

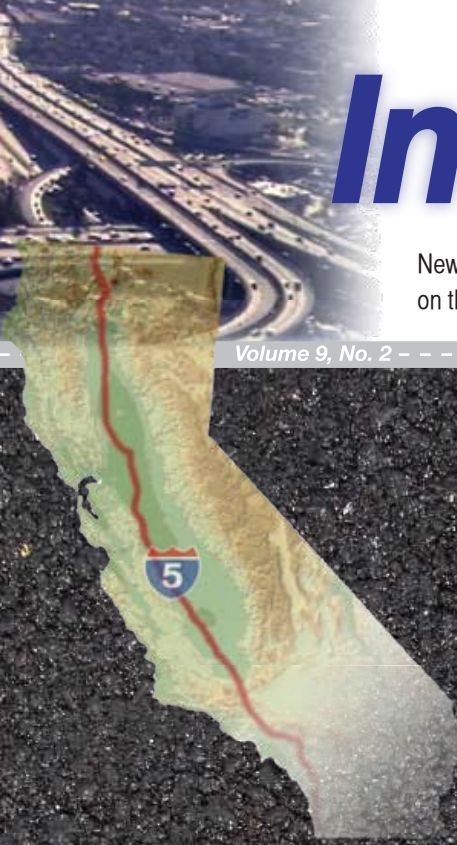
Interchange

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 9, No. 2

Summer 2011



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**I-5 Truck Lane Project
Out for Construction Bids!
Carpool Lanes in Design!
Truck Lane Construction
Starting Soon!**

Cover Story, Page 3

The Good News for Transportation...

By **Victor Lindenheim**

*Executive Director,
Golden State
Gateway Coalition*

Debt ceiling and deficit reduction crisis, unemployment, the war in Afghanistan, global terrorism, citizen uprisings in the Middle East, a royal wedding, J.Lo's announced divorce, Snooki and the Jersey Shore crew in Italy.

How can the completion and opening of a new freeway segment in suburban Los Angeles compete with that?



Victor Lindenheim

Scanning the usual electronic and hard copy media sources for signs of positive developments in transportation has become challenging. Not because there is a lack of positive developments — there are many — but because the news is dominated by other stuff; news stories on national and world stages that offer more intense elements of human drama — including sex, vio-



lence, power and greed.

Then, finally — a front-page transportation story. "Carmageddon" — the closing of a 10-mile stretch of I-405 — one of the busiest sections of highway in these United States — grabbed the region's attention for a week or so. Why? Because its potential for the ultimate doomsday traffic jam made it ripe for prevent speculation and analysis, rivaling reality TV. As it turned out, the bridge demolition concluded without incident and the freeway reopened a day early — due in large measure to good planning and execution by Caltrans and an effective communication campaign by Metro.

Yes, funds are tight for new transportation projects and infrastructure maintenance. And, we will see adjustments in capital construction and maintenance budgets for transportation at the federal, state and local levels. Still, projects are being built and planning for the future continues.

In case you haven't heard some of the good news in transportation that I hinted at earlier, consider the following:

- After years of environmental studies and design work, I-5 truck lanes have been fully funded and the project is out for construction bids, with a project construction start slated for later this year.

- Other significant infrastructure improvement projects are in planning, design and construction in the I-5 corridor in north L.A. County — pavement replacement, new interchanges, new truck lanes, new carpool lanes (see pages 6-7).

- The State Route 126/Commerce Center Drive Interchange Project is scheduled to be advertised for construction bids in late 2011/early 2012. Construction will start in the fall of 2012 and will take approximately three years.

- The City of Santa Clarita is in the process of buying land west of the McBean Transfer Station to add five new canopied bus stations and 285 parking spaces for carpooling commuters. Construction is planned for 2012.

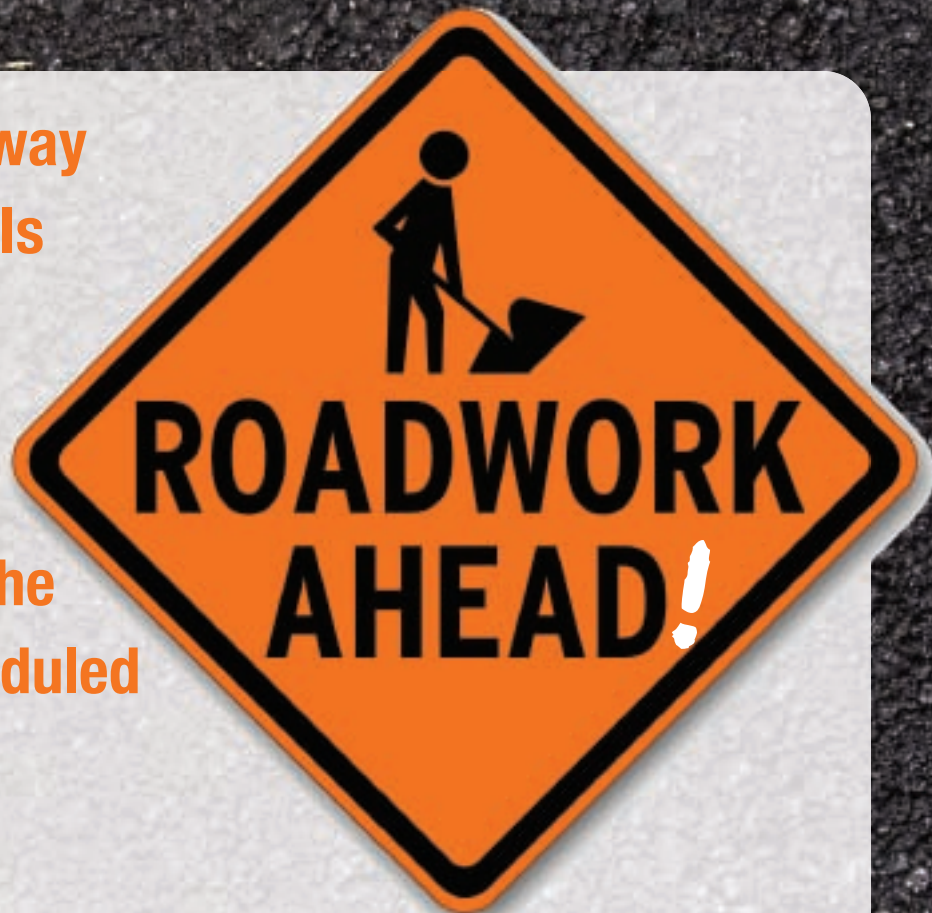
- Newhall Metrolink station will be expanded to include 95 more parking spaces by January 2012.

- Mobility 21 is mounting its 10th Annual Transportation Summit on Sept. 6. Last year's event attracted more than 800 participants from the public and private sectors (see page 9).

There's a lot of good news in transportation right in your own back yard. You just need to know where to look.

'Scanning the usual electronic and hard copy media sources for signs of positive developments in transportation has become challenging. Not because there is a lack of positive developments — there are many — but because the news is dominated by other stuff...'

The Interstate 5 Gateway Improvement Project Is Transitioning from Concept to Reality: Carpool Lanes Are Being Designed and the Truck Lanes Are Scheduled to Start Construction Later This Year.



By **Tim Whyte**
Interchange Editor

It's a model of public-private, multi-agency cooperation, and later this year, you'll see tangible signs of it coming to fruition: The Interstate 5 Los Angeles-Santa Clarita Improvement Project is scheduled to begin construction.

"This doesn't mark the end of our journey," said Tom DiPrima, president of the Golden State Gateway Coalition. "However, we have reached several key milestones in the evolution of this important improvement to one of our nation's most crucial transportation corridors."

Those milestones:

- The Phase 1 truck lanes project has its funding in place and has been put out for construction bids.
- Construction on Phase 1 is now scheduled to start later this year.
- The carpool lanes (high occupancy vehicle lanes) portion of the project is being designed.

The first phase of the project will consist of 4 miles of new truck climbing lanes in both directions north of the I-5 interchange with State Route 14. Construction bids are being accepted for this phase of the project, which is scheduled to start construction later this year, with completion expected in late 2013.

The second phase, consisting primarily of much-needed carpool lanes between Parker Road and the Newhall Pass, is being designed now and is expected to be ready to begin construction in 2014.

"All of the partners on this project are doing a tremendous

job of bringing it to fruition," DiPrima said. "We're especially grateful to Caltrans and Metro for their support, and for recognizing its importance to the entire region."

Caltrans (California Department of Transportation) is the lead agency for the project, and has been working with the support and cooperation of the Los Angeles County Metropolitan Transportation Authority.

The last significant pre-construction hurdle for Phase 1 was cleared in June when the California Transportation Commission authorized \$53.6 million in funds for the project from the State Highway Operation and Protection Program (SHOPP).

The project has also received \$56 million in funding support through Metro from Measure R, which was approved

See COVER STORY, page 4

'This doesn't mark the end of our journey. However, we have reached several key milestones in the evolution of this important improvement to one of our nation's most crucial transportation corridors.'

Tom DiPrima

President, Golden State Gateway Coalition

INTERSTATE 5 LOS ANGELES-SANTA CLARITA GATEWAY IMPROVEMENT PROJECT / I-5 CAPACITY ENHANCEMENT PROJECT

- **PROJECT DESCRIPTION:** The North Los Angeles County Interstate 5 project is planned to extend the high occupancy vehicle (HOV) lanes on I-5 from the State Route 14 (SR-14) Interchange to Parker Road and to incorporate truck climbing lanes from the SR-14 Interchange to Pico Canyon Road/Lyons Avenue. Caltrans is the project lead, with the support and cooperation of the Los Angeles County Metropolitan Transportation Authority (Metro). In November 2009, the FHWA environmentally cleared the project by issuing the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) for the project. The total project cost is estimated at \$543 million. The project has been split into phases due to fund availability. Phase 1 begins with truck lanes construction over the Newhall Pass.
- **PROJECT BENEFITS:** Will mitigate traffic congestion, enhance roadway safety, create jobs (including the direct creation of more than 6,000 jobs), foster economic development, improve air quality, expedite L.A. ports goods movement, and accommodate transportation needs for regional aerospace/defense contractors, homeland security, and emergency response personnel.
- **TRUCK LANES SCHEDULE:** Phase 1 truck lanes out for construction bids. Truck lanes ground-breaking late-2011; targeted facility opening late 2013.
- **HOV LANE SCHEDULE:** HOV design under way; construction start scheduled 2014.



Cover Story

Continued from page 3

by Los Angeles County voters in November 2008 to provide funding for transportation improvement projects countywide.

Federal leaders have played important roles, too: U.S. Rep. Howard “Buck” McKeon led the effort to secure a \$1.6 million allotment from SAFETEA-LU, the national surface transportation authorization bill, in 2005, and also a \$750,000

allocation in the 2010 Transportation, Housing and Urban Development Appropriations Act.

“It’s truly been a team effort to bring us to this point,” said Victor Lindenheim, executive director of the Golden State Gateway Coalition, which was formed in 2002 to marshal public and private support for improvements to the I-5 “Gateway” in northern Los Angeles County. “It’s especially gratifying to see everyone’s hard work paying off, and to know the I-5 improvement project will soon start paying dividends for everyone who

relies on I-5.”

The highly anticipated project is expected to directly create more than 6,000 jobs, with additional indirect benefits to the regional job market. Also among the project benefits are improved safety, reduced traffic congestion and smoother movement of goods in and out of the greater Los Angeles area.

“The truck lanes in particular will provide a noticeable benefit to every commuter who has to travel between the Santa Clarita Valley and the San Fernando Valley each day,” Lindenheim said. “Whether your commute takes you northbound or southbound, you know the Newhall Pass can be a major bottleneck for truck traffic. The Phase 1 truck lanes will alleviate that truck back-up that clogs the traffic lanes in both directions.”

It’s estimated that more than 19,000 trucks travel on I-5 in northern Los Angeles County every day.

“Obviously, that’s a lot of truck traffic,” Lindenheim said. “And now that this project is gearing up for construction, motorists will soon see very real, very tangible evidence that help is on the way, and not one commute too soon.”

‘It’s truly been a team effort to bring us to this point. It’s especially gratifying to see everyone’s hard work paying off, and to know the I-5 improvement project will soon start paying dividends for everyone who relies on Interstate 5.’

— Victor Lindenheim

Executive Director, Golden State Gateway Coalition

What's In a Highway Design Plan?

In engineering parlance, there are three parts to a typical highway design plan: the design drawings (plans); technical specs for the materials and their application (specifications); and the potential range of construction costs (estimates) — referred to as “P, S & E,” the shorthand designation for this massive compilation of detail maps, drawings, narrative and numerical data that comprise the published recipe for a new section of freeway.

Thumbing through the 1,200-odd pages, one gets the feeling that the Caltrans design engineers had a lot to think about and address. So it would logically follow that the plans for the I-5 truck lane extension and widening over the Newhall Pass consist of many sub-elements.

For example:

- Roadway cross sections – side view
- Top view layout
- Profile (grade)
- Super-elevation
- Erosion control plan
- Contour grading
- Drainage plan
- Drainage profile (side view)
- Drainage details (including gross solids removal device)
- Drainage quantities (for each device)
- Utility plans (locations & relocations)
- Construction area signs
- Stage construction and traffic handling plan (three stages)
- Stage construction quantities (e.g. how much paint needed for temporary striping?)
- Pavement delineation and sign plan (i.e. permanent signage)
- Retaining walls (69 pages in this segment)
- Traffic monitoring system
- Lighting and sign illumination
- Bridge modifications (e.g. widening at Calgrove and Gavin Canyon)
- Additional walls and drainage plans

Going from Concept to Construction Takes a Multiple-Step Planning and Engineering Process



Caltrans Releases New Interstate 5 Improvements Brochure

Caltrans has release a handy new brochure detailing improvements to Interstate 5 throughout the northern portion of Los Angeles County, including the Phase 1 truck lanes portion of the I-5 "Gateway" Los Angeles-Santa Clarita capacity enhancement project. As the brochure shows, motorists will soon benefit from many improvements being made to I-5. The brochure is available on Caltrans' informational I-5 improvements website, I-5info.com.

— Interchange



TOLL-FREE HOTLINE:
(855) 454-6335

I-5 North Corridor Improvements

WEBSITE:
I-5info.com

Project Location: Vista Del Lago Road to Kern County Line
Improvement: Pavement Replacement
Schedule: Construction Start: early 2012
Completion: late 2017
Cost: \$143 million

Project Location: Lake Hughes Road to Vista Del Lago Road
Improvement: Pavement Replacement
Schedule: In Construction
Completion: mid-2012
Cost: \$23 million*

Project Location: San Fernando Road to Lake Hughes Road Undercrossing
Improvement: Pavement Replacement
Schedule: Construction Start: mid-2014
Completion: late 2015
Cost: \$75 million

Project Location: SR-14 to SR-118
Improvement: Pavement Replacement
Schedule: In Construction
Completion: late 2012
Cost: \$11 million

Project Location: SR-118 to SR-170
Improvement: HOV lane in each direction and direct HOV connector at I-5/SR-170 interchange
Schedule: In Construction
Completion: early 2013
Cost: \$266 million

Project Location: SR-14 to Pico Canyon Road
Improvement: Truck Lanes
Schedule: Construction Start: late 2011
Completion: late 2013
Cost: \$130 million

Project Location: I-5/SR-14 Interchange
Improvement: Direct HOV Connector
Schedule: In Construction
Completion: mid-2013
Cost: \$161 million

Project Location: SR-170 to Buena Vista Street
Improvement: HOV lane in each direction and pavement replacement
Schedule: In Construction
Completion: mid-2014
Cost: \$132 million*

Project Location: Empire Avenue to Burbank Boulevard
Improvement: HOV lanes from Magnolia Boulevard to Buena Vista Street, Empire Avenue interchange modification, railroad realignment and relocation, Burbank Boulevard reconstruction and interchange modification
Schedule: Construction Start: late 2012
Completion: early 2016
Cost: \$452 million

Project Location: Western Avenue Interchange
Improvement: Realignment of the northbound I-5 Western Avenue on- and off-ramps
Schedule: In Construction
Completion: mid-2012
Cost: \$35 million

Project Location: SR-134 to Magnolia Boulevard
Improvement: HOV lane in each direction
Schedule: In Construction
Completion: early 2014
Cost: \$153 million

Cost and schedule are approximate.
* Partially funded by the American Recovery and Reinvestment Act (ARRA).

through a combination of federal, state, and local sources. Additionally, several projects are partially funded through the American Recovery and Reinvestment Act (ARRA).

To download a copy of the brochure, and to get more information on I-5 improvements throughout Southern California, visit: I-5info.com

From Carmageddon to Good Karma

Weekend closure of I-405 goes from a feeling of widespread dread to an outreach success story

By Tim Whyte
Interchange Editor

The sense of anticipation and dread was only natural for a region that relies more heavily on its freeways than any other mode of transportation:

Shut down one of the busiest stretches of the nation's busiest freeway, for an entire weekend? So you can partially demolish the Mulholland Bridge, then clean up the mess in time to reopen the freeway in time for the Monday morning commute?

Visions of miles-long traffic jams immediately sprang to mind. The feared weekend-long gridlock was nicknamed, in advance, "Carmageddon," by Los Angeles Mayor Antonio Villaraigosa, and the nickname stuck.

The Los Angeles County Metropolitan Transportation Authority, planning ahead in an effort to mitigate the problems that would arise, initiated an aggressive multi-media outreach campaign designed to alert the public and encourage people to plan their weekend activities on July 16-17 to avoid the Sepulveda Pass.

Then a funny thing happened: It worked.

The public cooperated, steering clear of



As part of the Interstate 405 Sepulveda Pass Improvements Project, workers had to close the busy 405 freeway for a weekend in July to perform bridge demolition work, spurring predictions of mass traffic jams that came to be known as "Carmageddon." However, thanks to a successful outreach campaign and efficient work by construction crews, "Carmageddon" did not materialize. *Photographs courtesy of Metro ©2011 LACMTA*

the Sepulveda Pass, and in current social media parlance, the story went viral.

"Everybody wanted to be part of this in some way, even if it was just talking to their neighbors or making sure their staff was aware of it," Yvette Rapose, manager of regional communications programs for Metro, told the Santa Clarita Valley Chamber of Commerce Transportation Committee during a special presentation at the committee's Aug. 2 meeting.

Carmageddon never happened, the bridge demolition work was completed 17 hours ahead of schedule and the freeway

reopened early, well in time for the Monday morning commute.

Rapose said Metro couldn't have asked for a better response from the public.

"It was an opportunity to be part of something bigger than themselves, and that was really cool to see," she said.

Metro's outreach efforts included paid print and electronic advertising, press releases that generated media coverage, a social media campaign, and other Internet-based efforts to spread the word that included a "Countdown to Closure"

See 405, page 11



By the Numbers

■ **50 million** — The equivalent, in advertising dollars, that Metro received in media coverage of the I-405 closure and Mulholland Bridge demolition.

■ **1** — Position of the word “Carmageddon” among the most searched-for topics on Google on Thursday, July 14.

■ **3,669** — Number of Twitter followers for the I-405 Sepulveda Pass as of 12:40 p.m. July 16.

— 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

QuickTrips

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

Coalition Participating in 10th Annual Mobility 21 Transportation Summit

• **Transportation NEXT:**
New Era, New Vision, New Realities
8 a.m. to 4 p.m. Tuesday, Sept. 6, 2011
JW Marriott at L.A. Live

Join hundreds of transportation, business and political leaders at Mobility 21's 10th Annual Southern California Transportation Summit:

- Meet transportation decision-makers from across Southern California
- Hear about how technology is changing our transportation future
- Find out what's happening in the State and Federal Legislatures
- Attend three general sessions with engaging speaker presentations
- Participate in interactive panel discussions during your choice of eight breakout sessions
- Visit the expanded transportation Expo with over 70 exhibitors

The Golden State Gateway Coalition is a proud supporter of the summit, and the Coalition's Executive Director Victor Lindenheim is honored to be participating as a speaker in this year's event.

Lindenhein is a featured speaker in the breakout session, “Mind the Gap: What Gap Closures Mean for the Effectiveness of Southern California's Goods Movement System.”

Mobility 21 outlines the session as follows: *While the SCAG region can still lay claim to having the most efficient freight transportation system in the country, much more needs to be done. If viewed as a system, the region's extensive freight network still has a number of “gap” projects which need to be completed in order to keep it running efficiently.*

The Devore Interchange in San



Bernardino County, the High Desert Corridor connecting Los Angeles and San Bernardino Counties, the truck lanes along the I-5 in northern Los Angeles County, and the new border crossing in San Diego represent individual projects which, in the future, will relieve congestion, improve mobility and keep Southern California competitive as “America's Gateway.” Attend this session to hear the latest on these gap closure projects and how they are part of a Southern California region wide system of projects.

The session will be moderated by Hasan Ikhrata, Executive Director of the Southern California Association of Governments.

Additional speakers include: Ty Schuiling, Director of Planning, San Bernardino Associated Governments; Doug Failing, Executive Director of Highway Project Delivery, Los Angeles County Metropolitan Transportation Authority; and, Tina Casgar, Goods Movement Director, San Diego Association of Governments.

More information: www.mobility21.com

City Adding Parking Spaces for Newhall Metrolink Station

If you've ever had trouble finding a place to park at the Newhall Metrolink Station, you may be happy to hear the City of Santa Clarita is adding 95 new parking spaces.

The \$700,000 project is scheduled to be finished in January and also includes a new play area for the Newhall Community Center.

Source: The Transit Coalition

I-5 Project Benefits in 3 Simple Words

By Tim Whyte
Interchange Editor

You've surely seen the signs promoting an apartment complex along a crowded freeway:

"You could be home now!"

Perhaps. But imagine how great it could be if you were already home, and you didn't have to move to accomplish it? If that freeway were a bit less congested, you'd be home sooner, leaving more time for things like home-cooked dinners, evenings in the back yard, watching the kids play, and other simple joys of unwinding after a day at the office.

That's just one of the "quality of life" benefits of reducing traffic congestion.

The truck lanes and high occupancy vehicle lanes of the Interstate 5 Los Angeles-Santa Clarita Improvement Project will generate numerous benefits for everyone who relies on Interstate 5 in one way or another, and perhaps the broadest of those benefits will be an improved quality of life



for all I-5 motorists and in particular for anyone who lives or works in the Santa Clarita Valley.



The Newhall Pass is a bottleneck.

Anyone who commutes through the Newhall Pass can attest to the fact that, in both directions, the morning and evening commutes — and even weekend excursions — are prolonged significantly by slow-moving, dense packs of traffic, including thousands of trucks.

With the addition of truck climbing lanes in both directions, plus carpool lanes between Parker Road and the I-5 interchange with State Route 14, this bottleneck effect will be alleviated, moving truck lanes and carpoolers out of the main traffic lanes, leaving more room for every-

See Top 10, page 11

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 take a closer look at one in each issue of Interchange:

1. Relieve congestion and improve mobility (Spring 2008)
2. Public safety (Summer-Fall 2009)
3. To facilitate goods movement (Winter 2008)
4. Jobs and economic development (Winter 2009)
5. To accommodate growth in commerce and population (Spring 2011)
6. Air quality and pollution abatement (Spring 2009)
7. Energy conservation (Summer 2008)
8. Homeland security and strategic importance (Winter 2010)
9. Facilitate access to basic services: health care, education, police and fire department (Summer 2010)
10. **THIS ISSUE:** Improve the quality of life for Californians and everyone who uses the I-5

'If that freeway were a bit less congested, you'd be home sooner, leaving more time for things like home-cooked dinners, evenings in the back yard, watching the kids play, and other simple joys of unwinding after a day at the office.'

405

Continued from page 8
clock that was picked up by 200 websites.

“The level of social media that was explored this time around was unique,” Metro Constituent Affairs Manager Ann Kerman told the SCV Chamber Transportation Committee.

For example, Facebook estimated its advertisements of the I-405 Facebook page would generate 6.6 million impressions.

“It seemed to become a very viral effort,” Kerman said, as people planned to stay close to home, shop close to home, and participate in local events rather than traveling around the Southland.

Rapose said the outreach effort wasn’t the only successful element of the pre-closure planning: In addition to planning for potential traffic impacts, Metro and other agencies, including emergency responders, had to plan for other contingen-



cies, such as emergencies that might normally occur in the areas affected by the freeway closure.

“They were prepared to go in and airlift people if they

needed to, because the canyon roads would be congested,” Rapose said. “Everyone was strategically placed so they could respond.”

At the end of it all, the entire

Metro’s outreach campaign, including social media, advertising and printed materials like this fact sheet, succeeded in garnering media coverage and alerting motorists in advance of the weekend-long closure of Interstate 405 in the Sepulveda Pass.

thing went off without a hitch, and almost lost in the media coverage’s “Carmageddon” shuffle was the fact that this closure was part of a very important freeway improvement project, one that will reduce congestion, improve mobility and increase safety on the 405 by adding a carpool lane, standardized traffic lanes and improved on- and off-ramps on a 10-mile stretch of a freeway that has been dubbed the nation’s busiest.

As part of that effort, three overpasses — including the one at Mulholland Drive — are being rebuilt.

And, thankfully, the project has served as a success story of planning, outreach and public cooperation.

Carmageddon? It could have been — but it wasn’t.

Top 10

Continued from page 10
one to maintain a normal speed.

What does this mean to your quality of life?

Some of the improvements are obvious. If you’ll spend less time commuting to and from work, you can leave a little later in the morning, meaning you’ll be better rested and, chances are, more productive during the day — yet another trickle-down economic benefit of improving traffic flow. According to a study by the Reason Foundation, reducing traffic congestion by 10 percent improves at-work productivity by 1 percent, which may

not sound like much, but when multiplied by the number of people engaged in an entire economy, every work day of the year, it’s significant indeed.

On the “homebound” commute, you’ll arrive sooner, leaving more time to enjoy friends, family and activities that can’t be done while you’re sitting behind the wheel.

Your stress will be reduced: You’ll spend less time worrying about being late, less time frustrated by traffic and the behavior of other drivers — imagine how much less road rage there’ll be — and less time trying to estimate how long it will take from Point A to Point B.

You’ll worry less about fuel costs, too. When traffic is flowing more smoothly, your car

burns less fuel. A smaller fuel bill equates to an increase in disposable income, and more money you can spend doing something fun on the weekend, or pampering yourself.

You’ll breathe easier, too. With traffic flow improved, all those cars burning less fuel will also spew less pollution into the air we all breathe. Breathing clean air: It’s not overrated.

And, perhaps as importantly as anything else, you’ll be safer. When emergency vehicles have trouble getting to the scene of an emergency, precious seconds and minutes can be lost. Knowing your emergency services can reach you efficiently in a crisis is a significant quality of life issue — and, even, a life-or-death issue.

The I-5 Gateway Improvement Project, at its core, is all about quality of life. If you Google the phrase, “quality of life,” you’ll see topics like employment, physical and mental health, the environment in which one lives, education, recreation and leisure time, and a sense of social belonging.

Spending less time in bumper-to-bumper traffic has a positive effect on all of these issues. Employment options expand. Productivity improves. Family life becomes more enjoyable. It’s better for your health, mentally, physically, spiritually. Your community will feel more pleasant, and you’ll be there sooner at the end of the day — with a smile on your face.

From the **Chairman**

I-5 Project Reaches Milestones: What Happens Next

By **Tom DiPrima**

*Chairman,
Golden State Gateway Coalition*

The I-5 Gateway Improvement Project recently reached another important milestone: the truck lanes portion of the project is now out for construction bids.

After all bids are received, opened and evaluated by Caltrans, the construction contract will be awarded. Following the construction contract award, the I-5 truck lanes project will be scheduled for a construction start.

When will all this happen? We have been told that the contract will be awarded this fall and construction could begin by the end of this year.

In the meantime, design work on the HOV (carpool) lanes has been initiated by



**Tom
DiPrima**



the Caltrans team, and will continue for another 18 months or so.

During this time, the Gateway Coalition will be working with its partners at Caltrans and Metro to ensure that the resources are there to complete construction of the truck lanes, complete the design of the carpool lanes, and initiate carpool lane construction.

We have worked hard to earn the support of the community for the I-5 project, and the endorsement of government officials at every level. We will continue to work at maintaining our network of support by keeping Coalition members and allies informed as we move forward.

Thank you for your support for the Coalition's work. We'll be in touch.

On the Web: www.goldenstategateway.org

Golden State Gateway Coalition

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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:

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