

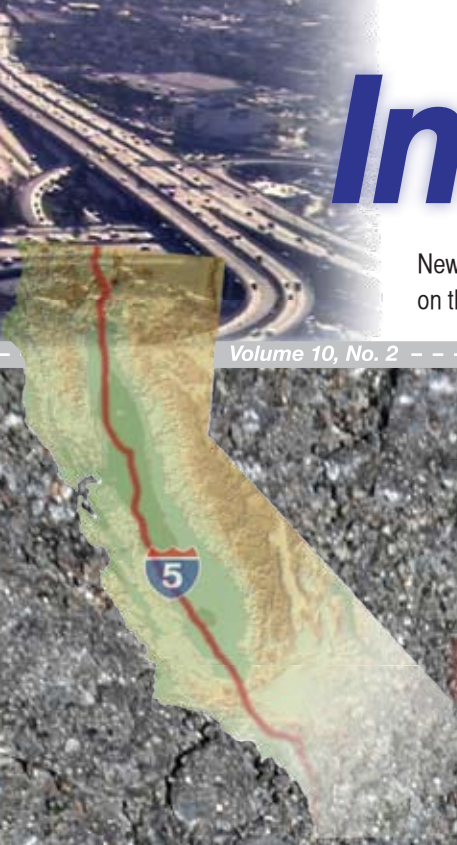
# Interchange

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 10, No. 2

Summer 2012



## Also Inside

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

Phone: 661.775.0455

Fax: 661.295.5908

25030 Avenue Tibbitts, Suite K  
Valencia, CA 91355

# Under Way!

**The North Los Angeles County  
Interstate 5 Gateway Improvement  
Project Reaches a Major Milestone  
as Ground Is Broken for the  
Phase 1 Truck Lanes.**

**Cover Story, Page 3**



# The Power of Collective Action

By Victor Lindenheim

*Executive Director,  
Golden State Gateway Coalition*

**N**ow that the truck lanes construction phase of the I-5 Gateway Improvement Project is under way, we can, if only briefly, celebrate and reflect on what has been accomplished before we get back to work.

The Golden State Gateway Coalition has enjoyed diverse support for construction of the new truck lanes over the Newhall Pass. This support is, and continues to be, a major factor in our shared success.



**Victor  
Lindenheim**

Government agencies, elected officials, major employers, small businesses and individual north county citizens were interested and involved. Organizations in many sectors pitched in: transportation, construction, health care, education, law enforcement and labor.

We wrote letters, we told our story in Washington and Sacramento, and created a unique public/private partnership to get the project designed,



funded and built.

What we had, and still have in common, is recognition of our shared reliance on transportation in commerce and everyday life and willingness to act collectively to make things better.

This will be a key element in our efforts going forward. We will continue to work with Caltrans, Metro, the Federal Highway Administration, and our elected officials to complete

the planned carpool lanes and a second southbound truck lane.

For you and for the Coalition, it is still about our collective action to add needed additional capacity to Interstate 5 in north Los Angeles County. It is still about improving transportation infrastructure in north Los Angeles County.

And it will require the power of collective action to get it done.

**“The power of collective action comes not from the sheer number of participants or the uniformity of their efforts, but from the coordination of their differentiated activities through a mutually reinforcing plan of action. Each stakeholder’s efforts must fit into an overarching plan if their combined efforts are to succeed.”**

**— John Kania & Mark Kramer**



**Government leaders and project supporters celebrate as they toss the first shovels-ful of dirt to initiate construction of the Phase 1 truck lanes. From left: Caltrans District 7 Director Mike Miles, state Sen. Sharon Runner, County Supervisor Michael D. Antonovich, Assemblyman Cameron Smyth, Santa Clarita Councilwoman Marsha McLean, Metro Board Member Ara Najarian, CHP Capt. Mark Odle and Gateway Coalition Chairman Tom DiPrima. Photo: Tim Whyte**

# Start Your Shovels!

**By Tim Whyte**  
*Interchange Editor*

**D**irt flew as supporters of the Interstate 5 North Los Angeles County Gateway Improvement Project tossed the first shovels-ful of dirt into the air, celebrating the long-awaited and eagerly anticipated beginning of construction for the project's Phase 1 truck lanes.

The freeway just south of Lyons Avenue provided a fitting backdrop for the May 3 groundbreaking at the Caltrans North Region Survey Field Office on The Old Road in Newhall, as a steady stream of cars and big-rig trucks whizzed past while dignitaries spoke of the many

## Dozens of Leaders Celebrate the Launch of Construction for the Phase 1 Truck Lanes of the I-5 North Los Angeles County Gateway Improvement Project.

benefits of the new truck lanes.

The groundbreaking featured participation and support from a variety of elected officials and representatives of the project's partner agencies, including Caltrans, Metro and the Federal Highway Administration.

"You'll notice that on this stretch of I-5 there are a lot of trucks and they are intermixed with the passenger cars,"

Caltrans District 7 Director Mike Miles told the nearly 100 in attendance as he opened the festivities, literally a stone's throw from the busy freeway. "In about two years this is going to look a lot different. The trucks and passenger vehicles will each have their own lanes."

Currently, 216,000 vehicles travel on the I-5 each day between the Newhall  
**See COVER STORY, page 4**





## Cover Story

### Continued from page 3

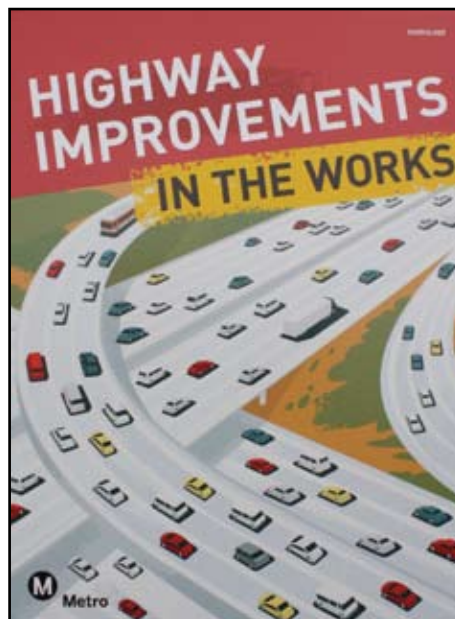
Pass and Lyons Avenue. That includes about 19,000 trucks per day.

"If you drive this section of I-5, I don't need to tell you it can get congested ... It's pretty heavy truck traffic," Miles said, but added the truck lanes will alleviate the situation.

"It's going to be a lot nicer for the commuters and it will ease congestion," he said, adding that this stretch of I-5 is vital not only to the area's commuters, but also is a critical component of the world's 8th largest economy.

"We don't call the I-5 the Golden State Freeway for nothing. It truly is the backbone of the state's highway system," Miles said. "Seventy percent of the cargo goes outside county lines."

The Phase 1 truck lanes project will span 3.7 miles on the southbound side between Pico Canyon Road and State Route 14, where the new truck lane will connect to the existing one. Northbound,



the new dedicated truck lane will cover 1.4 miles from SR 14 to Gavin Canyon.

The lanes will be accommodated by paving the median and outside shoulder areas, and moving the mixed-flow lanes inward, Miles said.

Participating government agencies had several posters and banners on hand to set the tone for the groundbreaking, including a poster (left) featuring artwork depicting highway improvements under way and a banner (above) featuring a license plate that says it all. *Photos: Tim Whyte*

"Although we are building lanes specifically for trucks, everyone will benefit," he said. "It's an important investment in our infrastructure — for the benefit of our children, grandchildren and great-grandchildren."

Caltrans continues to look ahead, he said, even as this phase of the project gets under way.

"After we complete this project in 2104, we will begin work on another important (phase of the) I-5 project — the carpool lanes between SR 14 and Pico Canyon Road."

**See GROUND, page 5**

**'We don't call the I-5 the Golden State Freeway for nothing. It truly is the backbone of the state's highway system.'**

**— Mike Miles**

*Caltrans District 7 Director*

## Ground

Continued from page 4

Miles praised all of the organizations that have worked together to make the project a reality. “We’re very pleased with this cooperative effort. It’s a team effort.”

State Sen. Sharon Runner echoed the sentiment.

“It takes a community effort and you all fighting for this, for many years, to make it a priority,” Runner said, calling the groundbreaking a “momentous occasion.”

“I don’t know of anywhere else in the state where there is as active of a group of people who want to make changes, that figure out how to do it and make it happen,” Runner said.

Assemblyman Cameron Smyth said the project has indeed been in the making for many years: He recalled discussions about the Gateway Improvement Project from his days as a young legislative staffer in the same Senate district that Runner now represents.

“This has been a long time coming,” Smyth said. “This is such a vital corridor. The long-term benefits are going to make such a huge difference.”

Smyth added that the I-5 corridor in north Los Angeles County is important not just to the region, but the whole state.

“We’ve seen it time and time again, the impacts of disasters, whether it’s the earthquake of 1994 or the truck tunnel fire of 2007, and the impact that it had not just on this area, the north county, but the state as a whole,” he said.

Smyth recalled that, when the freeway was shut down due to the fire in the truck tunnel in the Newhall Pass, “there was media from the Sacramento stations here — because of the impact that it was going to have on the whole state.”

The new truck lanes are expected to improve safety in the corridor, too.

CHP Capt. Mark Odle told the audience that improved motorist safety will be a by-product of the additional truck lanes, as they will help improve



## More Photos

See pages 6-7

traffic flow and provide separation between big rigs and passenger vehicles.

“Any time you have improved roadways, you tend to have improved driver behavior, and you have safer roads,” Odle said.

### Varied Benefits

“This is more than just a freeway project,” said Tom DiPrima, Chairman of the Golden State Gateway Coalition. He said the project represents potentially thousands of new jobs — both short-term and long-term — reduction of freeway congestion, cleaner air, improved safety, expedited goods movement, “and perhaps most importantly, improved quality of life” for everyone who depends on I-5.

“We all have daily obligations,  
**See PROJECT, page 8**



**Among the guest speakers at the truck lanes groundbreaking ceremony were (top) Assemblyman Cameron Smyth and state Sen. Sharon Runner, and 5th District Supervisor Michael D. Antonovich of Los Angeles County (above). Photos: Tim Whyte**



# Truck Lanes Under Way!

Dozens of dignitaries and project supporters gathered to celebrate the groundbreaking of the Phase 1 truck lanes portion of the Interstate 5 North Los Angeles County Gateway Improvement Project.

Photos: Tim Whyte



Tom DiPrima, chairman of the Golden State Gateway Coalition.



Assemblyman Cameron Smyth and county Supervisor Michael D. Antonovich.



Members of the Golden State Gateway Coalition participate in a ceremonial turn of the shovel.



Above left: Ara Najarian, Glendale City Council and Metro board member. Center: Tom DiPrima. Right: State Sen. Sharon Runner. Below left: Santa Clarita Councilwoman Marsha McLean. Center: Cameron Smyth.



Mike Miles of Caltrans accepts proclamations (from top) presented by J.D. Kennedy (representing U.S. Rep Howard "Buck" McKeon and state Sen. Tony Strickland), Marsha McLean, Sharon Runner and Cameron Smyth.



CHP Capt. Mark Odle.





## Project

Continued from page 5

we all have places we have to go, whether it's getting to class, whether it's getting to a meeting or even a doctor's appointment," DiPrima said.

"And those are all very important. We also have personal commitments. We make daily commitments that, once missed, can never happen again — commitments like going to our child's baseball game, our daughter's dance recital, or a spouse's surprise birthday party."

He added: "If reducing traffic and congestion allows us to spend more time with our families, then the value of this project is priceless."

DiPrima thanked the numerous legislative leaders at the federal, state and local levels who supported the project and have helped make it possible.

Also, he said, the Gateway Coalition's efforts have been inspired and driven by the Coalition's consultants, Tony Harris and David Grannis of Point C Partners.

Describing Harris as "my MVP," DiPrima said, "Without Tony's technical and project management skills keeping this driving daily and forward, I don't think we'd be here today."

He praised Grannis for his "vision of how public and private sectors could work together to achieve something special. David really set and



**A Caltrans map shows the project area, between Lyons Avenue/Pico Canyon Road and the interchange of Interstate 5 and State Route 14.**

created a model for all future projects."

"With fewer resources available for us today, it will take partnerships just like this to get things done faster and more efficiently with less money," DiPrima said.

He added that, although the start of truck lane construction is an important milestone in the project, a great deal of work remains to be done.

"Remember, we are not done yet," DiPrima said. "We still have considerable work to do to get Phase 2 done — we need to see those carpool lanes extended. We at the Golden State Gateway Coalition remain committed to seeing that project done. We are here for you, we are here to assure that those commitments we make daily are

not left sitting on a freeway due to congestion."

Santa Clarita Councilwoman Marsha McLean, a longtime supporter of the I-5 project, reminded the crowd that the truck lanes and the second-phase high occupancy vehicle lanes are just one part of a multi-pronged solution to the mobility issues facing Californians.

"We are starting to see some movement here," she said. "We need to make sure that we pay attention to the safety of our residents who drive this freeway every day. These truck lanes are going to help, the HOV lanes are going to help."

But, she said, more work is needed.

"No, we are not done," McLean said. "We need to enhance our mass transit, our

Metrolink, our rail... we can help people get off the freeways."

McLean expressed her thanks to project team members including Arthur Sohikian, a transportation consultant for the City of Santa Clarita and a member of the Gateway Coalition's consulting team.

County Supervisor Michael D. Antonovich, who takes over this summer as president of the Los Angeles County Metropolitan Transportation Authority board of directors, also praised the project team for shepherding the plan through the approval and funding processes.

In particular, he said, he appreciated the leadership and hard work of Miles and his two predecessors as Caltrans District 7 Directors, Doug Failing (now Executive Director of Highway Projects for Metro) and Tony Harris (now a consultant on the project).

"Tony, Doug and Michael have been very hands-on dealing with the area I represent, which is larger than the other four supervisorial districts combined," Antonovich said. "Tony, Doug and Michael have come out to our quarterly meetings in Antelope Valley so that the 14 and the 138, which at one time were not considered part of L.A. County by the MTA, they now know that this *is* L.A. County and we have

**See BENEFITS, page 11**

**'We still have considerable work to do to make sure that those commitments we make daily are not left sitting on a freeway due to congestion.'**

**— Tom DiPrima**

*Chairman, Golden State Gateway Coalition*

# By the Numbers

- **5.1:** Total number of miles of dedicated truck lanes being constructed in Phase 1 of the Interstate 5 North Los Angeles County Gateway Improvement Project.
- **216,000:** Number of vehicles that currently travel on I-5 through the project area each day.
- **19,000:** Number of trucks traveling along that same stretch of freeway each day.

Source: Caltrans



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

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

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

# QuickTrips

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

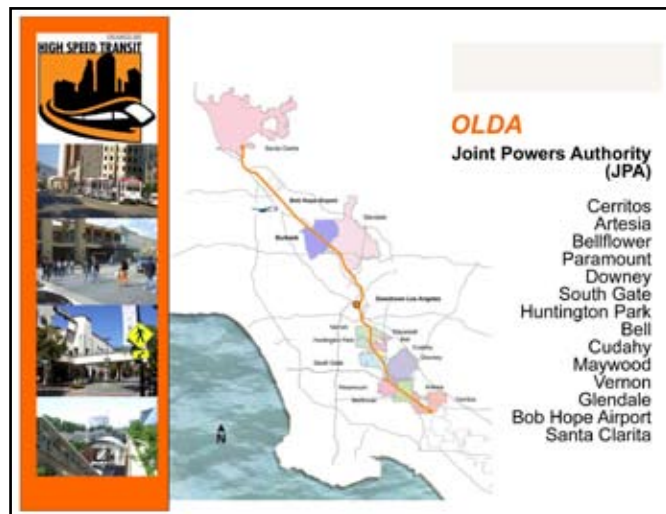
## OLDA, GSGC Partner to Expand SoCal Capacity

The Orangeline Development Authority has joined the Golden State Gateway Coalition, adding the support of 13 Southern California cities and the Bob Hope Airport to efforts to improve the I-5 corridor in north Los Angeles County.

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high-speed, grade separated, environmentally friendly and energy-efficient transit system in Southern California.

The Authority is composed of the following cities and agencies: Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Glendale, Huntington Park, Maywood, Paramount, Santa Clarita, Southgate, Vernon and the Burbank-Glendale-Pasadena Airport Authority.

In addition to the Gateway Coalition, OLDA supporting agencies include Caltrans District 7, L.A. County Metropolitan Transportation Authority (Met-



ro), Gateway Cities Council of Governments, San Fernando Valley Council of Governments and Southern California Association of Governments.

Since its founding in 2003, OLDA has been studying and advocating for transit options to connect member communities from northern Orange County to Cerritos to Santa Clarita, and potentially beyond.

OLDA has a programmed allocation of \$240 million (funds available in 2015)

from the L.A. County voter-approved Measure R program for new rail service along the West Santa Ana Branch/Pacific Electric rail right of way that extends for 20 miles across Los Angeles and Orange Counties.

The Orangeline project is included in the adopted 2009 Metro Long Range Transportation Plan. OLDA is currently working with some of its regional partners to conduct a \$1.8 million alternatives analysis on the

**See OLDA, page 11**

## Special Thanks to Renewing Coalition Members!

The Golden State Gateway Coalition would like to acknowledge and thank the following organizations for their recently renewed membership support:

- Chiquita Canyon Landfill
- Henry Mayo Newhall Memorial Hospital
- Psomas
- Southern California Edison

## SFV COG to Host Valley Mobility Summit Oct. 22

The San Fernando Valley Council of Governments is hosting the 2012 Valley Mobility Summit Oct. 22 at the Hyatt Regency Valencia.

The event runs 9 a.m. to 2:30 p.m. and includes brunch, luncheon with a special keynote speaker and several breakout ses-

sions on specific mobility topics.

Individual tickets cost \$65 and a table of 10 is \$600. Sponsorship packages are also available, ranging from \$1,000 to \$10,000. Details and registration are available by calling (818) 712-9500 or visiting [www.SFVCOG.org](http://www.SFVCOG.org).



# Meanwhile, Elsewhere Along I-5...

The launch of construction for the Phase 1 truck lanes of the Interstate 5 North Los Angeles County Gateway Improvement Project is close to the hearts of Golden State Gateway Coalition members, and there's even more good news:

It's just one of a variety of projects that are under way to improve Interstate 5 in Los Angeles County.

Some of the projects will provide new ways for people to get around, such as the high occupancy vehicle direct connect project — scheduled to be completed next year — that will link the carpool lane from State Route 14 to the one on Interstate 5 traveling southbound as it leaves the Newhall Pass.

Others are designed to rehabilitate and rejuvenate portions of the freeway that will benefit from a little tender loving care — such as the pavement replacement project from Vista Del Lago Road to the Kern County Line. That project

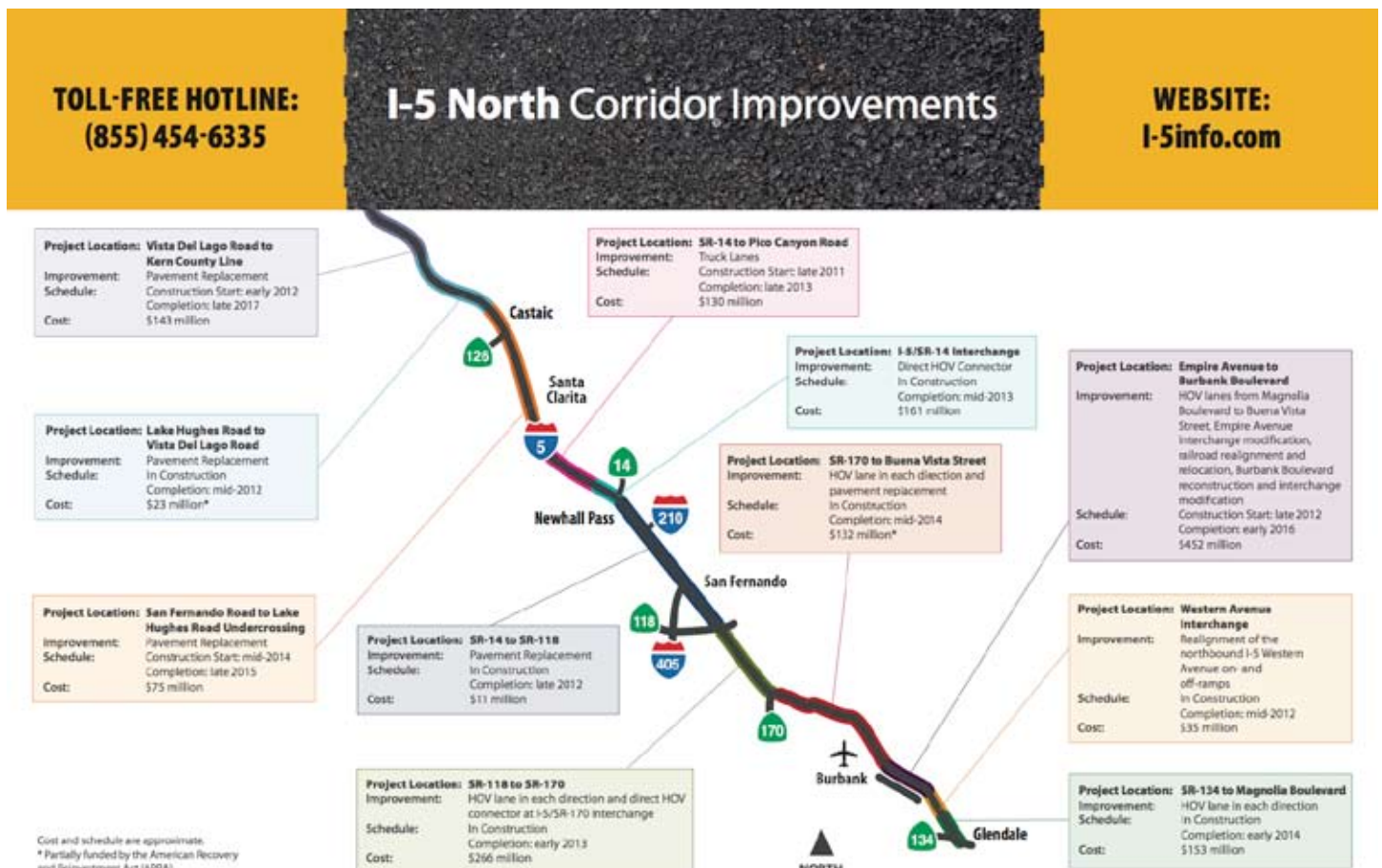


The Caltrans website, [I-5info.com](http://I-5info.com), provides regular updates, photos and videos from ongoing improvement projects, including the HOV direct connect project under construction to link the State Route 14 HOV lane to Interstate 5. The site also offers a downloadable brochure (below) that provides information on various improvements in the I-5 North Corridor.

began construction earlier this year and is scheduled to be completed in 2017.

Information on these projects and more is available by visiting: [www.I-5info.com](http://www.I-5info.com).

— *Interchange*







## Coalition Participating in Annual Mobility 21 Summit

Summer registration is now open for the 11th Annual Southern California Transportation Summit hosted by Mobility 21.

Golden State Gateway Coalition proudly supports the summit, which gathers decision-makers from across Southern California to seek solutions to mobility issues facing the region.

The keynote speaker for the Sept. 28 summit at the Disneyland Hotel is Jona-

than Tisch, co-owner of the New York Giants, who will discuss a concept that's pretty familiar to Gateway Coalition members and supporters: He'll focus on the value of public-private partnerships.

More than 100 exhibitors are expected to participate, and the event will feature a dozen breakout sessions.

Early bird registration until Aug. 17 costs \$225, and includes breakfast, lunch, raffle tickets, free self-parking or

a Metrolink and Anaheim Resort Transportation pass, and a "twilight" ticket to Disneyland or Disney's California Adventure, redeemable after 4 p.m.

A student or military discount pass is available for \$35, but does not include theme park admission.

Registration details and more information are available online at: [www.mobility21.com](http://www.mobility21.com).

— *Interchange*

## Benefits

Continued from page 8

been doing an incredible job because of their leadership, and we appreciate that very, very much."

He added the I-5 project will help tremendously to reduce congestion and facilitate goods movement.

"This is very vital," Antonovich said. "We are very pleased this cooperative effort has been able to put it forward. It's a team effort."

Antonovich added that the second phase of the project will be an important addition to the county's network

of HOV lanes, which will ultimately enable a vehicle to travel as far as 100 miles without leaving a carpool lane.

Metro Board Member Ara Najarian, a Glendale City Council member who has been a strong advocate of the I-5 project, credited the Gateway Coalition with increasing awareness about it.

"I'd like to thank Victor Lindenheim and the Golden State Gateway Coalition," Najarian said. "One of the first (people who) reached out to me even before I was an MTA member was Victor, and he made sure I understood how important and vital this artery is to Los Angeles County and the region. It really set my direction straight."

Najarian also had high praise for fellow Metro board member Antonovich.

"Most importantly I want to thank Supervisor Antonovich, who fights a tough fight on the MTA board. I am happy to stand beside him," Najarian said. "At the MTA board we really have to fight to let people realize that there is a vital, vibrant part of L.A. County, and we are part of L.A. County — we are not the hinterlands past the 134."

He added the prospects are bright for future improvements of I-5 in the north county area.

"Things are happening up here — we're working hard for you," Najarian said. "HOV lanes are next."

## OLDA

Continued from page 9

publicly owned portion of that project. A locally preferred alternative is expected in 2012.

OLDA has recent success in helping member cities obtain transportation funding grants to further its mission of improved transit development along the corridor. In addition to preserving a \$5.4

million ground access grant for the Burbank/Glendale/Pasadena airport, OLDA has brought in \$1.1 million in transportation/land use; environmental justice; and Transit Oriented Development planning grants. The work program started under the airport grant is already heating up the discussion for rail improvements along the Antelope Valley and Ventura Metrolink lines.

OLDA Executive Director Michael

Kodama and Gateway Coalition Executive Director Victor Lindenheim issued a joint statement on the affiliation of the two organizations: "Transportation needs in Southern California transcend municipal boundaries and single modes. Roads, rail, buses, planes and future technologies will be blended to make a more effective and efficient system for the region. Together, that is what we are working towards."



From the Chairman

# Recent Results and Our Next Challenge

By Tom DiPrima

Chairman,  
Golden State Gateway Coalition

Ten years ago the Golden State Gateway Coalition was formed to improve roadway mobility and the quality of life in north Los Angeles County.

Ten days ago, as I write this, the construction start of Interstate 5 truck lanes over the Newhall Pass was celebrated with a groundbreaking event. Much has happened between the start of the organization and the start of the project. Much more visible progress is about to happen as a result of the first 10 years of planning, advocacy and hard work.

The Coalition and its principal public sector partners — Caltrans, Metro and



**Tom  
DiPrima**



FHWA — continue to engage and explore options to continue our progress. Together, we are seeking creative ways to expedite the construction start for the next phase (or phases) of the I-5 North Capacity Enhancement Project. That will include construction of carpool lanes in both directions from the I-5/SR 14 interchange to Castaic, as well as an additional southbound truck lane at Pico/Lyons.

In total, more than 30 miles of new

freeway capacity will be added to I-5 in north Los Angeles County as a result of the work of the Coalition and its partners!

Our members and allies can be proud of what we have accomplished and what we can accomplish going forward. Your voluntary contributions of time, money and other forms of support have been leveraged into a half-billion-dollar project that will reduce traffic congestion, improve safety, create jobs, expedite freight movement, and improve the quality of life in the region.

Thank you for your part in making this happen. Stick with us, and together, we can do even more to improve roadway mobility in north Los Angeles County.

**'Our members and allies  
can be proud of what we  
have accomplished and  
what we can accomplish  
going forward.'**

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

**Golden State Gateway Coalition**  
25030 Avenue Tibbitts, Suite K  
Valencia, CA 91355

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**vlinden@goldenstategateway.org**



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