

AGN. NO.

MOTION BY SUPERVISOR KATHRYN BARGER

FEBRUARY 10, 2026

DELEGATE AUTHORITY TO ENTER INTO A COOPERATIVE AGREEMENT BETWEEN SOUTHERN CALIFORNIA EDISON (SCE) AND THE COUNTY OF LOS ANGELES FOR RELOCATION OF FACILITIES OWNED BY SCE THAT ARE IN CONFLICT WITH THE CONSTRUCTION OF PHASE 1 OF THE OLD ROAD OVER THE SANTA CLARA RIVER AND THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BRIDGE, ET AL. PROJECT

The I-5 Freeway corridor through Santa Clarita Valley is the primary goods movement artery connecting the western United States with Mexico and Canada and a major commuter route from the Santa Clarita Valley into the southern Los Angeles County area. This corridor through the Santa Clarita Valley is surrounded by mountainous terrain and is a geographically constrained area with no other direct alternative freeway route and limited alternative routes to support good movement and regional traffic. The Old Road runs parallel and adjacent to the I-5 Freeway through the Santa Clarita Valley. The County has identified projects and improvements to enhance multimodal transportation along The Old Road. One of these proposed projects is The Old Road over Santa Clara River and SPT CO Bridge et al. Project, which is a \$250 million project that would include the replacement of two bridges and the reconstruction and widening of The Old Road and several collector streets.

The Project would improve existing traffic operations and accommodate future traffic projections along the roadway. The existing roadway does not meet Public Works highway design speed safety standards and does not incorporate bicycle improvements proposed in the County Bicycle Master Plan. Widening The Old Road from four to six lanes, adding a protected bicycle lane in each direction, and modifying the roadway to meet current Public Works design standards are critical for traffic operations, future growth, and to ensure emergency vehicle access in the Project area. The Old Road over Santa Clara River bridge is currently classified as Structurally Deficient per Federal Highway Administration standards for seismic, flood, and highway design. Additionally, this bridge is currently not high enough to allow the volume of water of a Capital Flood event (defined as a 50-year burned and bulked storm) to pass underneath. Replacing the bridge would eliminate this classification. The Old Road bridge over the abandoned Southern Pacific Railroad will also be reconstructed to accommodate the roadway widening.

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Portions of the abandoned railroad right of way would be transformed into an extension of the Santa Clara River multiuse trail. The Project would be constructed in two phases. The first phase, which was approved by the Board on December 17, 2024, includes widening of The Old Road from just north of Rye Canyon Road to Henry Mayo Drive. The second phase would include widening from just north of Rye Canyon Road to Magic Mountain Parkway and the reconstruction of the two bridges.

The Project's focus on safety, accessibility, and multi-modal transportation contributes to equity by positively impacting various communities that use this corridor regularly or during emergencies. Whether users are a driver, a cyclist, or pedestrian, these improvements aim to create a more inclusive and accessible transportation network and enhance the resiliency and sustainability throughout the Santa Clarita Valley.

The purpose of the proposed Agreement is to formalize provisions between the County and SCE regarding relocation of SCE facilities in support of the construction of the project and reimburse SCE for the costs of relocation of their facilities. Public Works conducted a document search to determine whether Southern California Edison has prior rights over their facilities (utility poles) located within the limits of The Old Road over Santa Clara River and SPT CO Bridge et al., Phase 1 project. The research focused on specific existing utility poles which require relocation due to conflict with construction of the project. Public Works research concluded that the SCE facilities in question existed and were in place prior to this portion of The Old Road becoming a part of the County System of Highways, entitling SCE to be reimbursed for moving those facilities that are in conflict with the County's construction project.

Funding for all current fiscal year anticipated expenditures for this Agreement are available in the Fifth Supervisorial District's Transportation Improvement Program in the Measure M Local Return Fund Fiscal Year 2025-26 Budget. Funding for future years will be requested through the annual budget process. There will be no impact to the County General Fund.

I, THEREFORE, MOVE that the Board of Supervisors direct the following:

1. Find that the recommended action is within the scope of the previously adopted Final Environmental Impact Report (FEIR) for the project that was certified by the Board on December 17, 2024. There is no change in the Project scope or to the circumstances under which the project will be undertaken that requires additional findings under the California Environmental Quality Act. The Mitigation Monitoring and Reporting Program adopted at the time of FEIR certification will continue to apply. The location of the documents and other materials constituting the record of the proceedings upon which the Board's decision is based in this matter is with Public Works, Transportation Planning and Programs Division. The certified Final EIR, Findings of Fact, Statement of Overriding Considerations and MMRP are also available at:
<https://pw.lacounty.gov/projects/the-old-road-over-santa-clara-river>.

The custodian of such documents at Public Works is the Transportation Planning and Programs Division, Environmental Planning and Assessments Section, Section Head, 11th Floor. Upon the Board's approval of the actions herein, Public Works will file a Notice of Determination with the County Clerk and with the Office of Land Use and Climate Innovation pursuant to Public Resources Code section 21152 and will post the Notice in accordance with Section 21092.2.

2. Delegate authority to the Director of Public Works or his designee to negotiate and enter into a cooperative agreement, and any subsequent amendments, with Southern California Edison (SCE), to reimburse SCE to relocate their facilities that are in conflict with the construction of Phase 1 of the Old Road over the Santa Clara River and the Southern Pacific Transportation Company Bridge, et al. project.

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