY03 Call-for-Projects application. Staff will provide subsequent updates to the MTA Board, as additional milestones are completed.

ATTACHMENT

A. Comparison of Alternatives



NORTH COUNTY CORRIDOR STUDY

COMPARISON OF ALTERNATIVES

		1	2	3	4	5	6	7	8	9	10	11
		No Build	TSM	Short-Range Concept	In-Corridor Highway	In-Corridor Transit	In-Corridor Transit	In-Corridor Transit	Highway MagLev	SR-2/H3 Tunnel	Little Tujunga Cyn Tunnel	Sand Canyon / Max Build
Transportation Service	Mobility & Accessibility	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Mode Choice & Flexibility	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Optimize Roadway Operations & Traffic Flow	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Safety / Accidents	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Financial Feasibility	Cost - Effectiveness	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Equitable Investment Across Modes	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Funding Flexibility	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Environ. Impact	Habitat Displacement	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Community Plan Compatibility	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Implementation Schedule	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



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