



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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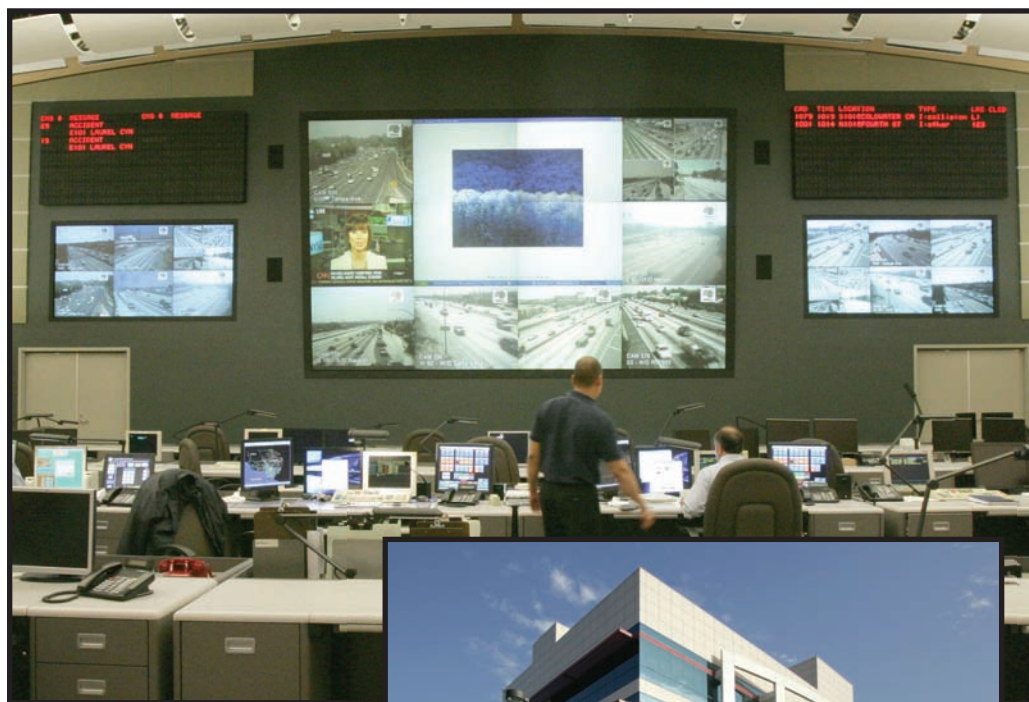


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A Peek Inside



Mission Control

The Los Angeles Regional Transportation Management Center Makes Its Debut.

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From the
Executive Director

Welcome to the Transportation Revolution

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

The difference between evolution and revolution is the speed of the transition. In Southern California, changes in the way we move people, goods and services — at least the changes being contemplated — are revolutionary. Transit-oriented development, inland ports, high speed rail, magnetic levitation trains, congestion pricing and privately financed roads, tunnels and bridges are among the concepts presented, discussed and applauded at every transportation meeting, forum and workshop held in the Southland.



**Victor
Lindenheim**

That is not to say that these aren't good ideas. Long-term planning and creative thinking that incorporate procedural and technological innovations for future good are needed. However, I think current circumstances dictate that we give at least equal weight to the short term. Specifically, what can we actually get done now — in today's dollars — that will provide congestion relief and improve transportation safety and efficiency for the most people?

For one thing, we can ensure that improvements to Interstate 5 in northern Los Angeles County are

See Lindenheim, page 9

'On Time and Under Budget'

Failing, Recognized as One of the Southland's Most Influential, Leads Caltrans Staffers in Orchestrating Transportation Improvement Projects

Even if you don't know Doug Failing, you know his work.

On several occasions, Failing has been in charge of freeway recovery projects that have helped restore normalcy to the freeways of northern Los Angeles County.

Remember the devastating 1994 earthquake and the ensuing freeway reconstruction, which was finished ahead of schedule?

How about the more recent re-opening of the truck lane tunnel in the Newhall Pass, after the early completion of repairs to damage caused by a tragic, fiery truck crash?

Both recovery efforts were performed under the watch of Failing, the director of District 7 for the California Department of Transportation.

"We have Doug's leadership to thank for these and many other positive strides made for the freeway system in our region," said Victor Lindenheim, executive director of the Golden State Gateway Coalition. "He has a well-deserved reputation for supervising projects that are completed on time — or, even, early — and under budget."

Failing is responsible for the day-to-day operation of the nearly 2,600 Caltrans employees serving District 7, which includes Los Angeles and Ventura counties. He was appointed to the position of District 7 director in June 2002, and prior to that he served as District 7's chief



Transportation Leader Profile

This issue:

Doug Failing
Caltrans District 7 Director

deputy district director, responsible for the internal operations of Caltrans within the district.

Failing earned a bachelor of science degree in civil engineering from Michigan Technological University in Houghton in 1980 and was hired at Caltrans in June 1980 as a junior civil engineer. In addition to his work with Caltrans, he has served on the boards of non-profit educational corporations organized to inform the general public of the role of engineering in advancing human welfare.

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I-5 Project Included in SCAG Regional Priorities

Southern California Association of Governments (SCAG), the largest regional planning agency in the nation, released a draft of its 2008 Regional Transportation Plan (RTP) in December. HOV and truck lane improvements “on Route 5 from SR 14 to Parker Road” are included at a project cost of \$507 million.

The project list is divided into three sections. The Regional Transportation Improvement Program (RTIP), which includes the I-5 Project, forms the foundation of the RTP investment strategy. Second, the RTIP represents the first six years of already-committed funding.

The RTP contains additional financially constrained (funded) projects beyond the RTIP.

Third, the Strategic Plan lists unconstrained examples of projects the region would pursue given additional funding and commitment.



The Southern California Association of Governments has included the Interstate 5 Gateway project in its draft Regional Transportation Plan.

FHWA Releases SAFETEA-LU Funds for I-5 Project

In August 2005, the president signed the long-awaited \$286 billion national surface transportation bill. This past December, most of the \$1.6 million specified in the bill for the Santa Clarita I-5 Gateway Improvement Project was released by the Federal Highway

Administration (FHWA) and made available to Caltrans.

The agency is currently managing and providing oversight on the environmental studies (EIR/EIS) phase of this critically important freeway improvement project. Availability of these funds will ex-

pedit project delivery, and further cement federal support for the roadway construction.

The effort to secure these funds was led by Rep. Howard P. “Buck” McKeon, and supported by Sens. Dianne Feinstein and Barbara Boxer.

Frommer Appointed to CTC

Assembly Speaker Fabian Núñez has appointed former Assembly Majority Leader Dario Frommer to the 13-member California Transportation Commission.

“Dario Frommer has extensive experience on Los Angeles and statewide transportation issues as a leader in the Assembly,” said Núñez, D-Los Angeles. “His expertise on public transit, highway, and other transportation issues as a member of the Legislature will be of invaluable use to the California Transportation Commission.”

Frommer, 44, of Glendale,

served in the state Assembly from 2000 to 2006. He served as chair of the Assembly Health Committee and as Majority Leader. He is a partner at the law firm Mayer Brown, where he focuses on issues related to legislative and regulatory matters before state and local government, campaign and election law, health care policy, insurance, and land use.

The CTC advises and assists the Business, Transportation, and Housing Agency in formulating and evaluating transportation programs in the state. Frommer’s term ends in 2012.

Commission on Surface Transportation Announces System Modernization Plan

Calling for a “new beginning” to reform the nation’s transportation programs, the bipartisan National Surface Transportation Policy and Revenue Study Commission has unveiled a comprehensive plan to increase investment, expand services, repair infrastructure, demand accountability, and re-focus transportation programs.

Policy changes, though needed, will not be enough on their own to produce the transportation system the nation needs. Significant new funding will be needed.

Congress created the 12-member, bipartisan Commission in 2005 and it was charged with examining the condition and operation of the surface transportation system, as well as developing a plan and recommendations to ensure that the surface transportation system serves the nation’s needs.

After a fact-finding program and hearings in 10 cities, the Commission has released its report, called Transportation for Tomorrow. To read the report, visit www.transportationfortomorrow.org.



The Los Angeles Regional Transportation Management Center serves as “mission control” for freeway traffic in Los Angeles and Ventura counties. *Caltrans photo/Thomas Ritter*

‘L.A., We’ve Got It Under Control...’

Caltrans, CHP Launch New High-Tech Transportation Management Center to Serve as ‘Mission Control’ for L.A., Ventura Counties

The California Department of Transportation and the California Highway Patrol have unveiled a new “mission control” that is literally the nerve center for freeway traffic management in Los Angeles and Ventura counties.

The new \$46 million Los Angeles

Regional Transportation Management Center in Glendale is the two agencies’ operations focal point for maximizing traffic flow and reducing congestion. It is also the hub for emergency response efforts and freeway incident management.

“I was fortunate enough to attend the grand opening of the LARTMC, and it is indeed an impressive facility,” said Victor Lindenheim, executive director of the Golden State Gateway Coalition. “It is a state-of-the-art ‘mission control’ of sorts, bringing the latest technology to regional traffic management.”

Caltrans Director Will Kempton said the LARTMC is a valuable tool for Caltrans, the CHP and the motoring public.

“From the original Transportation Operation Center to the upgraded Trans-

See LARTMC, page 5



The new Los Angeles Regional Transportation Management Center is located near the interchange of Route 134 and Route 2 in Glendale. The high-tech center allows Caltrans and the CHP to monitor and manage traffic on some of the busiest freeways in the nation. Top photo courtesy CHP; right photo, Caltrans/Thomas Ritter



LARTMC

Continued from page 4

portation Management Center, which was in operation since late 1998, to this new LARTMC facility, these centers have been built with the basic idea of managing freeway traffic to achieve the goal of reducing traveler commuting times, maximizing roadway capacity, and in the end providing a safer traveling medium for the general public," Kempton said.

Working together, Caltrans and the CHP manage and monitor 42 freeways and highways totaling 1,188 freeway miles in Los Angeles and Ventura counties.

An average of 100 million vehicle miles are traveled daily on this system, the equivalent of more than 4,000 trips around the globe.

Such high traffic demand creates a need for innovative and sophisticated traffic management tools.

Caltrans and the CHP are both "dedicated to managing traffic incidents faster and more efficiently, relieving congestion, improving mobility and commute times, and increasing road safety through the use of state-of-the-art transportation management technologies," Caltrans officials said in a prepared statement announcing the grand opening of the LARTMC.

"Caltrans and the CHP have combined their expertise to operate LARTMC as a working example of interdepartmental cooperation," the statement said. "The LARTMC is not just about moving cars. Caltrans' mission is to improve the mobility of people, goods, services and information across California, as the CHP works to provide safety, service and security on state freeways and highways."

CHP Deputy Commissioner Joe Farrow echoed Caltrans' sentiments.

"This state-of-the-art Transportation Management Center is equipped with the latest technology to allow us to better serve the public by coordinating our resources to effectively manage traffic in the Los Angeles basin," Farrow said. "Key components of the CHP mission are to ensure safe and efficient travel for the motoring public and commercial vehicles while minimizing delays and unsafe traffic operations. The new LARTMC will help us accomplish these goals."

A vital part of the

LARTMC's role is to provide information to the public and the media. The LARTMC is the media's source for real-time video and up-to-the-minute traffic reports, and it also houses a studio for live CHP broadcasts.

CHP media spokespersons are available on site, and they are responsible for providing the most currently available information to the media regarding freeway incidents, traffic congestion, weather-related advisories and lane closures, whether planned or emergency-related.

'An average of 100 million vehicle miles are traveled daily on this system, the equivalent of more than 4,000 trips around the globe.'

The Case for I-5: Goods Movement

The goods movement industry is one of the strongest sectors of the California economy and has replaced many of the state's lost manufacturing jobs.

More than \$359 billion in goods moved through California ports in 2004, providing jobs for nearly 1 million Californians, creating an annual payroll of \$34 billion and generating \$3.6 billion in state and local tax revenue.

By 2030, the volume of freight transportation is expected to more than double, possibly triple.

While these goods movement figures reflect a positive economic trend, there have been unintended and deleterious effects on Southern Californians.

The Interstate 5 and State Route 14 interchange serves as the region's primary goods movement gateway to the City of Los Angeles and the San Fernando, Santa



Moving goods from California's ports is one of the important roles of interstate 5 in northern Los Angeles County.

Clarita and Antelope Valleys. California's Department of Transportation estimates that truck traffic alone, through the I-5/SR-

14 Interchange, has reached 500,000 to 1 million trips per month.

Cars and trucks now dangerously jockey for freeway lane space along the north-south gateway that reached capacity more than a generation ago.

Hours stuck in traffic, poor gas mileage and vehicle wear and tear are taking a huge toll on truckers and the quality of life of residents living and commuting through the region.

Higher levels of airborne particulates and pollutants are generated by slow-moving and immobilized trucks and cars.

And, the local and state economies are hamstrung by our inability to efficiently move goods from fields, factories and ports to the California marketplace.

In 2003 the Los Angeles County Metropolitan Transportation Authority introduced the Interstate 5 Santa Clarita-Los Angeles Gateway Improvement Project. Detailed in the 2004 North County Combined Highway Corridors Study, the project includes a total of about 7 miles of truck climbing lanes north and south along I-5 from the I-5/SR 14 interchange up to Calgrove Boulevard (northbound) and to Pico Canyon (southbound) — a severe

See Goods, page 7

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. **THIS ISSUE: 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

West Ranch Town Council Joins Coalition

West Ranch Leaders Vote Unanimously to Join Coalition's Leadership Council

The West Ranch Town Council voted unanimously to join the Golden State Gateway Coalition's Leadership Council in November, bringing valuable support representing residents of the western portion of the Santa Clarita Valley.

The West Ranch council members are the latest in a series of local leaders, including all five members of the Santa Clarita City Council, to voice their support of the Coalition.

"We're very proud of the West Ranch Town Council's decision to support the Coalition's goals," said Victor Lindenhein, executive director of the Coalition. "Improving Interstate 5 will provide major benefits to the thousands of citizens represented by the West Ranch Council."

Lindenhein spoke at the Council's November meeting, presenting traffic statistics and background information on the proposed improvements to the Interstate 5 corridor through the Santa Clarita Valley.

Dave Bossert, president of the West Ranch Town Council,



The Golden State Gateway Coalition's presentation to the West Ranch Town Council included a PowerPoint show focusing on the importance of Interstate 5 improvements when it comes to preserving local residents' quality of life.

cil, said the west side communities and other areas of the Santa Clarita Valley will all share in the benefits of an improved I-5.

"If there is anything that we in the Santa Clarita Valley can actually agree upon it is the endorsement of the I-5 improvement project," Bossert said. "We must all work together in

order to anticipate and get ahead of the future needs of this vital north/south transportation link."

The elected West Ranch Town Council represents the interests of areas west of I-5, including Stevenson Ranch, Westridge and Sunset Pointe. The Council serves as an advisory body to Los Angeles

County Supervisor Michael D. Antonovich.

Included in the Coalition's information presented to the West Ranch Council was a summary of I-5 traffic data showing the significant increases that have occurred over the past decade, and also projecting the increases in traffic that are expected to occur from now until 2030.

"Significantly, nearly half of the 'new' vehicle trips are expected to be 'through trips' — in other words, vehicles that travel on I-5 through the Santa Clarita Valley without stopping here," Lindenhein said. "This illustrates the nature of I-5 as a major regional transportation lifeline that is vital not just to the Santa Clarita Valley, but to the entire state of California."

By 2030, it is expected that I-5 will handle a daily average of approximately 300,000 vehicle trips in the southern Santa Clarita Valley, an increase of about 50 percent compared to 2006.

Said Bossert: "The West Ranch Town Council enthusiastically lends it support to and joins with the Golden State Gateway Coalition in working towards viable solutions and sustainable enhancements to the I-5 corridor in the Santa Clarita Valley."

Goods

Continued from page 6

grade with a corresponding severe impact on truck speeds. The project also proposes to build carpool lanes, north and south from the I-5/SR 14 interchange to the Parker Road Interchange.

The additional truck and carpool lanes combined would increase capacity and ac-

cess north of the I-5/SR-14 interchange by 50 percent.

Congress authorized an initial \$1.6 million in its 2005 transportation funding bill (SAFETEA-LU) for the Santa Clarita I-5 Gateway Improvement Project. The bulk of these funds has recently been released to Caltrans by the Federal Highway Administration and will be utilized to accelerate project delivery.

Construction is currently estimated by

Caltrans to begin in late 2009.

The truck lane portion of the Santa Clarita I-5 Gateway Project is also cited in the Governor's January 2007 Goods Movement Action Plan as a recommended candidate for trade corridor improvement fund program bond funding. (Caltrans submitted a request for funding the truck lane portion of the project to the California Transportation Commission on Jan. 17, 2008.)

'Why I-5 Is Important to Me'

Residents Need I-5 Improvements

By Bob Kellar

Mayor, City of Santa Clarita

The northern Los Angeles County Interstate 5 corridor is California's most traveled interstate for commerce and commuting and a virtual lifeline for more than 1 million residents and businesses in northern Los Angeles County, as well as truckers moving millions of dollars in goods and services.

The Interstate 5, Golden State Freeway, is the state's only passage-way between the Canadian and Mexican borders, handling upwards of 250,000 cars per day and over 72 million per year.

According to the Port of Los Angeles, 43 percent of the nation's goods come from the ports of Los Angeles and Long Beach. To distribute these goods, many companies rely on trucks that travel on this major interstate.

In addition to carrying a heavy load for our nation's economy, the I-5 is an important link for the people of Santa Clarita.

The Santa Clarita Valley is home to approximately 250,000 people



Bob Kellar

with a large portion of its population utilizing the I-5 to commute to and from work.

Santa Clarita residents know all too well the impact of being cut off from the rest of Los Angeles County, as they learned in the 1994 Northridge earthquake and most recently,

Testimonial

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.

in the closure of Interstate 5 in the Newhall Pass last October. During each of these state disasters, traveling in and out of Santa Clarita ranged from difficult to impossible for many.

As staggering projections for the population growth of north Los Angeles County come to fruition, it has become increasingly evident that major improvements need to be made to accommodate the traveling motorists and truckers who utilize the Interstate 5 freeway.

While alternative means of transportation such as rail, mass transit and carpooling need to be an ongoing future priority, they are simply not enough. Significant I-5 improvements are needed today to handle the heavy burden of traffic into the future.

The City of Santa Clarita is a proud member of the Golden State Gateway Coalition, which is a public/private partnership working to improve the I-5 between the Newhall Pass and Castaic, with new truck and carpool lanes helping to improve traffic and congestion along this vital section.

For the City of Santa Clarita, it is a high priority to expand Interstate 5 so that it can accommodate current and future motorists as they move through our Valley.

'As staggering projections for the population growth of north Los Angeles County come to fruition, it has become increasingly evident that major improvements need to be made to accommodate the traveling motorists and truckers who utilize the Interstate 5 freeway.'

Lindenheim

Continued from page 2

funded, designed and built as soon as possible. Increasing capacity on this important stretch of California's primary north-south goods movement corridor will be good for the state's economy and improve the quality of life for everyone who uses the road by reducing travel time and by mitigating congestion-induced stress.

Beyond the practicality of getting a highly beneficial project built (ranked by MTA No. 1 of 16 highway projects in cost effectiveness), the project reflects procedural innovations that may be without precedent in the California — at least for a project of this scale.

The federal and state environmental study requirements for the I-5 Santa Clarita Gateway Improvement Project are being met through a partnership between Caltrans and the Golden State Gateway Coalition. The parties' responsibilities — who does what — are spelled out in a written Highway Improvement Agreement. Further, the Coalition has indicated its willingness to do more, as the project moves into design, and ultimately construction. The project will still be owned and implemented by Caltrans. All state and federal requirements will be met. No jobs will be lost. In fact, many, many jobs will be created. The end result: more than 30 miles of new roadway capacity.

Everybody wins.

Now it is up to the state and federal

government to put our money to work. Promptly. There are \$2 billion available from Sacramento now to improve trade corridors, including Interstate 5. Remember Proposition 1B? This was what we voters agreed to last November when we gave the state the authority to borrow nearly \$20 billion to improve our roads and other transportation systems.

In the I-5 Gateway Improvement Project, we have a project that is needed, highly beneficial, cost-effective and, in less than two years, will be ready to build. My revolutionary proposal: let's get this project started by getting the truck lanes funded now.

Victor Lindenheim can be reached by e-mail at vlinden@goldenstategateway.org.

Failing

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For four years in a row, District 7, led by Failing and his team, has led the state in delivery of the highest percentage of its projects. In 2005-06 and 2006-07, the district delivered 100 percent of its projects on time and under budget.

Failing has also represented Caltrans on the Alameda Corridor Transportation Authority Governing Board. The major goods-movement project includes a 20-mile rail distribution system to connect the ports of Los Angeles and Long Beach with distribution centers downtown. It is estimated the recently opened Alameda Corridor will result in employment growth of 700,000 in Southern California by the year 2020 and economic output increase of about \$70 billion.

His innovative thinking and willingness to tackle challenging projects head-on have drawn recognition

throughout the Southland, where he has become known as someone who makes a difference in the daily lives of millions of motorists.

In 2006, Failing was chosen by the Los Angeles Times' West Magazine as one of the 100 most influential people in Southern California. In addition, Los Angeles Magazine highlighted him in December 2006 as one of the most influential people in the city of Los Angeles.



In northern Los Angeles County, residents are most familiar with Failing's efforts to help the area's transportation lifeline recover from tragedy.

After the Northridge earthquake of Jan. 17, 1994, Failing was placed in the forefront of the recovery effort. He and his staff delivered three of the four major freeway rebuilding contracts — all in record time. The projects were awarded by competitive bid using a cost-plus-time system, which allowed reconstruction to begin within days rather than months. It was the first

time the system had been used at Caltrans.

Most recently, under Failing's leadership, another major reconstruction project in the Newhall Pass was finished more than two weeks early.

On Nov. 15 Gov. Arnold Schwarzenegger announced the early re-opening of the southbound I-5 Newhall Pass truck lanes tunnel for thousands of motorists and big-rig trucks who depend on I-5 every day. The tunnel had been closed since Oct. 12, when a 31-vehicle pile-up ignited a devastating fire inside the tunnel, closing I-5 in both directions.

The closure and ensuing traffic jams provided a stark illustration of just how crucial I-5 is to the safe and efficient movement of goods and people through northern Los Angeles County.

The emergency repair project involved slab replacement, concrete barrier and metal beam guardrail repair, drainage and landscaping. Structure work included partial ceiling replacement/repair

and repair of abutment walls, including new rebar (reinforced metal bar) support.

The tunnel was re-opened 15 days before the earliest projected opening date, and Failing credits his staff for the successful and early completion of the emergency project.

"I appreciate everyone who has stepped up to the plate to complete important projects," Failing wrote in the most recent edition of the District 7 newsletter. "A particularly good example is all of the great support received to re-open the southbound I-5 truck tunnel at State Route 14.

"Not only did this emergency project receive major press coverage, but in addition, on Nov. 28 Gov. Arnold Schwarzenegger spoke to a number of national elected officials, including several governors, specifically pointing out the I-5 tunnel repair project here and other efforts as 'things that the state is doing right!'" Failing wrote. "Caltrans has definitely caught the attention of our governor, and we are very thankful and proud of that."

Membership Update

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

- RMC Inc.
 - West Ranch Town Council
- The Coalition is also pleased to thank the following renewing members for their continued support:*
- Advanced Bionics
 - Psomas
 - Connie Worden-Roberts (Santa Clarita Valley Transportation Management Association)
 - Bayless Engineering
 - Powder Coating Plus
 - Valley Industry and Commerce Association



QuickTrips

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

Construction Continues at Magic Mountain Parkway/I-5 Interchange

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.

The contractor, Security Paving, is continuing construction of the retaining wall along Magic Mountain Parkway eastbound toward Tourney Road. It is anticipated the retaining wall along the northbound off-ramp will begin this month. The contractor completed construction of curb and gutter along The New Old Road at Magic Mountain Parkway.

The Gas Co. completed tie-ins to the newly relocated transmission lines on the north side of Magic Mountain Parkway east of I-5. ExxonMobil began installing two new lines along Magic Mountain Parkway eastbound between the northbound off-ramp and southbound on-ramp. Completion is projected for January. Valencia Water has installed new lines, relocated existing lines and removed a hydrant along Magic Mountain Parkway and The Old Road.

The lining for rehabilitation of the existing 30-inch sewer line will start this month. The work will make it necessary to close the northbound off-ramp at Magic Mountain Parkway for five weeks starting approximately Jan. 7. The traffic will be detoured onto Wayne Mills then Tourney Road and back to Magic Mountain Parkway. Additionally, traffic flow on The Old Road may be diverted from the west side of The Old Road to the east side. This change will allow for grading and paving for the realignment of The New Old Road.

Additional information is available at the City's Web site, www.santa-clarita.com, or by calling the project hotline, (661) 290-2297.

County Provides Roadway Updates

The following status reports on road projects in the Santa Clarita Valley were provided by Richard Yrube of the Los Angeles County

Auto Club Launches 'The Road Ahead'

The Automobile Club of Southern California has launched "The Road Ahead," a campaign to increase transparency, public awareness, and commuters' influence over

how transportation dollars are spent. Voters passed Proposition 1B in 2006 because they wanted more money spent on transportation to reduce congestion, rebuild decaying infrastructure and add new capacity for moving people, goods and services.

On the Web: <http://www.aa-calif.com/corpinfo/transportation.aspx>.



Department of Public Works:

I. COMPLETED PROJECTS

Bouquet Canyon Road from Vasquez Canyon Road to 1,370 feet north of Bouquet Canyon Creek – This project consisted of reconstructing and resurfacing the roadway, and was designed and administered by the County under the Federal Surface Transportation Program (STP-L). The construction contract was awarded on Aug. 8, 2006, and the construction was field accepted on July 25, 2007. The total project cost was \$2,073,000.

Sloan Canyon Road from Parker Road to 423 feet south of The Old Road – This project consists of widening the roadway to provide for a two-way left-turn lane, new curb, gutter, and sidewalk, reconstruction of curb ramps, and extension of a storm drain; and is being administered by the County under the Federal STP-L. The construction contract

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I-5 HOV Lanes Near Completion South of Route 14

The California Department of Transportation (Caltrans) is nearing completion on construction of high occupancy vehicle (HOV) lanes on 6.2 miles of Interstate 5 between State Route

118 and SR 14, south of the Santa Clarita Valley.

The HOV lanes, on the northbound and southbound sides of the freeway, will be the first HOV lanes on I-5 in Los Angeles County.

Construction on the \$41.6 million project began in May 2005 and is expected to be completed this spring. After construction is completed, landscaping is scheduled to be established by

next fall.

Caltrans officials say the HOV lane project will improve mobility, help to alleviate congestion, encourage carpooling and improve air quality.

Updates

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was awarded on Jan. 30, 2007, and was completed Aug. 13. The cost was \$1,128,000.

Vasquez Canyon Road Bridge – A timber bridge on Vasquez Canyon Road, immediately east of Bouquet Canyon Road, was destroyed in the Buckweed Fire on Oct. 21. Public Works Bridge and Tunnel Maintenance staff was on-site performing initial assessment within hours. Local Road Maintenance staff made the roadway safe. Our Traffic Detours staff evaluated the traffic impacts and placed special signage and advance warning signs on Bouquet Canyon Road, Sierra Highway, and Vasquez Canyon Road. We met on site Oct. 23 to review options and decided on the use of Bailey Bridge, which had been stockpiled for just this sort of situation. The bridge pieces started arriving that same day in expectation of positive responses from the necessary regulatory agencies. The rubble was removed at the end of that week as bridge assembly began. Working seven days a week, the bridge was constructed two days ahead of schedule and reopened to traffic Nov. 10. This bridge is capable of withstanding legal traffic loads and will remain in place until a permanent replacement is built.

II. UNDER CONSTRUCTION

Hasley Canyon Road at I-5 – This project will construct a new bridge at Hasley Canyon Road over I-5, including construction of modern roundabouts, and new freeway on- and off-ramps. In addition, traffic signals will be installed at the intersection of Sedona Way and the I-5 southbound on- and off-ramps. Construction began in August and is expected to be complete in June 2009.

Sierra Highway over the Southern

California Regional Rail Authority – This project to rehabilitate and replace the existing northbound and southbound bridges was designed and is being 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 has secured \$1.99 million in Metropolitan Transit Authority grant funds to finance the non-federally reimbursable local agency share of the cost, which is estimated to be \$1.35 million. If the project costs increase significantly and the non-Federally reimbursable local agency share of the construction cost exceeds the available Metro grant funds, the County has agreed to finance its jurisdictional share of the amount in excess of the Metro grant funds, up to a maximum contribution of \$150,000. Construction is expected to be completed in January 2008.

III. PROGRAMMED PROJECTS

Fitch Avenue over Mint Canyon Wash – This project to replace the existing bridge is being designed and administered by the County under the Federal Highway Bridge Program. The project is programmed for design in Fiscal Year 2007-08 and is tentatively scheduled for construction in mid-2009.

State Route 126/Commerce Center Drive Interchange Improvement – This project will involve construction of a grade-separated interchange at the State Route 126/Commerce Center Drive intersection. The project will also involve widening of State Route 126, construction of new freeway ramps, and realignment of Henry Mayo Drive. The Newhall Land and Farming Co. is designing the project. The County will acquire the necessary right of way and administer the construction contract. The project will be financed with funds from Newhall Land and a Metro grant. Construction is anticipated to

begin in January 2009.

The Old Road over Santa Clara River – This project involves replacement of a four-lane bridge with a six-lane bridge on The Old Road over the Santa Clara River. The project will also include replacement of The Old Road over Southern Pacific Transportation Co. bridge and widening of The Old Road from north of Interstate 5 Freeway ramp at Rye Canyon Road to approximately a quarter-mile north of Magic Mountain Parkway. Newhall Land will finance the improvement costs. Public Works is pursuing Federal funds to finance the replacement of the bridge. The project is in the design phase. The cost is estimated to be \$56 million and is scheduled to be advertised for construction bids in spring of 2009.

Vasquez Canyon Road-Bouquet Canyon Road/Sierra Highway – This project to resurface and reconstruct the deteriorated roadway pavement is in the design phase. The project is tentatively scheduled to be advertised in spring 2008.

IV. FUTURE PROJECTS

Hasley Canyon Road over Hasley Canyon Creek – This project will involve construction of a new bridge on Hasley Canyon Road over Hasley Canyon Creek to provide an all-weather crossing. The project is in the concept stage.

The Old Road from Lake Hughes Road to Hillcrest Parkway – This project consists of widening The Old Road from Lake Hughes Road to Hillcrest Parkway to two lanes in each direction. A storm drain will also be constructed as part of this project. The project is in the environmental documentation phase. The project cost is estimated to be \$21 million.

The Old Road over Castaic Creek – This project to replace and widen the existing bridge is in the design phase. Public Works is pursuing Federal funds to finance the project's estimated \$10 million cost.

From the **Chairman**

I-5 Project: Performance-Based Infrastructure Poster Child?

By Tom DiPrima

*Chairman,
Golden State Gateway Coalition*

Governor Schwarzenegger recently said: "Better infrastructure enhances our quality of life, meets the demands of our population and keeps our economy competitive." And, according to the Department of Finance, California needs \$500 billion worth of new infrastructure over the next 20 years to achieve this.

In November, 2006, California voters approved issuing \$42 billion in infrastructure bonds to get the rebuilding process started, nearly half of that amount dedicated to transportation-related improvements.

Now, the governor is proposing that California be permitted to broadly use Performance Based Infrastructure (PBI) — a form of public-private partnership, to expedite infrastructure construction. The idea is not to privatize the operation

of roads, bridges, mass transit, freight networks, etc; Rather, it is to find ways to unleash the resources and ingenuity of the private sector to result in lower costs, greater efficiency and faster delivery of projects for public benefit.

Mr. Governor, have we got a project for you. We believe that the Santa Clarita I-5 Golden State Gateway Improvement project is the poster child for what you are seeking to accomplish.

You call for contractual arrangements where government and private companies assume co-responsibility for delivery of structures and/or services. Caltrans and the Golden State Gateway Coalition have done this, with the understanding that this is a Caltrans project



**Tom
DiPrima**

and all existing local, state and federal requirements will be met. Caltrans has been given access to Coalition resources, with the responsibilities of each party spelled out in a written Highway Improvement Agreement (HIA). Taxpayers have already saved an estimated three years and \$10.2 million on up-front project costs prior to design and construction. Add to that potential savings of at least \$55 million for the first phase of construction alone.

Upon completion of the project, Californians and visiting truckers and motorists will get over 30 miles of new roadway capacity — built faster, at lower cost, and meeting all structural and environmental requirements.

All that needs to happen now is for the State to walk the talk and see that this project, a model of efficiency and public sector/private sector cooperation, becomes a priority for funding and construction.

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