

Interchange

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



Volume 5, No. 1

Summer 2007



On the Road to **Relief**

ALSO INSIDE

Message from the Executive Director — Page 2

Profile: The Caltrans Team — Page 2

Coalition Launches New Website — Page 5

'Why I-5 Is Important to Me' — Page 6

North County Project Updates — Page 8

Message from the Chairman — Page 10



www.goldenstategateway.org

Phone: 661.775.0455

Fax: 661.294.8188

25709 Rye Canyon Road,
Suite 105
Santa Clarita, CA 91355



Caltrans launches a study that could pave the way for an extreme Interstate 5 makeover

— Story, page 3

From the
Executive Director

Turning Money Into Mobility

By **Victor Lindenheim**
*Executive Director,
Golden State Gateway Coalition*

After the passage of the infrastructure bond proposal (Proposition 1B) last year, a sigh of collective relief could be heard from California's voters — especially from those of us who live and work in Southern California, and know the chronic pain of freeway gridlock.

Today, there is guarded optimism. Our fundless, gridlocked thinking of the recent past has been uplifted with hopeful thoughts: "We have some money to build roads. Congestion relief is on the way."

Now, optimism is a good thing that can lead to good outcomes — but only when tempered by reality and supplemented by hard work and focus.

The reality is that we need to work together to ensure that northern Los Angeles County gets its fair share of transportation dollars from the state. And the federal government. And the county.

And that is where the hard work and focus come in.

We have a plan for improving transportation in our part of the county. LACMTA's 2004 North

See Lindenheim, page 5



Victor Lindenheim

Caltrans Assigns Well-Qualified Team to I-5 Study

Kosinski: Project goals include increased safety, congestion relief and environmental responsibility.

Experience. Attentiveness. Expertise. Leadership. These are just some of the qualifications possessed by the Caltrans team assigned to the Interstate 5 HOV and Truck Lane Study, which is expected to pave the way for much-needed improvements to the I-5 corridor in northern Los Angeles County.

Heading the Caltrans team is Ronald Kosinski, Caltrans' deputy district director for Environmental Planning, who has provided valuable leadership to the state transportation agency for more than two decades.

In discussing the I-5 project, Kosinski emphasizes the value being placed on public input, and on increasing motorist safety while remaining sensitive to the environment and improving the quality of life for everyone who depends on I-5.

He takes particular pride in the impending realization of the I-5 widening project after many years of planning.

"Caltrans is working closely with the affected agencies and the public to evaluate the I-5 truck lane and carpool lane proposals in the Santa Clarita Valley," Kosinski said. "Four alternatives are being studied at this time which have benefits as well as impacts to the residents, business and motoring public. Our goal is to relieve congestion, improve mobility and enhance safety, while addressing the environmental concerns of the impacted communities."

About Ronald Kosinski

Kosinski heads the Division of Environmental Planning, and in that role he manages 53 multi-disciplinary professionals who develop environmentally sound



Ronald Kosinski

transportation projects in the Los Angeles and Ventura region. His division is responsible for securing environmental approvals for all elements of the I-5 widening project, the I-405 widening project, the Alameda Rail Corridor and the agency's \$1 billion High Occupancy Vehicle (HOV) lanes plan.

Prior to this, Kosinski was a senior environmental planner, a supervisory position. Under his direction, the agency completed environmental documents for transportation projects costing more than \$2.8 billion. He was also functional manager for Orange County projects including all clearances for projects along the I-5, Route 1, as well as the HOV additions to Routes 55, 57, 91 and 405.

Noted accomplishments also include the pending improvements on Routes 1, 10, 71, 101, 138, and 405 in Los Angeles County as well as Routes 23, 202 and 118 in Ventura County.

Kosinski credits the knowledge and skills of his staff in moving the projects through the environmental process.

In anticipation of future highway improvement projects, Kosinski and the Division of Environmental Planning are working with the Right of Way division on

See Caltrans, page 4

I-5 Study Under Way

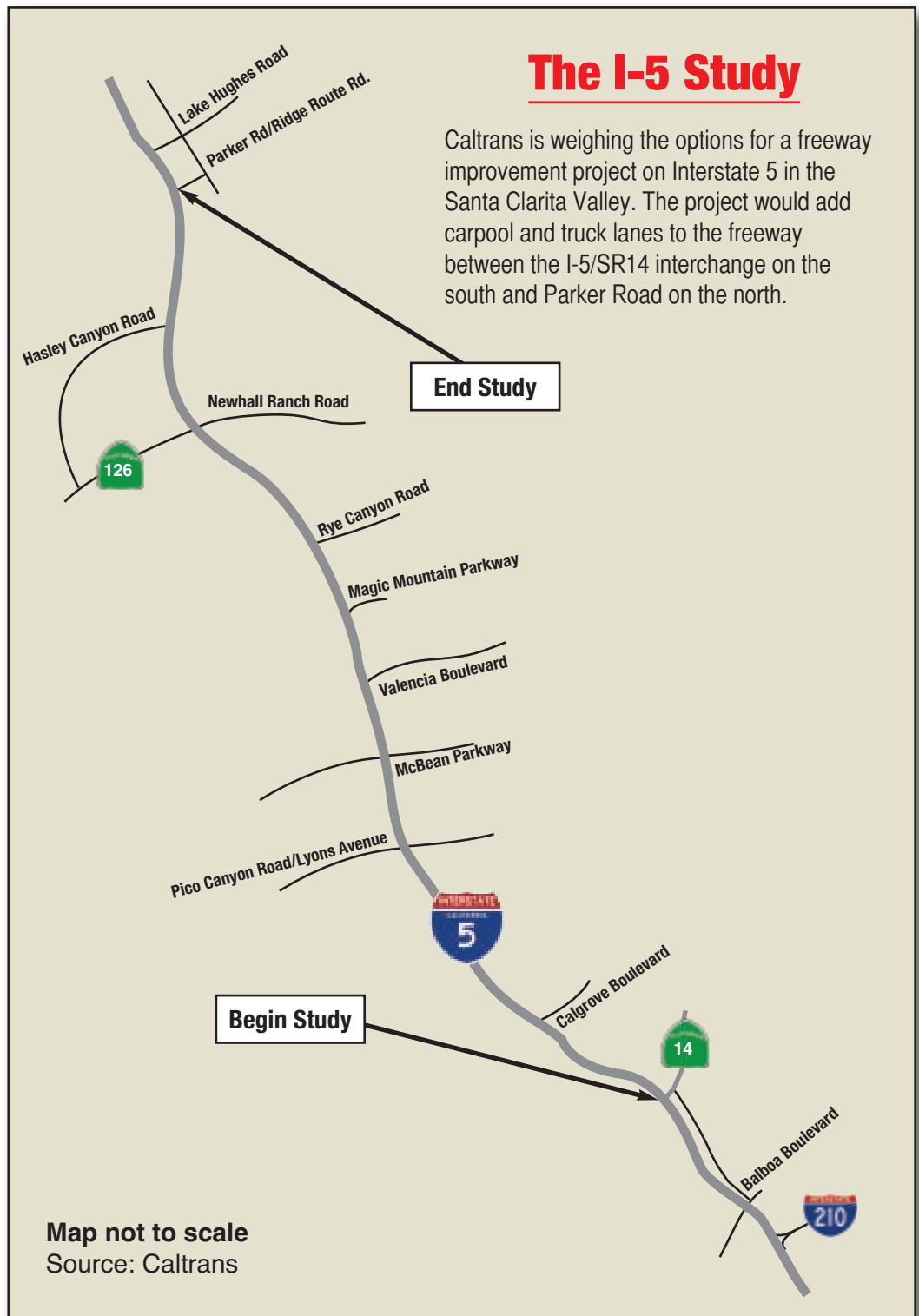
Scoping Session
Marks Beginning
of Environmental
Review Process;
Construction
May Start in 2009

Caltrans has officially launched the public review and study processes for much-needed improvements along the Interstate 5 corridor through the Santa Clarita Valley.

The improvements, advocated by the Golden State Gateway Coalition, would include carpool and truck climbing lanes to help decrease congestion and upgrade traffic flow along this vital section of I-5, the backbone of California's transportation network.

"It's really to improve the overall movement of cars and trucks on Interstate 5," said Bob Blume, a project manager for Strategic Infrastructure Solutions, a consultant on the project. Blume reviewed the planned project alternatives for the approximately 30 people who attended the Caltrans scoping session June 4 at Santa Clarita City Hall.

The scoping session was the beginning of the public review process for the project. Caltrans Deputy Director Ron Kosinski said the scoping period would proceed through June, after which the environmental studies would get under way — an environmental impact report in
See Scoping, page 7



The study zone for the proposed Interstate 5 improvement project ranges from the I-5/SR14 interchange on the south to Parker Road on the north.

the purchase of 500 to 1,000 acres of Santa Clara River habitat that it can use as a mitigation land bank for future projects in west Los Angeles and Ventura Counties. This will enable expedited approvals of the numerous Caltrans transportation improvements needed in this area.

Other anticipated projects being handled by the Environmental Planning Division under Kosinski's leadership include a fish passage grant proposal that would restore the steelhead trout migration to Solstice Creek in Malibu. The Division is working with several agencies on this project.

Kosinski, 58, is married with one son. He holds a bachelor's

“This I-5 improvement project is an important public/private partnership... (the project) has the potential to improve traffic operations and relieve congestion in this region.”

— Ashraf Habbak
Project Manager

degree in geography from California State University at Long Beach and a master's degree in urban planning from California State Polytechnic University, Pomona, where his son now attends.

Ashraf Habbak

Ashraf Habbak, the project manager on the I-5 HOV and Truck Lane Study, has been a project manager for Caltrans for five years. Before that he worked for Caltrans in construction for 11 years.

“This I-5 improvement project is an important public/private partnership,” Habbak said. “Caltrans would like to thank the Golden State Gateway Coalition, the Southern California Association of Governments and the Federal Highway Administration for their partnership, teamwork and dedication to initiate and fund this study portion of the project, which has the potential to improve traffic operations and relieve congestion in this region.”

Division of Environmental Planning

The Division of Environmental Planning serves the environmental needs of District 7 (Los Angeles and Ventura Counties). It consists of a multi-disciplinary team of more than 50 individuals with specialties in a wide range of areas such as environmental analysis, biology, archaeological resources, architectural history and social community impacts assessment. The Division also coordinates with other specialists in air, noise and water quality, landscape architecture and hazardous materials testing.

The Division administers Caltrans' responsibilities under federal and state law in response to the National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) of 1973.

In response to the passage of a host of environmentally related laws and regulations, plus heightened public support for the environment, the division's environmental responsibilities have grown to become a substantive and inseparable part of Caltrans' planning, development, construction, operation and maintenance efforts.

The Division's basic building blocks are environmental planners. Environmental planners are part of an interdisciplinary team who integrate social, economic and environmental elements of systems and project planning into local and regional facilities

See Team, page 5

About the Caltrans

Division of Environmental Planning

The Division of Environmental Planning, which is overseeing the Interstate 5 HOV and Truck Lane Study, includes a variety of specialized offices with varied areas of expertise and responsibilities:

Offices

- Biological/Mountain Area Branch
- Central Area/Port and Rail/GIS Service Branch
- Cultural Resources and LA County Local Assistance Branch
- Ventura County Branch
- Coastal Area-Maintenance Biological Service Branch
- Foothill Area/Consultant Contract Services Branch
- Resource Management/Grants Coordination Section
- NEPA Delegation
- Local Assistance QA/QC Branch

Responsibilities

- Prepare all CEQA & NEPA documents (California Environmental Quality Act, National Environmental Policy Act)
- Secure environmental permits from various agencies as needed
- Prepare biological studies
- Prepare cultural & historical reports
- Consult with Native American groups
- Assist local agencies on environmental activities
- Manage environmental specialty consultants
- Monitor and report on mitigation
- Prepare & implement environmental grants
- Ensure maintenance environmental compliance
- Ensure Right-of-Way environmental compliance

Team

Continued from page 4

planning and development.

They perform a wide variety of functions throughout the Caltrans project development process, from project initiation through construction and operation. They are an integral element of the project development team, providing input on the development of alternatives and the evaluation and mitigation of impacts.

Caltrans officials say the Division of Environmental Planning is a critical functional unit which must have a clear vision to be successful. The primary vision, shared with all of the Caltrans district offices, is to ensure timely delivery of environmentally sound projects.

Consistent with that vision, Kosinski said the Division of Environmental Planning constantly strives to create projects that balance the needs of the motoring public while exercising appropriate care for the environment. "I believe that the people of California appreciate our hard work and inventiveness in ensuring that Caltrans projects are planned and constructed to be as environmentally sensitive as possible."

Lindenheim

Continued from page 2

County Combined Highway Corridors Study laid out a comprehensive blueprint for what is needed, transportation-wise, to accommodate the next 20 years of growth in population and commerce in northern Los Angeles County. In this document, critical recommendations are made for improving all three of the roadways in our golden transportation triangle: Interstate 5, State Route 14 and State Route 138.

The price tag for all the recommended improvements, including freeways and transit, comes to \$5.4 billion in today's dollars. Clearly, priorities must be set. We at the Golden State Gateway Coalition believe adding truck lanes and carpool lanes to Interstate 5 should be our region's roadway transportation priority. Caltrans and our members have committed resources to supporting this project and ensuring its timely construction.

This project, originally proposed by LACMTA and first approved for further development by Caltrans in a March 2003 project report, is included among the highest priorities cited in the

2004 LACMTA North County Combined Highway Corridors Study. In 2006, the project was listed by Metro as first among 16 countywide projects in highway project cost effectiveness (i.e. annual vehicle hours saved per million dollars expended). In the Governor's 2007 Goods Movement Action Plan, the proposed truck lane segments of this project were specifically cited as a candidate project for bond funding.

More than 200,000 vehicles — including more than 19,000 trucks — utilize I-5 every day in northern Los Angeles County. That is an astounding 73 million vehicles a year — including more than 7 million trucks. And these figures are projected to increase by 65 percent in the next 10 years and by 114 percent in the next 20 years.

Additional capacity on this section of I-5 is desperately needed to accommodate current and future vehicle traffic growth. Along with mitigating traffic congestion, adding truck lanes and carpool lanes to I-5 will provide significant economic, environmental and public safety benefits to all Interstate 5 users.

This is a project that deserves funding and needs to be designed and built as soon as possible. And with your continued support, it will be.

The Caltrans Team

The following people are members of the Caltrans team working on the Interstate 5 HOV and Truck Lane Study:

Ron Kosinski, Deputy District Director for Environmental Planning
Steve Novotny, Office Chief, Project Management
Carlos Montez, Senior Environmental Planner
Chris Benz-Blumberg, Environmental Planner
Greg Damico, Design Manager
Ashraf Habbak, Project Manager
Karen Fong, Office Chief, Design
Andrew Yoon, Senior Air Quality Engineer
San Alameddine, Office Chief, Planning
Patty McCauley, Senior Structural Engineer
Dawn Helou, Senior Engineer, HOV Operations
Gary Iverson, Senior Environmental Planner
Jim DeLuca, Senior Design Engineer
Lily Kam, Senior Engineer, Operations

Coalition Launches New Website

The Golden State Gateway Coalition has launched a new, updated Website designed to keep its members and supporters continuously updated on the Coalition's efforts in support of improvements to Interstate 5.

Coalition supporters can find the site at www.goldenstategateway.org, and Web visitors who look for the Coalition's site at www.goldenstategateway.com will also be directed to the site.

The Website will be updated regularly with a variety of new, current information on the Interstate 5 improvement project as well as many other Northern Los Angeles County roadway improvement projects that are of interest to the Coalition and its members.

The site has been redesigned on the "front end" to update its appearance and provide easy access to news and information. The site also has a new "back end" giving members tools to update their own contact information, and also will better enable the Coalition to communicate with members and supporters.

Your feedback is welcomed and can be sent to:

vlinden@goldenstategateway.org.

'Why I-5 Is Important to Me'

By Carl Goldman

Co-Owner, KHTS AM-1220 Radio

For the past several years, I have been part of a group representing Santa Clarita in both Washington, D.C., (the Santa Clarita Valley Chamber of Commerce annual trip) and Sacramento (the KHTS AM-1220 Radio, Valencia Acura, Cameron Smyth annual trip). On all these journeys, we have made the expansion of Interstate 5 one of our most important priorities.

Interstate 5 is the most critical West Coast artery, linking Canada to Mexico. As the gateway in and out of the most populated area, Los Angeles, it is critical for the Interstate 5 to handle our traffic. We immediately need the extension of the truck lanes and car-pool lanes running from the 5/14 Freeway interchange, all the way up past Castaic.

The flow of traffic on Interstate 5 impacts Santa Clarita in so many



Carl Goldman

ways, both directly and indirectly. When there is an emergency, whether it is a tanker overspill, mudslide, brush fire, snowstorm on the Grapevine, or an earthquake, the surface streets of Santa Clarita have often become the only way to connect the State.

During non-emergencies, the load

of traffic, particularly during peak hours, is way above the maximum load. Not only does this impact the movement of goods throughout our nation, it also directly impacts our valley economically, as well as our lifestyle.

Some of the obvious direct impacts are on our real estate, our retail businesses, and our air pollution. Some of the more subtle impacts are on our education and crime, because as our property values and sales tax decrease every other important aspect of our quality of life is also diminished.

I wear a number of hats in our Valley. In addition to co-owning Santa Clarita's only local radio station with my wife Jeri, I serve as Vice President of Government Affairs on the Executive Board of Santa Clarita Valley Chamber of Commerce. I am also the chair of the local American Red Cross Council, and the chair of the Santa Clarita Valley Disaster Coalition. In all these capacities, I am convinced the expansion of Interstate 5 needs to become one of our top priorities.

As we look to the future of our valley, we need to make certain Interstate 5 can always handle the capacity and future capacities of vehicles as they move through our valley. I urge everyone to join us in making this a priority issue for Santa Clarita and our State.

Testimonial

In future issues of Interchange, the Golden State Gateway Coalition will publish testimonials from community members regarding the importance of Interstate 5. Readers are encouraged to submit their own testimonials, which can be as brief as a sentence or two or, if you are inclined, a more detailed guest commentary on the subject.

Testimonials can be e-mailed to: vlinden@goldenstategateway.org.

Top Ten Reasons to Support Improvements to Interstate 5

The Golden State Gateway Coalition believes there are many great reasons to favor I-5 improvements in Northern Los Angeles County, and these are the Top 10. We'll take a closer look at each of them in future newsletters and Web site updates:

1. Relieve congestion and improve mobility
2. Public safety
3. To facilitate goods movement
4. Jobs and economic development
5. To accommodate growth in commerce and population
6. Air quality and pollution abatement
7. Energy conservation
8. Homeland security and strategic importance
9. Facilitate access to basic services: healthcare, education, police and fire department
10. Improve the quality of life for Californians and everyone who uses the I-5

Scoping

Continued from page 3

compliance with state regulations and an environmental impact statement to meet federal requirements.

The draft EIR/EIS would be released for public review in early-2008, Kosinski said. The environmental reports would be finalized in the summer of 2008 and a decision made on the project in the fall of 2008, with construction scheduled to begin a year later.

Blume outlined the four basic scenarios that could occur:

■ **Alternative 1:** No improvements. Under this scenario, no new lanes would be added to I-5 through the Santa Clarita Valley and, according to the Caltrans fact sheet given to citizens at the scoping session, “the congestion and operational problems in this segment will not be alleviated.”

■ **Alternative 2:** This option would add one high occupancy vehicle (HOV) lane in each direction from the junction of I-5 and State Route 14 to the Parker Road interchange in Castaic. This alternative would also extend the existing northbound and southbound truck lanes in the Newhall Pass. The northbound truck lane would extend to Calgrove Boulevard, and the southbound truck lane would begin at the Lyons Avenue/Pico Canyon interchange. This alternative would be built almost completely within existing right of way, and would call for narrower-than-normal median and shoulder widths. Caltrans officials refer to this alternative as the “constrained alternative” or “non-standard alternative.”

■ **Alternative 3:** This alternative would implement the same improvements as Alternative 2, but would retain standard me-



An estimated 19,000 trucks per day travel through the Santa Clarita Valley on Interstate 5. The new truck lanes being studied by Caltrans are expected to help alleviate the impacts of that truck traffic.

dian and shoulder widths. In order to accomplish this, Caltrans would need to acquire additional right of way. Caltrans officials call this the “Standard Alternative.”

■ **Alternative 4:** In short, Alternative 4 — known as the “full buildout alternative” — would add not one, but two HOV lanes in each direction on I-5, plus the extension of the truck lanes all the way to Parker Road. Standard medians and shoulders would be included, but Caltrans would need to acquire additional right of way to facilitate this option. The HOV lanes would transition from double lanes to single lanes between Valencia Boulevard and Magic Mountain Parkway — providing one HOV lane in each di-

rection to between Magic Mountain Parkway and Parker Road.

Several residents in attendance at the scoping session addressed the contingent of Caltrans officials regarding the project, asking that sound walls be considered as part of the improvements, in order to help reduce traffic noise for those with property near the freeway.

“The scoping meeting was informative,” said Jackie Bick, local field representative for state Sen. George Runner. “Caltrans gave a good review of the various alternatives, and allowed those with questions to air them. The general tenor of the meeting was favorable. We all look forward to the progression of the project.”

“This was an important step in the process,” said Victor Lindenheim, executive director of the Golden State Gateway Coalition. “With the environmental reviews under way, we can see that the wheels are now in motion to bring much-needed relief for everyone who relies on Interstate 5.”

Visit www.goldenstategateway.org to download a copy of the two-page fact sheet Caltrans provided to those attending the scoping meeting.

“The scoping meeting was informative. Caltrans gave a good review of the various alternatives, and allowed those with questions to air them. The general tenor of the meeting was favorable.”

— Jackie Bick

Field representative, state Sen. George Runner

Membership Update

The following organizations have added their support to the Golden State Gateway Coalition:

- Southern California Edison
- Planning Company Associates
- Monteverde Development
- Jeff Lambert Consulting
- Lewis Investment Co.
- Standard Pacific Homes
- Granite Construction Co.

The Coalition is also pleased to announce a new addition to the Coalition Leadership Council:

- Bishop Henry Hearn, Mayor, City of Lancaster



Board of Directors

Chairman
Tom DiPrima
KB Home

Chairman Emeritus
***Gary Cusumano**

Treasurer
***Don Kimball**
Newhall Land

Executive Director/Secretary
Victor Lindenheim

Directors

Tom Clark
Royal Clark Development

Mike Dean
Chiquita Canyon Landfill

Frank Faye
SunCal Companies

Amy Glad
Pardee Homes

Marlee Lauffer
Newhall Land

Stephen Lenzi
Auto Club of SoCal

Larry Rasmussen
Spirit Properties

Bob Stine
Tejon Ranch

* Non-voting board member

QuickTrips

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

Contractor Prepares to Build Retaining Walls Along I-5

The city of Santa Clarita has provided the following update on progress for construction of the interchange improvements at Interstate 5 and Magic Mountain Parkway.

August 2007: The contractor, Security Paving, has completed removal of vegetation in preparation for constructing retaining walls along the northbound I-5 off-ramp at Magic Mountain Parkway east to Tourney Road. The next phase for the retaining walls will be the coordination with ExxonMobil for the placement of their new lines. This work will begin the end of August.

The construction of the storm drain box is nearly complete. Construction is continuing underneath Magic Mountain Parkway west of The Old Road. The traffic pattern entering and exiting the theme park has changed. It is anticipated that construction of the box culvert will last another six to eight weeks. Some delays have been encountered due to unexpected underground utilities.

The contractor, Security Paving, has begun working on the outlet structure that connects to the storm drain box that leads into the Santa Clara River. The City's on-site biologist, Entrix, is monitoring the construction activities on a daily basis. Diversion of the channel is complete and the dewatering operation will begin soon for the placement of the rip rap in the river.

AT&T is nearing completion of the installation of new conduit lines. There will be intermittent ramp closures for the southbound off-ramp for the tie-in of the new conduit to the existing lines.

Currently, we are working on Phase 2 of the 11 phases for these improvements. The anticipated completion of this phase is fall 2007. This phase includes constructing portions of freeway on-ramps and off-ramps, the majority of the drainage box, and retaining walls. During this phase, existing ramps and local roadways (Magic Mountain Parkway and The Old Road) will be open for vehicular traffic.

Motorists can check the City of Santa

Clarita's website at www.santa-clarita.com or the project hotline (661) 290-2297, for any extended major lane closures, detours, or news associated with this project.

Hasley Bridge Construction Set to Start This Month

Construction is scheduled to begin in August 2007 for new roundabouts and freeway ramps at Hasley Canyon Road and Interstate 5, according to a status report provided by Richard Yribe of the Los Angeles County Public Works Department.

Motorists should anticipate an 18- to 20-month construction period. The northbound onramp will be closed for six weeks. The new bridge will be built parallel to the existing bridge, then the existing bridge will be demolished. The Old Road will be widened as part of the project. The total cost is \$30 million with \$2.6 million coming from Castaic B&T (bridge and thoroughfare district) fees.

County Road Projects: Santa Clarita Valley

The following status reports on road projects in the Santa Clarita Valley were provided by Richard Yribe of the Los Angeles County Department of Public Works:

- **Sierra Highway over the Santa Clara River** — This project to widen the northbound bridge and replace the southbound bridge is being designed and administered by the County under the Federal Highway Bridge Program. The project is jurisdictionally shared between the County and the City of Santa Clarita. It is anticipated that the project will start in early 2009.

- **Sierra Highway over the Southern California Regional Rail Authority** — This project to rehabilitate and replace the existing northbound and southbound bridges is being designed and administered by the City of Santa Clarita under the Federal Highway Bridge Program. The project is jurisdictionally shared between the County and the City of Santa Clarita. The City of Santa Clarita ad-

See Trips, page 9

Trips

Continued from page 8

vertised this project for construction bids on November 20, 2005. Construction is expected to be completed in early 2008.

• **Soledad Canyon Road over Santa Clara River** — This project to replace the existing bridge is being designed and administered by the County under the Federal Highway Bridge Program. It is anticipated that the project will start in the Summer 2010.

I-5 HOV Lanes on Schedule South of the SCV

Paving and bridge construction are on schedule for new carpool lanes on Interstate 5 between State Route 118 and the Antelope Valley Freeway, SR14.

Caltrans is building High Occupancy Vehicle (HOV), or carpool lanes, on the 6.2-mile stretch of I-5 south of the Santa Clarita Valley. These will be the first HOV lanes on I-5 in Los Angeles County. Currently, the construction work includes concrete median paving between Interstate 405 and Roxford Street, and construction on freeway bridges in the area.

“This HOV lane project will improve mobility, help to alleviate congestion, encourage carpooling and improve air quality,” says a Caltrans summary of the project. “In addition, soundwalls will be constructed in various locations along the project area to help improve the quality of life for residents who live alongside the I-5 freeway.”

Construction on the \$41.6-million project began in May 2005 and is expected to be completed this fall. Plant establishment and landscaping are expected to be completed in spring 2008.

Caltrans provided the following information on the nature of the work and resulting closures:

Freeway lane and ramp closures will take place, mostly overnight, throughout construction. These closures will also involve freeway connectors to and from I-5 at the Foothill Freeway (210), the San Diego Freeway (I-405), the Antelope Valley Freeway (14) and the Simi Valley Freeway (118). Signs and detours will be

‘This HOV lane project will improve mobility, help to alleviate congestion, encourage carpooling and improve air quality.’

— Caltrans Summary

I-5 HOV lane project, south of Santa Clarita Valley

posted to assist motorists.

In addition, updates on closures will be distributed to the media, chambers of commerce and cities within the construction area, and information will be posted on the Caltrans website — www.dot.ca.gov/dist07 — to keep the public informed as work progresses. Construction dates and closures are weather-permitting and subject to change. Caltrans is aware of concerns regarding nighttime noise during construction and will do everything possible to keep the noise to a minimum. The California Highway Patrol will assist with traffic management when necessary.

County Road Projects: Antelope Valley

The following status report on road projects in the Antelope Valley was provided by Richard Yribe of the Los Angeles County Department of Public Works:

• **20th Street West at Avenue M** — This project involves the installation of a new traffic signal at the intersection of 20th Street West and Avenue M. The project also involves roadwork and the installation on a storm drain. The project is jurisdictionally shared between the County and the City of Lancaster. The project is scheduled to start in the Summer 2007.

• **50th Street West at Avenue M-8** — This project involves the installation of a new traffic signal at the intersection of 50th Street West and Avenue M-8. The project is scheduled to start in July 2008 and be completed in the Fall 2008.

• **87th Street East at Avenue T** — This project involves the installation of a new traffic signal at the intersection of 87th Street East and Avenue T. It is anticipated that the project will start in the Summer of 2008 and be completed in the Fall 2008.

• **90th Street East at Avenue R** — This project involves the installation of a new traffic signal at the intersection of 90th Street East and Avenue R. The project is scheduled to start in the Summer 2008 and be completed in the Winter 2008.

• **170th Street East - Avenue J to Avenue N** — The project involves road reconstruction and widening on 170th Street East from Avenue J to Avenue N. The project is tentatively scheduled to start in the Spring 2009.

• **170th Street East - Avenue N to Palmdale Blvd.** — The project involves road reconstruction and widening on 170th Street East from Avenue N to Palmdale Boulevard. The project is tentatively scheduled to start in the Summer 2009.

• **Avenue J over Littlerock Creek** — This project involves the construction of a new bridge on Avenue J over Littlerock Creek. The project is tentatively scheduled to start in the Spring 2010.

• **Avenue K- 52nd Street West to 50th Street West** — This project involves widening the roadway on Avenue K from 52nd Street West to 50th Street West. It is anticipated that the project will start in the Fall 2008.

• **Avenue N - 45th Street West to SR 14 Freeway** — This project involves widening Avenue N from one lane to two lanes in each direction from 45th Street West to the SR14 freeway. The project is tentatively scheduled to start in early 2010.

• **Avenue O - 30th Street West to 10th Street West** — This project will involve widening the roadway on Avenue O to provide two lanes in each direction from 30th street West to 10th Street West. The project will also include widening the bridge over SR14. The project is tentatively scheduled to start in early 2010.

Additional North County Roadway Updates can be found at www.goldenstate-gateway.org.

From the **Chairman**

Partners in Transportation Progress

By **Tom DiPrima**

*Chairman,
Golden State Gateway Coalition*

The standard public/private sector partnership model goes something like this: transportation planners in government and the private sector align with investment bankers. The investment bankers buy the rights to build and operate a toll road or to maintain and operate an existing facility.

For the risk taken, the investors seek a fair return during their tenure as roadway or facility operators. At the end of the agreement, the investors can renew the agreement, sell their interest back to the government, or walk away, depending on how the agreement is structured.

The Golden State Gateway Coalition has partnered with Caltrans to support the agency's project delivery process. This process will lead to the design and construction of new truck lanes and car-

pool lanes on Interstate 5 in northern Los Angeles County. As a result, roadway capacity will be increased and congestion will be mitigated.

The form and substance of this partnership is a bit different. Roadway capacity will be increased without any tolls imposed. Ownership of the roadway remains with the state, along with the obligation to maintain it. Everyone who depends on Interstate 5 for transporting people, moving goods or delivering services will benefit without any additional costs to taxpayers.

This public/private sector partnership to improve roadway transportation in northern Los Angeles County is unique, but in many ways mirrors other successful local public/private partnerships that



**Tom
DiPrima**

have delivered tangible results.

Look at how the Santa Clarita Valley's Cross Valley Connector project, now on the verge of completion, came to be. Or how the dramatic expansion of College of the Canyons, the state's fastest growing community college, was achieved.

These public/private sector partnerships have several things in common: strong leadership, committed partners, diverse funding sources, along with solid community support... and the will to get it done.

The elements are in place for a three-peat of a successful major infrastructure project in the Santa Clarita Valley. In Caltrans, we have a state agency dedicated to project delivery; a Gateway Coalition Board committed to supporting Caltrans; local, state and federal officials calling for I-5 improvements and seeking the funding for them; and a motoring public that needs and demands a safer and more efficient freeway.

On the Web: www.goldenstategateway.org

Golden State Gateway Coalition

25709 Rye Canyon Road, Suite 105
Santa Clarita, CA 91355

For additions, deletions, change of address or to receive this publication via e-mail, please contact us at the address above or via e-mail at:

vlinden@goldenstategateway.org



Content and design copyright 2007 by Golden State Gateway Coalition, Valencia, CA. All rights reserved. No part of this publication may be reproduced in whole or in part, in any form, without the prior written approval of the Coalition, 25709 Rye Canyon Road, Suite 105, Santa Clarita, CA 91355. Phone: 661.775.0455. Fax: 661.294.8188.