

Interchange



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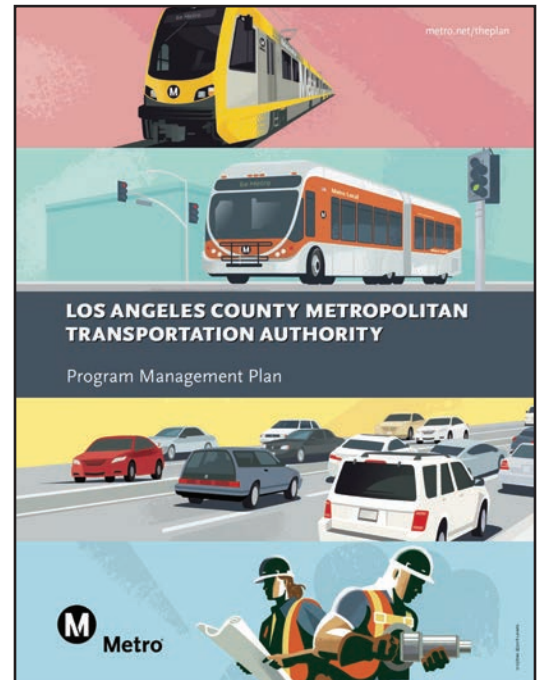
Measure M Approval Sets Stage for I-5 Phase 2

The voters have spoken, and they've spoken loud and clear: Improving Los Angeles County's transportation infrastructure is a major priority, and in approving Measure M on the November ballot, they've given our county's transportation leaders the resources to do just that.

We'll see those results right here in northern Los Angeles County. One of the highest-profile projects to receive funding from the Measure M half-cent sales tax will be the Interstate 5 North Los Angeles County Capacity Enhancement Project, which has been the primary focus of the Golden State Gateway Coalition since the coalition formed to advocate

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Check out the back page for an excerpt from Metro's North County Fact Sheet, which outlines Metro's planned use of Measure M funds in northern Los Angeles County.



Metro's Program Management Plan (theplan.metro.net), provides details on Metro's plans to improve L.A. County transportation.

Measure M by the Numbers

- **71.15%:** Percentage of L.A. County voters in favor of Measure M. (2/3 majority required.)
- **\$240 million:** Revenue to be allocated for I-5 Gateway project under Measure M. (The remainder of the \$784 million cost is derived from other sources.)
- **2019:** Potential date of groundbreaking for the HOV lanes.

Source: Metro



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Coming Soon: \$165 Million in Fresh Pavement

Not only are we getting new high occupancy vehicle lanes on Interstate 5 in north Los Angeles County — we're also getting fresh pavement for existing lanes.

Setting the stage for a dramatic series of improvements to I-5 in the years ahead, the California Transportation Commission on Dec. 7 approved a \$165 million pavement rehabilitation project for the I-5 in north L.A. County.

As the CTC met in Riverside, among the items for consideration and approval were

SHOPP projects (State Highway Operation and Protection Program) funding requested for allocation. The action taken by the Commission addressed funding that had already been approved and was now to be allocated.

Of \$190,038,000 allocated, \$165,138,000 was allocated to the pavement rehabilitation project on I-5 in the Santa Clarita Valley. The project will extend from below the I-5/State Route 14 interchange to 1.7 miles beyond the

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The Path Forward: The Next Steps for Interstate 5

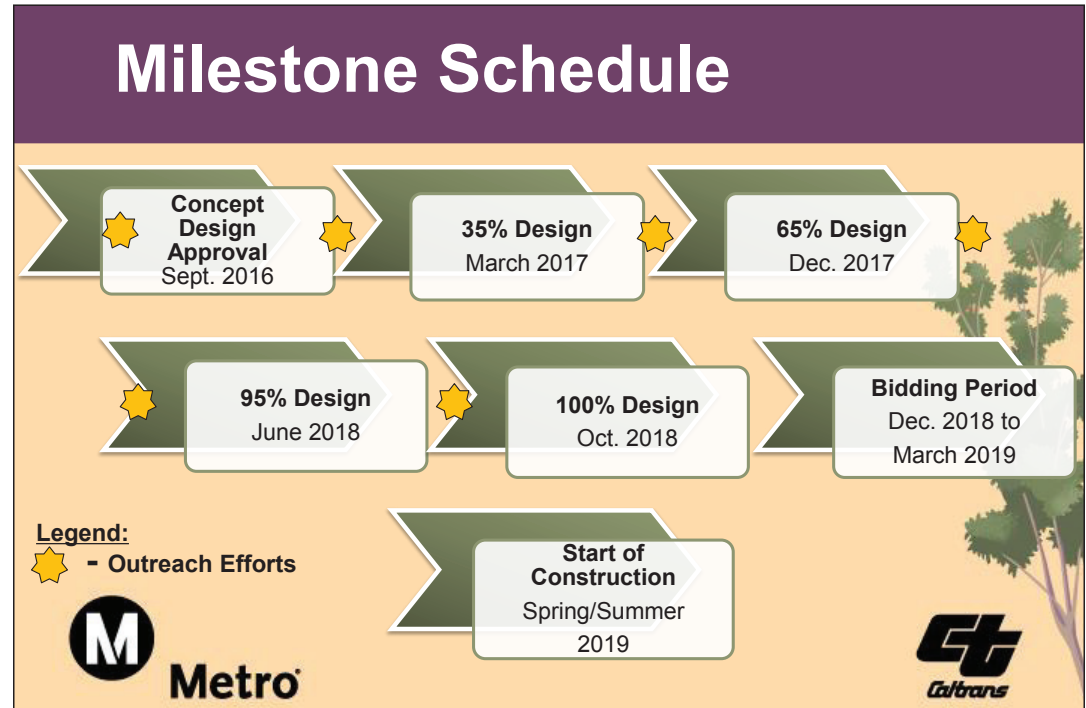
Now what? It's a logical question after a major milestone is reached: With the approval of Measure M providing the financial resources to improve Interstate 5 — and to address many other transportation needs throughout Los Angeles County — what comes next for the I-5 North Los Angeles County Capacity Enhancement Project?

We've gotten word from both Metro and Caltrans, and the answer is, quite a lot is coming next.

Up first is a much-needed pavement rehabilitation project from Caltrans (see story, page 1), which plans to start work this year on new pavement on the I-5 through the Santa Clarita Valley.

Even as that project gets under way, the highly anticipated Phase 2 of the I-5 improvement project is in its design phase, expected to be 35 percent completed by March.

While Phase 2 is in design,



Graphic: Metro

Metro is engaging with the community to provide information to the public about the project, and to address any concerns residents may have. (See story, below.)

Phase 2 will add to the

success of Phase 1, which brought new truck lanes to the I-5 just north of State Route 14. In Phase 2, those truck lanes will be extended northward to just south of Parker Road, and new high occupan-

cy vehicle lanes (HOV) will be constructed on the same segment of the freeway.

Work on the new lanes is expected to begin in 2019, with completion expected in 2022.

Metro Outreach Gathers Community Input on I-5

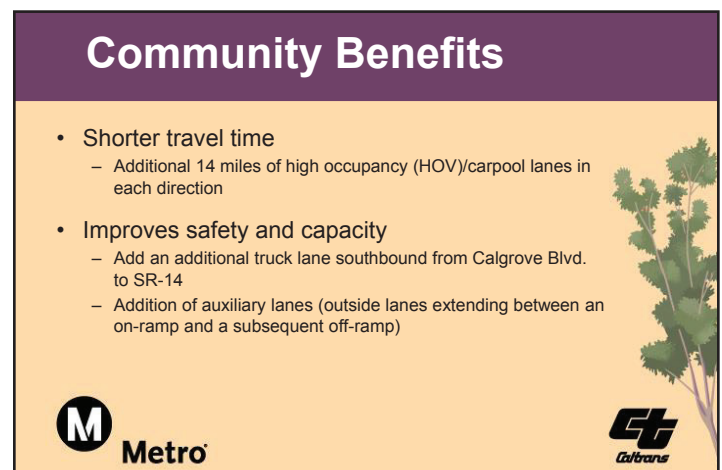
The Los Angeles County Metropolitan Transportation Authority (Metro) has been reaching out to the community over the past several months in preparation for the second phase of the Interstate 5 North L.A. Capacity Enhancement Project.

"Meetings were held with local Santa Clarita Valley communities to provide an update on the status of the project as a follow-up discussion from the open house held in October 2016," said Mark Dierking, community relations manager with Metro. "Presentations were also made to the Government Af-

fairs/Transportation Committee of the SCV Chamber of Commerce and the Castaic Area Town Council to provide an update on noise measurements and sound walls."

The Metro visits included a slide show that describes the planned improvements, the project timeline and requirements for sound walls.

"Community members shared concerns over the noise generated by trucks and vehicles on Interstate 5," Dierking said. "As the design phase continues, Metro is committed to working with Caltrans, a partner on the project, and the communities to address



Graphic: Metro

their concerns."

More information on the I-5 improvement project is avail-

able by visiting metro.net/projects/i-5-enhancements or calling (213) 922-2772.

Measure M

Continued from page 1

transportation improvements along the key corridor more than a dozen years ago.

“We’re very pleased that the county’s voters share our belief in the importance of improving the county’s transportation network,” said Tom DiPrima, chairman of the Golden State Gateway Coalition, a collaborative group of citizens, businesses and local government leaders who have worked in concert with Metro and Caltrans to help bring capacity enhancements to the crucial stretch of I-5 in northern Los Angeles County.

DiPrima added that the coalition is also grateful to the Metro board and staff, which have placed the I-5 Gateway project’s second phase near the top of Metro’s transportation priority list, meaning the HOV lanes project is slated to be among the first projects to break ground utilizing Measure M funds.

The HOV phase of the I-5 North L.A. County Capacity Enhancement Project is in the midst of its \$30.8 million design contract, and is expected to be ready for construction to begin in 2019, which is when Metro has slated Measure M funds to become available for the project.

The first phase of the two-phase project was completed in 2014, with the debut of new truck lanes north of the I-5/State Route 14 interchange.

Although the Gateway Coalition’s primary focus has been improving the I-5 corridor in north L.A. County, Measure M also brings additional benefits to the region — in particular, funding for the \$2.1 billion High Desert Multipurpose Corridor, which will provide a new



A compelling “before/after” scenario: The photo above shows Interstate 5 as it is now, and below is a projection of the freeway post-improvements, including the addition of an HOV lane and completion of Caltrans’ pavement rehabilitation project. Images: Metro



freeway alternative linking SR14 in Palmdale to SR18 in San Bernardino.

“Measure M means a great deal for the I-5 improvement project, to be sure,” said Vic-

tor Lindenheim, executive director of the Gateway Coalition, “but it also means a great deal for the overall transportation picture in the north L.A. County region,

and indeed Los Angeles County as a whole. The next few years should prove eventful and exciting as we see these long-awaited projects become reality.”

MEASURE M

THE LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN

NORTH COUNTY

The Metro Board of Directors voted to place a sales tax measure, titled the Los Angeles County Traffic Improvement Plan, on the November 8, 2016, ballot. This summarizes the projects and Measure M funding for the North County area if the measure passes.

Major Projects (in 2015 \$)

- High Desert Multi-Purpose Corridor **\$2 billion (\$2.1 billion total cost)**¹
- I-5 N Capacity Enhancements (SR-14 to Lake Hughes Rd) **\$240 million (\$784 million total cost)**¹

Multi-Year Subregional Programs (in 2015 \$)

- Active Transportation Program **\$264 million**
- Transit Program **\$88 million (\$588 million total cost)**¹
- Subregional Equity Program **\$115 million**
- Multimodal Connectivity Program **\$239 million**
- Arterial Program **\$726.1 million**
- Goods Movement Program **\$104 million**
- Highway Efficiency Program **\$128.9 million**
- All subregions are eligible to compete for **\$260 million (\$350 million total cost)**¹ worth of Bus Rapid Transit Projects, and **\$858 million** worth of Metro Active Transportation Projects

Local Return

- Local Return Revenue for North County is expected to be **\$1.4 billion** over the next 40 years in escalated dollars

Transit

- Regional Rail (Metrolink) is programmed to receive **\$1.2 billion** over the next 40 years in escalated dollars, with eligibility for an additional **\$700 million** if 2040 performance targets are met
- Municipal Transit Operators in the North County will also receive additional funding

¹Total cost includes Measure M funding plus other fund sources.

ADDITIONAL ANNUAL LOCAL RETURN FUNDING PROJECTIONS FOR FIRST FULL YEAR

FUNDING IS PROJECTED TO INCREASE EACH YEAR (For street improvements, pothole repair, signals, etc.)

CITY	
Lancaster	\$ 2,284,200
Palmdale	\$ 2,230,600
Santa Clarita	\$ 3,029,300
Unincorporated LA County ²	\$ 14,943,600

²Funding may be used for local transportation projects anywhere within Unincorporated LA County as they determine.

ADDITIONAL ANNUAL FUNDING FOR LOCAL TRANSIT OPERATORS FOR FIRST FULL YEAR

FUNDING IS PROJECTED TO INCREASE EACH YEAR

OPERATOR	
Antelope Valley Transit	\$ 2,511,700
Santa Clarita Transit	\$ 2,651,800

POPULATION GROWTH FOR NORTH COUNTY	
762,925	2017
1,130,883	2047

SOURCE: METRO CALCULATION BASED ON 2012 SCAG RTP DATA

EMPLOYMENT IMPACT FOR LA COUNTY	
465,690	new jobs

SOURCE: LAEDC 2016 STUDY



Pavement

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Lake Hughes undercrossing. This Caltrans project has been designed and is scheduled to go out for construction bids early this year, followed by a

construction start in spring.

The allocation is separate from what Measure M will provide for carpool and truck lanes construction. Coordination is ongoing between Caltrans and Metro regarding pavement improvements and

Metro-funded capacity enhancements (anticipated for 2019 construction start).

Victor Lindenheim, executive director of the Golden State Gateway Coalition, said the fresh pavement coupled with new lanes will trans-

form this stretch of I-5 into a smoother, better-flowing freeway: "This is an exciting time for I-5 in our part of the county. Thanks to the efforts of Caltrans and Metro, everyone who relies on the I-5 will benefit from these projects."