

News and updates from a coalition of community and business leaders focused on the health and vitality of California's transportation backbone — **Interstate 5**

# Interchange



Volume 14, No. 1

Summer 2016



## Metro Plan Puts I-5 HOV Lanes on the Fast Track

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**T**he expenditure plan produced by the Los Angeles County Metropolitan Transportation Authority (Metro) places several northern L.A. County projects near the top of its priority list, including the second phase of the Interstate 5 North Los Angeles County Gateway Improvement Project.

"We're very pleased with the consideration given to the I-5 capacity improvement project in Metro's plan," says Tom DiPrima, chairman of the Golden State Gateway Coalition, which has been working for the past dozen years, in concert with Metro and Caltrans, to help bring capacity improvements to the crucial stretch of I-5 in northern Los Angeles County.

"It helps that this project is progressing steadily toward being 'shovel-ready,' with the completion of the Phase 1 truck lanes in late-2014 and the awarding last month of the design contract for the Phase 2 high occupancy vehicle lanes," DiPrima added. (See related story, page 3.)

Under the Metro board-approved plan, groundbreaking could occur for the Phase 2 HOV lanes as soon as 2019.

The Metro board approved the plan June 23 and it is slated to go to the L.A. County Board of Supervisors this summer. The supervisors are expected to review the expenditure plan and consider whether to place a measure on the November ballot that would provide long-term funding for it by indefinitely extending and expanding the Measure R half-cent sales tax program.

If the measure receives approval of two-thirds of L.A. County's voters, the Metro plan will move forward and the I-5 Gateway project will be expedited, receiving an estimated \$240 million from the half-cent sales tax. The remainder of the \$784 million cost would be derived from other funding sources.

Victor Lindenheim, executive director of the Gateway Coalition, said the plan seems favorable not only for the Gateway project, but also for northern L.A. County in general.

**See METRO, page 4**



# Metro's Buildout Plan Worthy of Support

By Victor Lindenheim

Executive Director,  
Golden State  
Gateway Coalition

The desire to improve mobility is a common theme throughout Los Angeles County. It is expressed daily in political campaigns, in public forums, in op-eds.

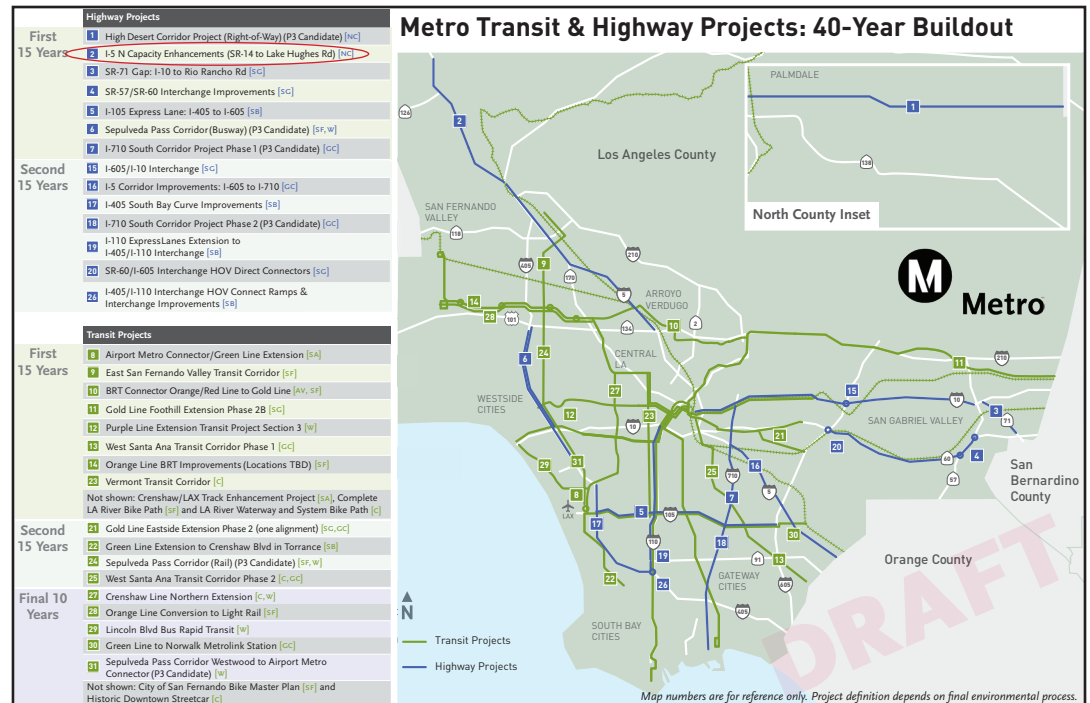
The reality on the ground — or, on the road — is that our freeways are jammed beyond capacity and frequently gridlocked, Metrolink schedules don't fully meet the needs of northern L.A. County riders and federal and state investments in local transportation infrastructure are declining.

So, now, the Los Angeles County Metropolitan Transportation Authority (Metro) has developed an expenditure plan that describes how the proposed extension of the Measure R program, plus new revenues from a proposed half-cent sales tax increase, would be invested in L.A. County transportation



Victor  
Lindenheim

'Ultimately, the decision will be with L.A. County voters. However, as proposed, it appears to be a good deal for the Santa Clarita Valley and north L.A. County.'



**Metro's expenditure plan shows key improvements for northern L.A. County within the first 15 years of the plan — including the remainder of the Interstate 5 North L.A. County Gateway Improvement Project.**

infrastructure and operating systems to meet current and future needs.

The expenditure plan was approved by the Metro board June 23, 2016. The Board of Supervisors next weighs in on whether to put the sales tax measure on the ballot.

Throughout the process, Metro has been educating the public through a multi-faceted public input process that includes public meetings, live telephone

town hall meetings, stakeholder and community presentations, social media and media outreach. Polling has been conducted to gauge public support for the plan.

The Golden State Gateway Coalition is supportive of Metro's efforts, as is the Santa Clarita Valley Chamber of Commerce. While the expenditure plan is not perfect, it goes a long way toward improving mobility in and through the Santa Clarita Valley.

For example, construction on I-5 improvements through the Santa Clarita Valley will begin in 2019, rather than sometime in the decade of 2030. The project is currently valued at \$784 million.

The City of Santa Clarita will see a local return of about \$1 billion over the

course of the Metro program, providing money to maintain and improve local roads.

Transit (including Metrolink) in northern L.A. County will have access to a pot of \$588 million in new funding for maintenance and improvements, above and beyond a designated percentage for regional/com-muter rail.

Ultimately, the decision will be with L.A. County voters. However, as proposed, it appears to be a good deal for the Santa Clarita Valley and north L.A. County.

Moreover, in regards to transportation funding, for now, it is virtually the only game in town. Props to the Metro board and staff for the effort, regardless of the outcome.

## By the Numbers: I-5 HOV Lanes

- **\$240 million:** Revenue that would be allocated for I-5 Gateway project if the half-cent sales tax extension is approved.

- **2019:** Potential groundbreaking for the HOV lanes if the Metro plan is brought to fruition.

- **\$30.8 million:** Value of design contract for Phase 2 of Gateway Improvement Project.

Source: Metro



### Would you like more information about the Golden State Gateway Coalition?

If you are interested in supporting the Coalition's efforts to improve transportation in northern Los Angeles County, please visit our website:

[www.goldenstategateway.org](http://www.goldenstategateway.org)

## QuickTrips

A roundup of North Los Angeles County transportation issues and roadway project updates

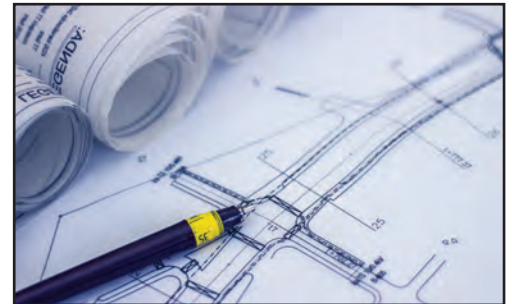
# Metro Issues \$30.8 Million Contract for HOV Design

The Phase 2 high occupancy vehicle lanes of the Interstate 5 North Los Angeles County Gateway Improvement Project are taking a significant step forward this month, as the L.A. County Metropolitan Transportation Authority (Metro) executes a \$30.8 million design contract, one of the final pieces of the pre-construction puzzle.

"A project of this magnitude requires a great deal of planning and design work, and we're pleased to see this critical aspect of the project moving forward now, in 2016, so it can be ready for a potential 2019 groundbreaking," said Tom DiPrima, president of the Golden State Gateway Coalition, which has supported the I-5 improvement project for the past dozen years.

As of this writing, the contract is being finalized for delivery to CH2M Hill, the engineering firm with which Metro is contracting for the design work.

Upon execution of the contract, design work will begin immediately and is expect-



ed to be completed by early 2019.

The consultant will be preparing the plans, specifications and estimates for HOV lanes in both directions between the I-5/State Route 14 interchange and Parker Road in Castaic, along with auxiliary lanes and enforcement areas for the California Highway Patrol, said Aline Antaramian, deputy executive officer of Metro's highway program.

"We're going to have a series of community coordination meetings during the design phase, and all the stakeholders will be notified," Antaramian said.

## Antonovich Deputy Cano Joins Metro

Michael Cano, Supervisor Michael D. Antonovich's longtime transportation deputy, is moving to a new and newly created position at Metro this month.

Cano will be leading a new goods movement division that Metro CEO Phil Washington created "in response to the growing challenges of multi-modal goods movement in the region."

"Michael Cano has earned a great deal of respect in transportation circles," said Victor

Lindenheim, executive director of the Golden State Gateway Coalition. "We're glad to see Metro's goods movement initiatives will be in his extremely capable hands."

Taking Cano's place as the supervisor's transportation deputy will be Dave Perry, a field deputy who's very familiar to Santa Clarita Valley leaders.

Said Lindenheim: "Dave Perry really understands the issues in north L.A. County, and he'll do a great job in his new role."

## Volunteers Sought for Road Charge Pilot Program

Volunteers are sought for a "road charge" pilot program simulating a potential new funding mechanism road and highway maintenance. The California Road Charge Pilot is a 9-month field trial launching in July, and volunteers can sign up this month. So far, more than 7,400 have signed up to

test this potential alternative to gas taxes.

"The pilot will give participants a variety of choices for reporting and simulating payment for the miles they travel, including several which do not require new technology," says the project's website, [www.californiaroadchargepilot.com](http://www.californiaroadchargepilot.com).



From the Chairman

# Kudos to Metro & Caltrans as I-5 Project Moves Forward

By Tom DiPrima

Chairman,  
Golden State Gateway Coalition

I am pleased to report that more progress has been made toward the Golden State Gateway Coalition's goal of improving roadway transportation in north L.A. County by adding capacity to Interstate 5:

- A contract for design of the next phase of I-5 improvements (carpool lanes and truck lane additions) has been approved and funded by Metro.
- Acceleration of construction of the next phase of I-5 improvements has been proposed to begin in 2019.
- I-5 capacity enhancements are listed as No. 4 in a Metro schedule of 86 project



Tom  
DiPrima

groundbreakings.

• Design is underway by Caltrans for a major pavement rehabilitation program from the I-5/SR 14 interchange to Castaic. Both design and construction costs are funded by Caltrans. Work is scheduled to begin January 2017.

These developments are significant. We can be proud of what has been accomplished so far, and we should be grateful for the work of Metro and Caltrans leadership and staff to help make these things happen. And for making them happen sooner, rather than later.

However, there is much more work to be done. Although the funding is there to proceed with design for the next phase of I-5 improvements, the funding for construction must still be secured.

Metro's expenditure plan, and by implication, its Long Range Transportation Plan (under development) includes the I-5 North Capacity Enhancement Project as a high priority.

The next steps to achieve a fully fund-

**'We should be grateful for the work of Metro and Caltrans leadership and staff to help make these things happen.'**

ed, shovel-ready I-5 project: completion of the recently authorized project design, Board of Supervisors approval of a ballot measure that would fund construction, and voter approval by a two-thirds margin.

We are on a path, begun more than 12 years ago, to achieve what we said we would achieve. Thank you, our members and our allies for your continued support and encouragement. I look forward to our next milestone.

## Metro

### Continued from page 1

"The I-5 project is of course our coalition's highest priority, and we've worked long and hard to help Metro and Caltrans bring it to fruition," Lindenheim said. "If all the pieces come together, we're looking at getting the I-5 project completed as much as two decades soon-

er than it could have been done otherwise, which will go great lengths to reduce congestion, improve goods movement and improve the quality of life for everyone who relies on I-5."

Not only that, Lindenheim said, but also the plan calls for approximately \$2 billion for local road and highway projects over the first 40 years of the proposed program. Transit

services in our region, including Metrolink, will gain \$588 million in new funds for improvement and maintenance, plus an additional percentage of the overall transit funds that will be designated for regional rail (Metrolink).

And, the high desert corridor project — between Palmdale and Victorville — would gain \$170 million for right-of-way acquisition in

the plan's first 15 years.

"The Gateway Coalition is supportive of Metro's efforts, and we're pleased to see northern L.A. County projects included near the top of the plan's priorities," Lindenheim said. "It's cause for optimism, not only for our top-priority project on the I-5 corridor but also for transportation in the entire north county area."

**On the Web:** [www.goldenstategateway.org](http://www.goldenstategateway.org)

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