

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**



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I-5 Truck Lanes: Good to Go



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**Truck Lanes Are Being Designed; Funding Has
Been Identified — and Help Is on the Way.**

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From the **Executive Director**

Transit and Highways: It's All Good

By **Victor Lindenheim**

*Executive Director,
Golden State Gateway Coalition*

The 30/10 program is a great idea. There is an obvious need to accelerate transportation projects in the City of Los Angeles and throughout the County. When implemented, many Angelenos will benefit.

However, the seed money and collateral for this 30/10 venture comes from taxes paid by all Los Angeles County residents. Measure R passed based on the promise that transportation systems throughout L.A. County would be expedited.



Victor Lindenheim

Transportation needs throughout Los Angeles County localities vary, as do the remedies for improving mobility.

Highway improvement projects under way in northern Los Angeles County cannot be constrained or compromised by a single-minded bias toward future transit projects in the City of Los Angeles.

Planning should be geared toward intermodal, interconnected transportation systems that work together.

To Metro's credit, that is the direction we seem to be moving.

The Metro board established transportation priorities for the County through its Long Range Transportation Plan.

The priorities established in that plan were agreed upon in a rigorous,



This map from Metro shows the current planning for acceleration of highway projects throughout Los Angeles County, including the Interstate 5 Gateway Improvement Project (inset, 3F).

lengthy and openly debated public process.

30/10 can and will succeed with

broad support, so long as promises made in the LRTP adoption process are kept.

'Planning should be geared toward intermodal, interconnected transportation systems that work together. To Metro's credit, that is the direction we seem to be moving.'



Cover Story: New I-5 Truck Lanes Moving Forward

Help Is on the Way

Sitting in traffic on Interstate 5? Too many trucks clogging the lanes? Rest assured that your pain is temporary: With environmental clearance completed and funding identified, design is under way on new truck lanes, the first phase of the I-5 Gateway Improvement Project.

By Tim Whyte
Interchange Editor

“Pinch me,” would be an understandable reaction from a motorist who’s told the much-anticipated improvements to Interstate 5 are on their way. “Is it real?”

As far as anyone can tell, yes, it is.

“Our optimism has to remain cautious, because of obvious variables including the economy and potential fluctuations in sales tax revenue,” says Victor Lindenheim, executive director of the Golden State Gateway Coalition. “However, with recent developments, including Metro’s programming of future Measure R funds

for the I-5 Los Angeles-Santa Clarita Gateway Improvement Project, we have every reason to believe help is on the way for everyone who relies on Interstate 5 in northern Los Angeles County.”

The pieces of the puzzle are certainly falling into place. The environmental studies for the Gateway Improvement Project have been completed, and a “finding of no significant impact” has been rendered by the state. Funding has been identified and design is under way for the first major phase, the construction of truck lanes between the Newhall Pass and Lyons Avenue. Work is under way to do the same for the subsequent phases, consisting of high occupancy vehicle lanes and addi-

tional truck lanes.

Leaders of the Golden State Gateway Coalition say they appreciate efforts by Caltrans and Los Angeles County Metro staff and leadership, and the support of coalition members and elected officials at local, county, state and national levels.

Metro, in fact, completed a key step toward the construction of the first truck lanes phase in April when it programmed funding for its recently adopted Long Range Transportation Plan, which includes \$56 million in future Measure R sales tax revenue to help fund Phase 1 of the Gateway Improvement Project.

“Metro’s support of this project has
See COVER STORY, page 4

I-5 Gateway Improvement Project Phases



A Phase 1 Truck Lanes: northbound & southbound, SR14 to Pico/Lyons

B Phase 2 HOV, Aux. & Additional Truck Lane: SR14 to Pico/Lyons, northbound & southbound HOV; 1 additional southbound truck lane

C Phase 3 HOV & Aux. Lanes: northbound & southbound, Pico/Lyons to Parker Road

Cover Story

Continued from page 3

been a major key, every step of the way,” said Tom DiPrima, chairman of the Gateway Coalition. “With Metro, Caltrans, the Coalition and our other partners in this project, we are seeing multi-organization teamwork at its best.”

Metro’s funding allotment followed an allocation by the California Transportation Commission, which approved a \$75 million State Highway Operation and Protection Plan (SHOPP) allotment for the I-5 Gateway Improvement Project last year.

Doug Failing has watched the project wind its way through the process from two perspectives, first when he was director of District 7 for Caltrans and now in his current role as Metro’s executive director of highway programs. He said the most recent progress is especially gratifying.

“Metro recognizes the importance of the Interstate 5 Los Angeles-Santa Clarita Gateway Improvement Project, not only

for northern Los Angeles County but also for the entire region,” Failing said. “As a result, Metro is proud of what we have been able to accomplish to help move the project forward, and we are optimistic that the rest of the pieces of the puzzle will continue to fall in place to bring these much-needed truck lanes and HOV lanes to the I-5.”

Failing added that the leaders who have been working on the project are just as excited as any commuter, traveler or truck driver to see the project come to life.

“Significant progress has been made toward bringing the project to fruition, and like all those who traverse the I-5 every day, we are eagerly anticipating these improvements.”

With funding identified, environmental clearance received and the Phase 1 truck lanes in design, it’s now expected that construction bids could be sought as soon as May 2011, with construction possibly beginning in late 2011 and the Phase 1 truck lanes opening in late 2013 or early 2014.

“Again, we’re advocating cautious op-

‘Like all those who traverse the I-5 every day, we are eagerly anticipating these improvements.’

— Doug Failing
Metro Highways Chief

timism,” Lindenheim said. “But the indicators at this point are all positive.”

Assuming all moves forward as planned, motorists can expect to see construction under way late next year — and, with it, some short-term pain in the form of necessary closures to accommodate construction — followed by the long-term rewards of improved traffic flow and increased driver sanity.

“Yes,” you might tell yourself, “It IS for real.”

The 30/10 Proposal Seeks to Finish 12 Projects in 10 Years Instead of 30.

Is It the Right Accelerator to Pull L.A. County Out of Gridlock?



LA's New Math: 30/10 = 12?

Report & Analysis

By Victor Lindenheim

Executive Director,

Golden State Gateway Coalition

The idea, on its face, is simple. Take a dozen high-priority transit projects scheduled to be completed in the next 30 years and get them done in 10 years.

‘Offering collateral for a federal loan in the form of a 30-year sales tax revenue stream is what makes this idea a little different.’

If it were that simple, every state, county and municipal subdivision would be doing it. What could make massive transportation infrastructure project acceleration possible in Los Angeles County would be federal assistance — in the form of a collateralized low interest or no-interest loan.

Offering collateral for a federal loan in the form of a 30-year sales tax revenue stream is what makes this idea a little different. There are variations on this theme — bonds issued in anticipation of revenue from, say, a specific bridge or toll road, for example.

But with Measure R, according to Metro, there is the potential for between \$30 billion and \$40 billion to be collected, a half-penny at a time, over 30 years. Much needed and worthy transportation projects could be funded with these dollars; creative leveraging of 30 to 40 billion future dollars could create jobs now, improve public transit and ease roadway congestion sooner rather than later.

This was the thinking behind 30/10.

Measure R:

LA Goes the “Self-Help” Route

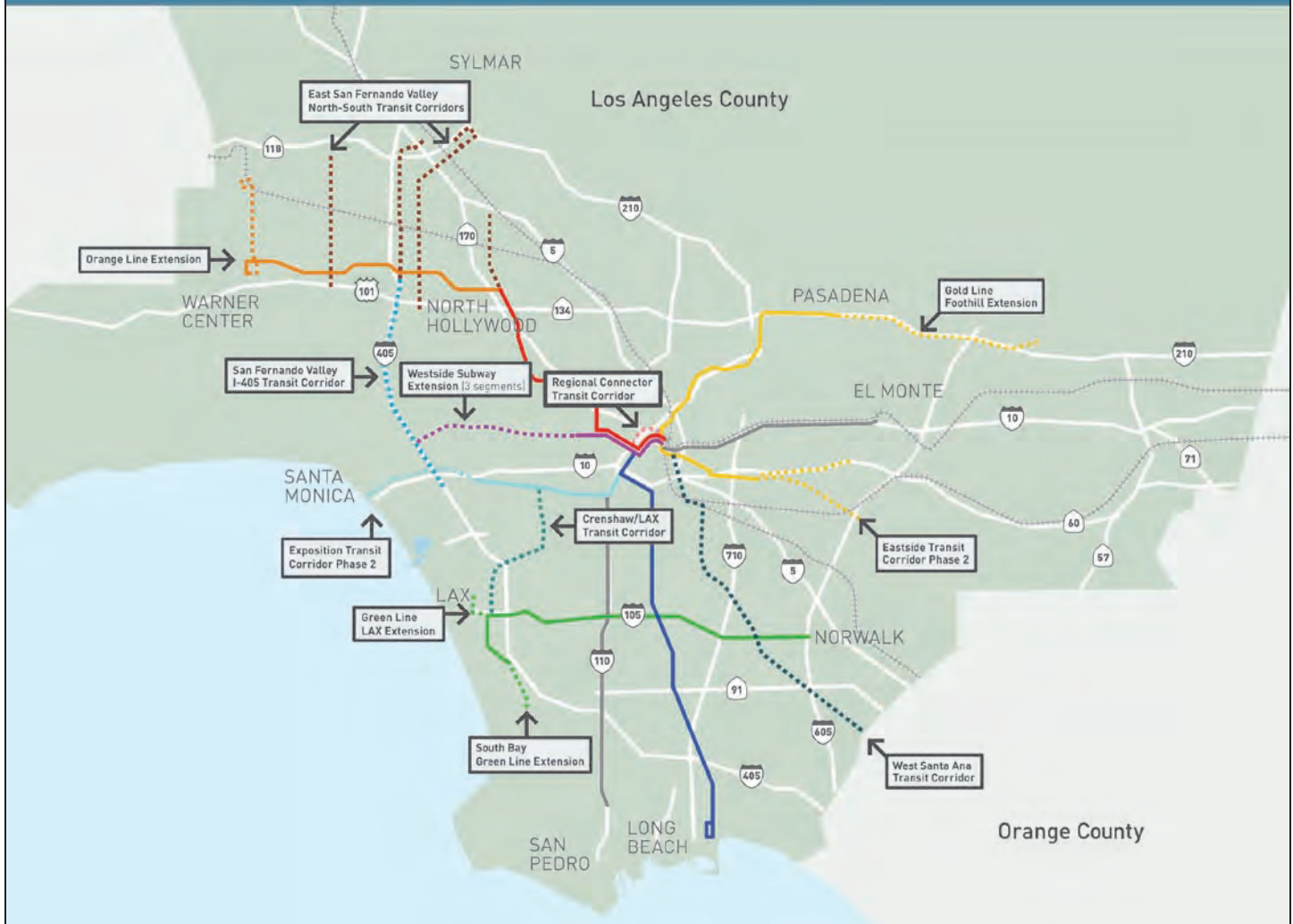
30/10 is an idea that evolved from the post-Measure R realization that Los Angeles County now has a dedicated revenue stream for transportation improvements.

In November 2008, the pain and frustration of impeded mobility today and the prospect of metastasized gridlock tomorrow, drove enough voters to the polls to pass Measure R, which offered the promise of some relief.

Measure R passed, with the required two-thirds majority of voters in favor of it. It amounted to a self-imposed additional half-cent in sales tax to pay for projects that would enhance mobility for county residents, employers, employees and visitors. Advocates of the tax promised that the funds raised would be dedicated to countywide transportation improvements.

See 30/10, page 6

30/10 Initiative Map



This map from the Metro fact sheet about the 30/10 initiative shows 12 projects that have been identified for acceleration under the initiative, which is intended to complete these projects in 10 years instead of 30 years, leveraging the sales tax revenue expected to be generated by Measure R.

30/10

Continued from page 5

Metro Long Range Plan Approved

Fast forward to October 2009. The Metro (Los Angeles County Metropolitan Transportation Authority) Board — after months of staff analysis, public input, amendment and vigorous debate on draft proposals — unanimously approves its Long Range Transportation Plan (LRTP). The plan lists and describes Metro-sponsored transit, highway and alternate mode projects to be funded, designed and built in Los Angeles County over the next 30 years.

les County over the next 30 years.

It was clearly recognized that the anticipated Measure R funds would provide a direct partial funding source for approved projects and substantial local matches for federal or state transportation appropriations, grants or loan programs.

The Metro Board members were, and are, all in favor of transportation improvements in Los Angeles County. But which projects would be built? When? And how would they be funded? How would the Measure R revenues be invested?

The Long Range Transportation Plan answered some of these important questions.

Move LA: More Transit Projects Now

Move LA's mission is to "build a broad constituency that will advocate for the development of a comprehensive, diverse, robust, clean, and financially sound public transportation system for Los Angeles County and champion strategies to accelerate its implementation." To its credit, this is the organization that led the effort to get Measure R passed.

Move LA describes the symptoms of L.A. County's transportation infrastructure deficit to include "increased traffic congestion and soaring gasoline prices, prompting significant public outcry and worries

See Metro, page 10

The Case for I-5: Access to Basic Services



This locator map identifies some of the basic services and widely used community facilities that rely on Interstate 5. (Map not to scale).

By **Tim Whyte**
Interchange Editor

It's all *there*. Name a basic service in the Santa Clarita Valley — or just about anywhere along the Interstate 5 corridor in Northern Los Angeles County — and the I-5 is a key means of accessing it.

And we're talking about more than just retail centers, offices and manufacturing complexes that form the economic nerve center of a community. We're also talking about the basic services a community needs and relies upon every day: Emergency services, education, medical facilities and so on.

Economically, the I-5 is a key means of access to commercial hubs, such as the Valencia Town Center (shopping, restaurants and retail) and the Valencia Auto Center. It's also in close proximity to office and manufacturing centers, like the Valencia Industrial Center and Valencia Commerce Center, as well as the valley's largest tourist attraction, Six Flags California.

Educationally, I-5 is a crucial means of access for two valuable institutions of higher learning: Located almost literally within a stone's throw of each other — and, within a stone's throw of the I-5 itself — are College of the Canyons (COC) and

See Top 10, page 11

How Do You Get THERE? Why, the I-5 of Course!

I-5 corridor provides crucial access to basic services in northern L.A. County

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
6. Air quality and pollution abatement (*Spring 2009*)
7. Energy conservation (*Summer 2008*)
8. Homeland security and strategic importance (*Winter 2010*)
9. **THIS ISSUE:** Facilitate access to basic services: health care, education, police and fire department
10. Improve the quality of life for Californians and everyone who uses the I-5

By the Numbers

■ **43.65%** — The percentage of workers in the City of Los Angeles who spend more than 30 minutes commuting to work each day.

■ **10.2%** — The percentage of those workers who use public transportation.

■ **80.48%** — The percentage of those workers who travel by car, truck or van.

Source:
Los Angeles Almanac,
data from 2000 Census



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

Bob Hope Airport Building Intermodal Center

Access to more than just air travel at a single airport facility may soon be a reality in Burbank. Trains, rental cars, bus lines and commercial airlines will converge at a new \$120 million transportation center slated to open at Bob Hope Airport in 2012.

Planned improvements on the former Lockheed A-1 North property, located in the southeast corner of the airport property, include:

- A three-level above-grade structure (transit station and rental car facility) with roof-mounted solar panels
- A two-level replacement parking structure for 321 displaced airport parking spaces

with roof-mounted solar panels

- An onsite compressed natural gas (CNG) fueling facility
- An elevated covered pedestrian sidewalk with moving walkways
- A bicycle station
- Solar panels on existing carports

The airport authority is vigorously pursuing a coveted station stop with the California High Speed Rail Authority. Other U.S. airports with new intermodal transportation centers under development include Miami International, San Diego's Lindbergh Field and Providence, Rhode Island.

High Speed Rail in Southern California?

Welcome to the future. From Los Angeles Union Station, hop on a sleek and comfortable electric powered train, capable of achieving 250 mph. Arrive in San Diego in two hours. Or, catch the express to San Francisco and get there in a mere two hours and 40 minutes.

CHSRA (California High Speed Rail Authority), bolstered by \$9 billion in bond funding, a \$2.34 billion federal grant and the leadership of a new CEO, is moving forward on its Los Angeles to Palmdale project segment. Application for a portion of an addi-

tional \$2.3 billion in new federal grants will be made by Aug. 6. The bulk of funding for the \$42 billion project from San Diego to the San Francisco Bay is expected to come from federal (\$17-19 billion) and private sector sources (\$10-12 billion).

Environmental studies (EIR/EIS) for the Los Angeles to Palmdale segment of the statewide system are under way. A draft is expected in January 2011 and a final document is planned for August 2011, and a Record of Decision by October 2011.

Governor Appoints McKim Caltrans Director

Gov. Arnold Schwarzenegger in May appointed Cindy McKim as director of the California Department of Transportation.

"Cindy McKim is committed to improving our roads and infrastructure to meet the needs of future generations," Schwarzenegger said. "With many years of experience with Caltrans, she understands the impact that our transportation system has on businesses and job creation. Cindy shares my desire to see California grow and change to meet the needs of an ever growing population."

McKim has served at Caltrans since 1985, most recently as chief deputy director.

"I am grateful for the opportunity to con-

tinue serving Caltrans and California," McKim said. "The needs of our state are continuously changing, and I look forward to working with the Governor to make sure transportation and infrastructure improvements stay on track because they are vital to job creation and commerce."

McKim, 57, of Roseville, earned a Bachelor of Science degree in organizational behavior from the University of San Francisco. In her new position she is responsible for managing the day-to-day operations of the state's transportation system, including more than 50,000 lane miles of state highways.

See QuickTrips, page 9

QuickTrips

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High Speed Rail Authority Names Van Ark New CEO

The California High-Speed Rail Authority in May named Roelof van Ark, an executive with more than 30 years experience as an engineer and manager for leading transportation companies, as the agency's chief executive officer.

Van Ark, 58, had been President of Alstom Transportation Inc., the North American subsidiary of France's Alstom SA, makers of the fastest trains in the world and builders of Europe's TGV.

"Roelof van Ark is the world-class manager and engineer we need to take the reins of this project and turn the promise of high-speed rail into a reality for the people of California," Authority Chairman Curt Pringle said.

Metrolink Names New Chief Executive Officer

Metrolink appointed John E. Fenton as its new Chief Executive Officer in April.

"With a unique combination of experience operating rail services and serving at the highest level of executive management, Mr. Fenton is well prepared to ensure passenger safety and service in our complex railroad operating environment," said Keith Millhouse, chair of the Southern California Regional Rail Authority.

Most recently, Fenton was the Operating Partner of CIH Capital Partners, a full service investment bank. Previously he served as President and CEO of Omni-TRAX Inc., a Denver-based transportation services company offering a broad range of customized solutions to the industrial and transportation sectors.

Failing Focuses on Highways at Metro

Doug Failing, who departed Caltrans last year to become director of highways for L.A. Metro, tackled some new responsibilities at Metro over the past few



Above: Assemblyman Mike Eng (center) enjoyed a March tour of Santa Clarita Valley transportation infrastructure, including the City of Santa Clarita's Transit Maintenance Facility. Right: The I-5/SR14 HOV Direct Connect project is on track to open in fall 2012.

(Top photo: Tim Whyte; Right Photo: Caltrans)

months but is back to spending the majority of his time on highways.

Failing took over as Metro's Interim Chief Planning Officer in January after the December retirement of previous Planning Director Carol Inge. But, Failing said in a June presentation to the SCV Chamber of Commerce Transportation Committee, Martha Wellborn is the new Interim Chief Planning Officer, so he's stepping up his focus on highway projects.

Failing said he is looking forward to helping Metro accelerate important highway projects in order to relieve congestion.

"We will be much more active on our projects, especially on the highway side, and we will build partnerships in moving projects forward," Failing said.

Eng, Assembly Leader in Transportation, Visits SCV

Assemblyman Mike Eng, an influential member of the Assembly Transportation Committee, visited the Santa Clarita Val-



ley in February for a tour of the area's key transportation infrastructure.

Eng, who was the committee chairman at the time, joined various local government and private sector leaders on the bus tour, viewing Interstate 5, the Cross-Valley Connector, the I-5/SR14 HOV construction site, and several other key transportation resources before finishing with a tour of the City of Santa Clarita's state-of-the-art Transit Maintenance Facility. Among those accompanying Eng on the tour were local Assemblyman Cameron Smyth and Santa Clarita Councilwoman Marsha McLean. The tour was a joint effort of Smyth's office, the SCV Chamber of Commerce, the City of Santa Clarita and the Golden State Gateway Coalition.

Eng said he was especially impressed by the TMF and the new projects that are under construction — and he said he was also impressed by the area's open spaces.

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Metro

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of economic and environmental decline.”

The solution: more and better public transit in and near the City of Los Angeles.

The precise origin of the 30/10 proposal is a bit vague. However, there is no question that Move LA is the prime advocate for getting 12 L.A. city-focused transit projects built in 10 years.

On a recent visit to Los Angeles, U.S. Sen. Barbara Boxer made public her endorsement of the 30/10 initiative and read from a supportive letter from U.S. Department of Transportation Secretary Ray LaHood, citing the approach as a potential national model for advancing transportation infrastructure projects in the US.

What About Communities Outside of the City of L.A.?

Nearly half of Metro's Board members represent significant constituencies living and working outside of the City. And these constituents contribute substantially to the Measure R coffers that will



The 30/10 initiative has drawn praise for its innovative approach to funding transportation projects, but concern has been expressed about how much the proposal focuses on projects in the city of Los Angeles, as opposed to the entire county.

fund 30/10 projects.

While remaining supportive of the acceleration of LA city transit projects, the need to extend the concept to include highway capacity enhancement and rail-related goods movement projects was apparent.

In that spirit, Metro directors Michael Antonovich, Diane DuBois, Don Knabe, Ara Najarian and Pam O'Connor added 15 such projects to

the “Los Angeles County 30/10 Initiative,” under the inclusive banner of “Accelerate Los Angeles County.”

What's Next for 30/10?

30/10 is an innovative approach to funding, and ultimately accelerating as many as 25 transit and highway projects in Los Angeles County. It is an advocacy program with a powerful localized initial base of support,

and offers great potential benefit for Angelenos throughout the County.

In order to succeed, its proponents are well aware that the case will have to be made that the benefits of these projects and this approach to funding them go beyond Los Angeles County.

The essential elements of individual project implementation will still come into play: planning, right of way acquisition, environmental clearance, design and construction.

Funding aside, these hurdles and speed bumps to project readiness and construction can be substantial.

One can only hope that the challenges of a weak economy and shrinking government resources will drive the search for creativity further than we might be able to imagine today. Technological advances, political will and risk-taking and private sector investment might even combine to synergize solutions that were not possible until now.

L.A. County's future needs a sound transportation system. That is something we can all agree on. If 30/10 gets us there sooner... let's do it.

visit www.savelocalservices.com.

Roundup

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I-5/SR14 HOV Connector on Track for Completion

The much-anticipated High Occupancy Vehicle (HOV) lane connector linking State Route 14 and Interstate 5 is approximately 60 percent complete, and is on target to open in the fall of 2012, according to Caltrans. The \$156.6 million Direct HOV project will allow motorists a freeway-to-freeway transfer without exiting the car-pool lane. The project is expected to relieve congestion, improve traffic flow and enhance safety of both freeways.

More than 1 Million Back End to Funding Raids

Source: Mobility 21

Californians to Protect Local Taxpayers and Vital Services, a coalition of local government, transportation, business, public safety, labor and public transit leaders, recently submitted approximately 1.1 million signatures to elections offices to qualify the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 for the November ballot. The measure closes loopholes to prevent the state from taking, diverting or borrowing local government, transportation and public transit funds. For more information

House Panel Discusses Infrastructure Banks

The Select Revenue Measures Subcommittee of the House Ways and Means Committee held a hearing in May on proposals to invest in large infrastructure projects with significant national or regional economic benefits, such as roads, airports, levees, and drinking water systems. The hearing focused on creating infrastructure banks, financing mechanisms that may increase or decrease tax revenues, and impacts on the Federal debt.

For more information, visit: <http://waysandmeans.house.gov>.

Going the Extra Miles

Source: Caltrans

Mike Miles has a name that's made for transportation — and he's got a pretty good head for it, too.

Miles was named director of the California Department of Transportation District 7 (Los Angeles and Ventura counties) in February, replacing Doug Failing, who joined L.A. Metro as its new highways chief.

In his new position, Miles is responsible for planning, construction, operation and maintenance of the State freeway and highway system. He oversees nearly 2,600 employees, and provides oversight to all divisions including administration, construction, design, environmental, external affairs, maintenance, operations, planning, project management and right-of-way.

"We welcome Mike as the new leader of District 7," said Victor Lindenheim, executive director of the Golden State Gateway Coalition. "His engineering background and his knowledge of issues surrounding highway efficiency make him a valuable asset to the district as the Interstate 5 Gateway Improvement Project continues to move forward."

Previously, Miles served as Deputy Di-

Transportation Leader Profile

This issue:

Mike Miles Caltrans District 7 Director



Caltrans photo

Mike Miles, District 7 Director

rector of Maintenance and Operations in Sacramento, and was responsible for the division's day-to-day internal operations.

Miles has been with Caltrans since 1989 and has served on its executive management team as Deputy Director of Maintenance in both District 7 and District 8 (San Bernardino) where he also served as the Deputy Director of Planning. His extensive and innovative work with local, regional, and state-level organizations drew high praise while serving in these heavily urbanized environments.

Prior to joining Caltrans, Miles worked in private industry as both a field and project engineer.

He has had a life-long interest in public service and especially in working to make our highway system more efficient, while increasing the opportunities for partnering with private business and other governmental organizations.

Miles serves on a number of national committees. He is a member of the National Academy of Science and the National Cooperative Highway Research Programs Innovations Deserving Exploratory Analysis (IDEA).

Top 10

Continued from page 7

the California Institute of the Arts, a highly respected private arts college with enrollment of approximately 1,000 students.

COC, the community college, is a major hub of activity, with a main campus of more than 150 acres and enrollment topping 20,000, a number that is expected to grow as high as 37,000 by 2015.

Looking toward government services, all of the area's emergency "responders" rely on the I-5, and it's also a key means of access to other facil-

ities like courts and libraries.

The Santa Clarita Valley Sheriff's Station relies on both the Valencia Boulevard and Magic Mountain Parkway exits from I-5, and the Sheriff's Station happens to reside next door to the valley's main branch of the L.A. County Public Library as well as the Newhall branch of the L.A. County Superior Court.

Just around the corner from all of these facilities is the headquarters for Battalion 6 of the Los Angeles County Fire Department.

That brings us to medical facilities: The main hospital in the Santa Clarita Valley is

Henry Mayo Newhall Memorial Hospital, which is a short drive off the I-5 from the McBean Parkway exit. The hospital is an anchor for a large — and growing — campus of medical offices, making I-5 a key access point not only for first responders but also for everyone who needs to visit this medical hub.

Also nearby are other major medical facilities, like the Providence Holy Cross Medical Center's Valencia facility, at the corner of McBean Parkway and Valencia Boulevard.

All of these services are essential to everyday life, and having reliable, smooth-flow-

ing access to them can, in some cases, be a matter of life-or-death. And, in all cases, access to these services is a quality-of-life issue. That's why "access to basic services" makes our Top 10 list of reasons why it's important to improve the Interstate 5 in northern Los Angeles County. The planned truck lane additions and construction of high occupancy vehicle lanes will help ensure that the I-5 will provide reliable, necessary access to basic services in the I-5 "gateway" region.

Simply put: In northern Los Angeles County, you can't get there — wherever *there* is — without the I-5.

From the **Chairman**

Project Readiness: Our Guiding Principle

By **Tom DiPrima**

Chairman,

Golden State Gateway Coalition

From the very beginning of its existence, the Gateway Coalition's mission was clear: improve roadway transportation safety in northern Los Angeles County, improve quality of life for our residents, so they can spend more time with their families and less time on the road, and lastly, improve goods movement along the I-5 corridor, helping to bring much needed jobs to our region.

We, as an organization, determined that the best way to accomplish these goals was by focusing our energy on a single priority: make the I-5 a viable project by making it ready to build. We would then be better positioned, and at a competitive advantage for funding, design and construction of Interstate 5 corridor capacity improvements.

The progress we have made can clearly be attributed to the guiding principle behind our work: project readiness.

Early on, it was understood that we must make the I-5 Gateway Improvement Project ready for construction, and accomplish this as soon as possible.

That means that the Coalition's membership, leadership, public sector partners and allies, its consultants and project management team have been, and continue to be, on the same page. Cooperation, focus and desire to achieve an outcome of great public benefit in an expedited time frame have resulted in a project now getting ready to be built, not a dream of what we want, but a project which has its right-of-way, has its environmental approvals, and a project which is viable and buildable. Project readiness has been key to our success.

This line of thinking has served us well. Environmental clearance has been



**Tom
DiPrima**

achieved in two and a half years instead of five; private sector participation and support in expediting the process has already saved taxpayers millions of dollars. And now the truck lanes portion of the I-5 Gateway Improvement Project is in design at Caltrans, and funding sources for construction have been identified.

It's been said that good luck happens when preparation meets opportunity. Perhaps it can also be said that roadway projects happen when community, government and private sector support meet project readiness.

As we inch closer to design completion and construction, we cannot waiver in our efforts. Your help is needed more today than ever. So, please stay the course with us, as we are very close to seeing the first phase of this project become reality. But, we must keep our project in the forefront, keep our project in the minds of every elected official and stay focused on completing our mission.

Thank you all for your continued support.

On the Web: www.goldenstategateway.org

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