

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

Interchange



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From Concept to Reality

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Success and the Next Challenges

By **Victor Lindenheim**

Executive Director;

Golden State Gateway Coalition

In late September, at Caltrans' invitation, I was privileged to get the Engineer's tour of the I-5 truck lanes construction project. I saw the project at several locations and from various perspectives: from below (where the roadway is elevated) and from the median, where retaining walls are being built and preparations are being made to insert roadway sections to complete the widening.



Victor Lindenheim

It was both enlightening and fascinating to see how plans on paper (and computer screens) translate into rebar, concrete and tons of translocated soil. The point is, after 10 years of Coalition advocacy and education, the project is real, and progressing rapidly toward completion.

The project — and the jobs it is creating now and in the future — has become a reality, and will soon bring with it the numerous benefits we've been touting for the past decade, from improved goods movement and economic development to better air quality and traffic safety.

Visual confirmation of progress on the project is offered in this issue of Interchange, where we have published some photos of I-5 truck lanes under construction.

So now, the Coalition's focus is on the next phase of the project: carpool lanes in the median from the I-5/SR 14 Interchange. Funding from Measure R is promised, but not available until 2029. Our challenge is to secure funding now — so that the next phase of the I-5 North Capacity Improvement Project can seamlessly continue from truck lanes completion to carpool lanes. Creative solutions are being explored and shared with our partners at Metro and Caltrans.

In L.A. County, the HOT (High Occupancy Toll) lane pilot project experiment has begun with the opening of the 110 HOT segment from downtown Los Angeles to Interstate 405. (See Interchange story on page 8.) Reports are that it went well, tested by traffic to and from the USC/Notre Dame showdown in November. Look for a second pilot HOT facility to open early in 2013 on the I-10 from Interstate 605 to Alameda Street.

On the broader front, 2013 promises to be a very interesting year for transportation and transportation funding. The leadership of the House Committee on Transportation and Infrastructure will go to Bill Schuster, R-PA, son of former congressman "Bud" Schuster, once a T&I committee chairman himself. Bill Schuster will succeed Rep. John Mica, R-FL, in the chairman's role.

House Speaker John Boehner, R-OH, in presenting the House Republican Steering Committee's chairmanship recommendations for the 113th Congress, said this: "Our team will continue focusing on reforms that will grow our economy and create new jobs..."

I hope that those reforms include a bipartisan transportation bill by 2014 that stimulates heavy public and private sector investment in transportation infrastructure and goods movement. In my view, that is a great way to create new jobs.

Sen. Barbara Boxer will retain her chairmanship of the Senate Environment and Public Works Committee, with jurisdiction over transportation matters in that legislative body.

At the state level, we will work with our allies to protect funds committed to transportation infrastructure projects and address the regulatory obstacles to progress created by current California Environmental Quality Act (CEQA) rules.

Closer to home, we have a new Metrolink CEO in Michael DePallo. And, former Caltrans Director and early I-5 north project advocate Will Kempton is retiring in February as Orange County Transportation Authority CEO.

What will Will do in retirement? Starting in spring 2013, he will join the statewide nonprofit Transportation California as its executive director. We are looking forward to working with him again.

Finally, I want to thank the Gateway Coalition Board for their leadership in 2012; our members and allies — especially Caltrans and Metro — for their ongoing support for the Coalition and for the I-5 project; and our consulting team, for relentless creativity and determination to get it done.

My best wishes to you all for good health and prosperity in the new year.

'It was both enlightening and fascinating to see how plans on paper (and computer screens) translate into rebar, concrete and tons of translocated soil. The point is, after 10 years of Coalition advocacy and education, the project is real, and progressing rapidly toward completion.'

It's Getting Real!



Truck Lane Construction in Full Swing

By Tim Whyte
Interchange Editor

Anyone who commutes each day on Interstate 5 can see the progress firsthand, and once it's begun it has continued steadily.

These truck lanes are coming. This is no longer just a "proposal" or a great idea. It's a great idea being brought to reality, as we watch and anticipate its completion.

Under construction between the Newhall Pass and Lyons Avenue/Pico Canyon Road, the new truck lanes will span 3.7 miles and make a tremendous difference in the lives of commuters and long haul truckers alike.

"As the name suggests, a truck lane

is a lane that is designated for trucks, so in essence it separates those big 18 wheelers from the other cars on the freeway," says Kelly Markham, Public Information Officer for Caltrans District 7, in a video profile of the project posted on the Caltrans I-5 information web page, <http://i-5info.com>.

In the video, Markham interviews Senior Transportation Engineer Fred Young as well as Engineer Abdul El Jamal.

Young said the new truck lanes will make a major difference in driveability on the I-5.

"During recent traffic studies the traffic volume through the southbound side of the I-5, connecting both the

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Cover Story

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Santa Clarita and San Fernando valley has increased, aside from the fact that the population in Santa Clarita has increased as well,” Young said.

“It’s an uphill grade coming from the north and therefore this creates congestion and backup onto the southbound freeway. The purpose of this project then is to be able to extend the truck lanes just past Weldon Canyon, with the south end extended so the truck lanes can have additional lanes for the trucks, so they can move over and have more space for autos in the other lanes on the southbound 5.”

In the early stages of construction, contractors set about the process of building a retaining wall in the median to separate the northbound and southbound lanes, accounting for the fact that the northbound and southbound sides are at different elevations.

“There is currently about a 30-foot buffer between the two sides of the freeway, northbound and southbound,” Young said. “Now we are going to eliminate that and pave the whole



Construction crew members stand alongside a slope that is being modified as part of the construction of the new truck lane on Interstate 5. The construction includes a new retaining wall (below and preceding page). Photos by Victor Lindenheim.

section of the freeway out. In various sections of the freeway, the northbound and southbound sides are not on the same grade and there a retaining wall is going to be built and then it’s going to be backfilled and paved out.”

In addition, he said, two bridges are being widened, at Gavin Canyon and Cal-

grove Boulevard. “And, that’s going to close the gap in the median as well for future carpool lanes,” Young said.

El Jamal said the truck lane construction, which is on track to be completed as scheduled in 2014, will be done in several phases.

“The construction is go-

ing to go through three major phases,” El Jamal said. “The first one is the median shoulder area which is going on right now and comprises 70 percent of the work. After that we are going to move to Phase 2, or Stage 2 construction, which is going to be on the south side and that

See BUILD, page 5



‘The construction is going to go through three major phases. The first one is the median shoulder area, which is going on right now and comprises 70 percent of the work.’

— Abdul El Jamal
Caltrans Engineer

Build

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is where we have additional widening. And then after that we have minor work on the north side.”

He added that the construction impact on traffic has been minimized.

“So far it has been great, the impact has been minimal, because most of the work has been done during the night and we only have minor activities during the day, drainage and some sweeping work,” El Jamal said.

He added that the speed limit in the construction zone is planned to be reduced to 55 mph during construction. “That will be enforced by the California Highway Patrol, and that will improve the safety for the motorists.”



Kelly Markham (right), Public Information Officer for Caltrans District 7, interviews Fred Young and Abdul El Jamal for the Caltrans informational video about the construction of truck lanes on Interstate 5 between the Newhall Pass and Lyons Avenue. Photos by Victor Lindenheim.



Antonovich Sets Priorities

By Tim Whyte
InterChange Editor

You might say Michael Antonovich is taking a multimodal approach to his newest job:

As the 2013 chair of the Metropolitan Transportation Authority, Antonovich is pursuing a wide variety of regional transportation priorities but adopting an overall theme of multimodal transportation, emphasizing the connections among different transportation systems.

For example, says Antonovich, Supervisor of Los Angeles County's Fifth District, you should be able to land at one of the County's airports and easily hop on a train to get to your destination on the ground.

"The fact that we don't have our airports linked by rail comprehensively in Los Angeles County keeps us behind other metro areas," says Antonovich.

Among new air-to-ground initiatives, Antonovich advocates a new Metrolink station at the Bob Hope Airport in Burbank. "That will open up access to the entire North County."

Antonovich is also looking to make the use of public transportation more seamless in the northern part of the county, where different transportation agencies serve the same populations.

For example, in the Santa Clarita and Antelope valleys, local bus service is not under the Metro umbrella, but many commuters who utilize the Metrolink commuter trains need to use local buses to get to their destinations.

"The big question there is, how do we coordinate those services?" Antonovich says. "Jurisdictional boundaries don't really mean much to the person who just wants to take the train to and from work, and be able to hop on the bus without having to wait."

Part of the challenge, he says, is keeping schedules from multiple organizations in sync with each other, even as schedules need to be changed situationally.

The new Metro chair is also hoping a



"First things first, we have to complete the highway projects in northern L.A. County... and we very much need to move forward with the HOV lanes and truck lanes on I-5."

— Michael Antonovich
MTA Chair

new commuter bus service between Palmdale and the Newhall Metrolink station will help commuters whose work schedules may otherwise not be met by the train schedule.

With one-third of the Metrolink trains on the Antelope Valley line stopping or starting in Santa Clarita — without going to the Antelope Valley — it leaves some service gaps during the day for commuters from Palmdale and Lancaster. Between 9 a.m. and 5 p.m., just four trains serve the Antelope Valley.

With the new pilot bus program, commuter buses bring passengers to the Newhall Station, where they can pick up the train or connect to local Santa Clarita bus service.

"It's essentially opening up the Antelope Valley by transit to the rest of the region," he says of the North County TRANSPORTer, operated by the Antelope Valley Transportation Authority.

The service carried 300 passengers on its first week, and that number quickly grew to more than 700, and counting.

New connections like the TRANSPORTer are just part of the supervisor's vision of making sure northern L.A. County is taken into account when regional transportation issues are decided.

"There are some regional things we are trying to accomplish here, to make sure North County needs are met and that the area is put on the map," he said.

"First things first, we have to complete the highway projects in northern L.A. County, including the Route 14-Interstate 5 high occupancy vehicle direct connec-

tor, which is opening soon, and then we very much need to move forward with the HOV lanes and truck lanes on I-5, as well as build HOV direct connectors from I-5 to the I-405 and SR-134."

As important as those HOV lanes are to the northern portion of the county, they are also part of a regional network.

"Once those are built, you have 80 miles of HOV lane, uninterrupted," Antonovich said. "You'll have a complete HOV system, seamlessly, from the Santa Clarita Valley all the way down to San Juan Capistrano on the I-405 side, and San Bernardino on the I-5 side."

He cautioned that there will be short-term sacrifices during construction. Because the I-5 is such an important international freight route, it can't be closed for a weekend like the 405 can when a bridge needs to be demolished as part of construction.

In addition to the work on existing highways, Metro is exploring the possibility of creating an all-new one, the High Desert Corridor, which would pass north of Santa Clarita Valley and connect Route 14 to Interstate 15 near Victorville.

"Let's move some of those trucks and long-distance trips that don't need to be on local freeways," Antonovich said, adding that the High Desert Corridor may benefit from a public-private partnership like the one that has been successful on the I-5 Gateway project.

He added: "The future is very bright for the Santa Clarita Valley because of all the highway investments we're making."

Leaders Unite at COG Summit

By Carol Rock
Special to Interchange

Collaboration. Consensus. Challenges. Communication.

Those were the cornerstones of the Valley Mobility Summit, held Oct. 22 at the Hyatt Regency Valencia, where a ballroom packed full of leaders gathered to discuss the future of transportation in Los Angeles County.

The summit was organized by the San Fernando Valley Council of Governments and involved elected representatives from member cities, including Palmdale, Santa Clarita, Glendale, Burbank and Los Angeles; consultants from various transportation projects; vendors and other decision-makers.

Robert Scott, Executive Director of the Council, thanked major sponsors Wells Fargo, Edison, Metro and Newhall Land before welcoming the more than 200 participants. He shared briefly the group's mission: to work together on projects that affect and benefit



L.A. Councilman Tom LaBonge leads a panel discussion including (from left) Jaime de la Vega of the L.A. Transportation Department; Doug Failoring of Metro (highways); Don Sepulveda of Metro (regional rail); and Greg McWilliams of Newhall Land. (Photo by Carol Rock)

the varied communities of the area.

The morning's emcee was

“We are seeing a number of rail and bus commuters not just coming to jobs outside of the Santa Clarita Valley, but coming into our community each day to access job centers in Santa Clarita. Clearly a regional approach to transportation benefits us all.”

— Marsha McLean
Santa Clarita Councilmember

Metrolink Chairman Richard Katz.

“We sometimes forget there's more to Los Angeles County than just L.A.,” Katz said, bringing Santa Clarita City Councilmember Marsha McLean, who represents the city on the COG, to the podium.

McLean lauded the group for organizing and including the Santa Clarita Valley in planning and improving the interconnected regional transportation system.

“On your way in, you no doubt saw the freeway construction projects at the 14 and I-5 at the connection point of

our valley,” she said. “We're very excited that construction is under way on the I-5 truck lane project, which has come to fruition under the Golden State Gateway Coalition, and the leadership of Victor Lindenheim.

“These improvements, when combined with other exciting improvements along the Interstate 5 corridor through Los Angeles, Burbank and Glendale, will not only enhance both regional traffic and freight movement but also enable the region north of downtown Los Angeles to remain economically competitive.

See SUMMIT, page 10

Metro Begins HOT Lanes Test Project

Source: Metro

Metro ExpressLanes along the 110 Harbor Freeway, aimed at reducing traffic congestion, opened to the public in November, marking the debut of Los Angeles County's first HOT (High Occupancy Toll) lanes, which allow solo drivers who pay an electronic toll to travel in 11 miles of converted carpool lanes on the 110.

Only solo drivers using the ExpressLanes are charged a toll. Carpools, vanpools, buses and motorcycles can able to travel toll-free in the 110 Metro ExpressLanes, which are located between Adams Boulevard and the 91 freeway.

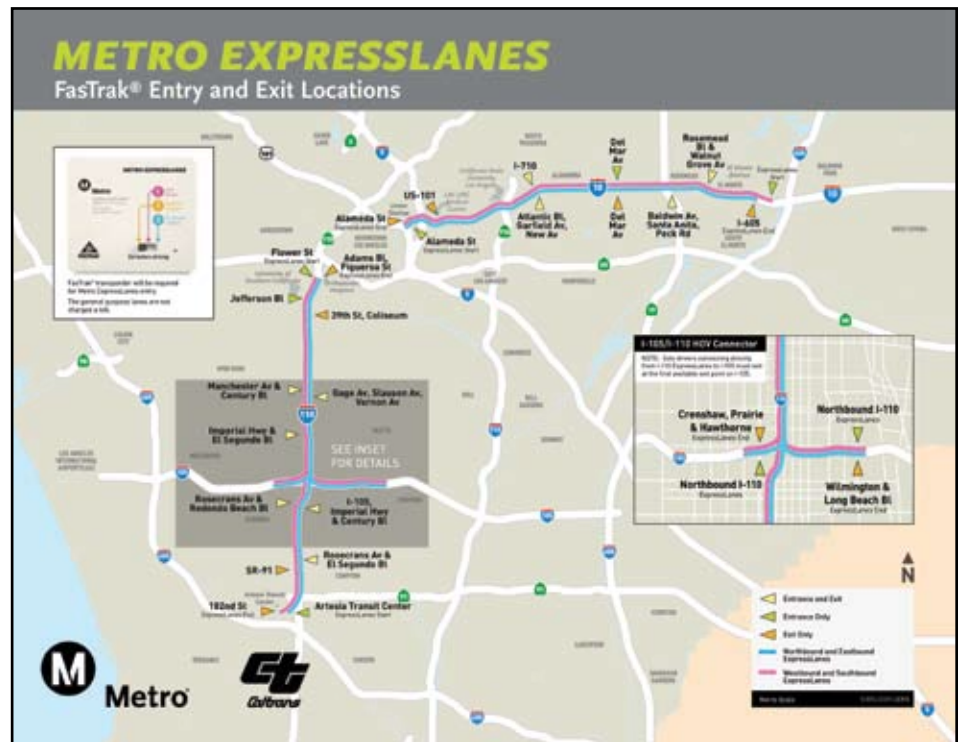
All motorists need a FasTrak® account and transponder to travel in the 110 Metro ExpressLanes. Prior to the Nov. 10 launch, more than 30,000 Metro ExpressLanes FasTrak® transponders were issued to motorists who opened accounts to use the Metro ExpressLanes.

"All commuters will benefit—whether they pay a toll or not—because the ExpressLanes will redistribute and clear traffic across all lanes of the 110 freeway," said Los Angeles County Supervisor Mark Ridley-Thomas, who also is a Metro Board Member and Chair of the Ad-Hoc Committee on Congestion Pricing. "Shifting solo drivers who are willing to pay tolls into the empty space in the ExpressLanes will speed travel time for all drivers. Everyone wins when freeway traffic flows more smoothly."

Metro ExpressLanes is a one-year demonstration project—overseen by Metro, Caltrans and several other mobility partners—to enhance travel options and ease congestion on two of the region's busiest freeways.

The Metro ExpressLanes project converted 11 miles of HOV (High Occupancy Vehicle) lanes on the 110 Harbor Freeway and 14 miles of HOV lanes on the 10 San Bernardino Freeway (between Alameda Street and the 605) to HOT lanes to allow solo drivers to use the carpool lanes by paying a toll.

The 110 ExpressLanes were the first to open, and the 10 San Bernardino



This Metro map shows the locations of the two demonstration projects testing Los Angeles County's first High Occupancy Toll (HOT) lanes.

Freeway ExpressLanes are scheduled to open early in 2013.

The tolls vary depending on traffic. Sensors are used to measure congestion in the Metro ExpressLanes and increase the toll from 25 cents a mile to a maximum of \$1.40 a mile as more vehicles enter the Metro ExpressLanes. Overhead electronic signs display the current toll being assessed so solo drivers can decide if they want to pay the toll or continue driving in the general purpose lanes.

"This new congestion pricing approach has worked well in other cities. We believe Metro Expresslanes will also be successful in Los Angeles, making it possible for us to improve transportation options today and into the future by reinvesting the net toll revenues in transit and carpool improvements in the corridor," said Duarte Mayor and Metro Board Member John Fasana.

To travel in the Metro ExpressLanes, solo drivers can use their existing FasTrak® transponders or obtain an ExpressLanes FasTrak® transponder.

To travel toll-free, carpool and vanpool drivers will need a switchable FasTrak® transponder from Metro to use the ExpressLanes. The switchable transponder allows drivers to indicate the number of occupants in the vehicle (1, 2 or 3+) and can be used on all toll systems in California.

"This is an opportunity to be on the leading edge of an innovative new project that will improve commute times and air quality," said Caltrans Director Malcolm Dougherty.

To open a FasTrak account and receive an ExpressLanes switchable transponder:

- Visit www.metroexpresslanes.net
- Call 511 and say "ExpressLanes"
- Visit walk-in centers at 500 W. 190th Street in Gardena or at the El Monte Station, 3501 Santa Anita Avenue, El Monte.
- Mail an application, which is available online, to Metro ExpressLanes, PO Box 3878, Gardena, CA 90247.

The costs vary depending on payment

See HOT, page 9

By the Numbers

- **11:** Total number of miles of carpool lanes on the 110 Harbor Freeway that have been converted to High Occupancy Toll (HOT) lanes.
- **\$1.40:** Maximum HOT lane toll per mile during peak hours on the 110.
- **14:** Miles of HOT lanes scheduled to open on Interstate 10 in early 2013, between the 605 and Alameda Street.

Source: Metro



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

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

www.goldenstategateway.org

QuickTrips

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

Registrar Verifies Failure of Measure J

Nearly a month after the November election, the Los Angeles County Registrar's office verified that Measure J, a proposed half-cent sales tax extension to fund specific transportation projects, had failed to gain voter approval.

The measure received 66.11 percent of the vote, but just shy of the two-thirds majority needed to pass.

MTA Chairman Michael D. Antonovich, who's also Los Angeles County's Fifth District Supervisor, said in a prepared statement that the voters' rejection of Measure J creates a new opportunity for the county's communities to work together and find more inclusive regional transportation solutions.

"Now that the Registrar has verified that Measure J has failed, it is vital that we move forward this time with an equitable regional transportation system that includes rail connections to LAX, Bob Hope, Ontario, Palmdale, Long Beach municipal airports and other transit needs," Antonovich said.

Antonovich emphasized the need to work with the input and cooperation of all

of the county's cities and unincorporated communities.

"We must stop undermining communities including the San Fernando Valley, by sending their tax dollars over the hill to the Subway and Expo Line projects. It is wrong to tax some communities to fund the private interest of one," Antonovich said.

"Our County's 88 cities and 134 unincorporated communities voters spoke – Measure J was not the answer to developing a cost-effective regional transit system that meets our entire county's current and future needs," he added. "Unlike Measure J, a new plan will not lock funding to communities at their 2004 population percentages, paralyzing the Santa Clarita, San Gabriel, Antelope Valleys and the South Bay's ability to meet their transit needs."

The statement added that Measure J's failure allows the county, cities and unincorporated communities to present a regional transit plan that will include connective rail to our airports and extend the Gold Line to Claremont, Bob Hope Airport, and South El Monte.

HOT

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methods. Drivers who open their accounts with a credit or debit card pay \$40 and the transponder deposit is waived. The \$40 will be applied to any tolls incurred while driving solo in the Metro ExpressLanes. There is a \$3 monthly account fee, which will go into effect when the 10 Freeway Expresslanes open. The monthly fee is waived after four one-way trips in the Metro ExpressLanes and/or on travel on eligible transit in the ExpressLanes corridor.

Discounts are available. Members of the Automobile Club of Southern California (AAA) can open a Metro ExpressLanes FasTrak® account at a discounted price of \$32 by visiting www.AAA.com or visiting their local AAA office. In addition, 21 participating Costco stores throughout Los Angeles County are providing a 10 percent

discount to their members who open up accounts at their stores.

In a first for an ExpressLanes project, low-income commuters can receive a \$25 toll credit when setting up an Equity Plan account, and the transponder deposit will be waived. They must reside in Los Angeles County and have an annual income below \$37,061 for a family of three. There is a limit of one Equity Plan account per household.

"Like all new endeavors, it will take some time for commuters to become familiar with all of Metro ExpressLanes' options, and it will take some time before we see traffic flowing more smoothly on the 110," said Metro CEO Art Leahy. "Signing up for a transponder now and taking a few minutes to learn how the ExpressLanes work will help make this project a success, and that will be good news for all of us who travel on the 110."

Summit

Continued from page 7

“What is truly exciting is that we are seeing a number of rail and bus commuters not just coming to jobs outside of the Santa Clarita Valley, but coming into our community each day to access job centers in Santa Clarita. Clearly a regional approach to transportation benefits us all.”

Los Angeles County Fifth District Supervisor Michael Antonovich talked about the county’s involvement in developing a cohesive transportation plan involving all facets of movement — cars, trucks, buses, trains and planes.

“We must move forward by identifying priorities for funding, strengthening unity between the two valleys and advocacy to receive our fair share of funding to complete those priorities, which are to create a regional transportation system that helps create jobs in our communities, (and) access to our schools and universities, to our airports and entertainment centers,” Antonovich said. “We need to focus on connection to Bob Hope Airport, upgrading Metrolink, completing our freeway system and coordinating our transit systems.”

Antonovich remembered his role in obtaining Burbank Airport from Lockheed and noted that the Antelope Valley line is the third-busiest line in the Metrolink system.

“Metrolink operates 40 miles of track, 11 stations and runs 52 trains a day in the San Fernando Valley, 22 on the Ventura line and 30 on the Antelope Valley line. This service is a vital transportation link.”

The Supervisor pointed out that Metrolink was severely underfunded, especially in light of safety measures undertaken after accidents such as the September 2010 collision in Chatsworth and the need for

double tracking certain segments of the system to make it run more efficiently.

Participants also learned about a situation at Union Station that could be improved with increased or extended rail.

“Currently all trains entering Union Station from the north, south, east and west have to stop,” Antonovich said, explaining the layout in which all lines terminate at the station. “This causes bottlenecks and congestion on the freeways. Run-through tracks will provide seamless service from Ventura to San Diego.”

Antonovich also touched on several projects currently under way to improve vehicular traffic, including the expansion of carpool service on the freeways.

“The carpool lanes have been expanded to include the I-5 and the 14. Direct HOV connectors will minimize merging of cars and when the system is complete,

Every participant went away with new information, including updates on the proposed High Speed Rail project being championed by Gov. Jerry Brown.

Jeff Morales, the former Director of Caltrans and the current CEO of the California High-Speed Rail Authority, gave an update on the sometimes controversial project that he was recently named to lead. Money from the federal and state governments have been budgeted and private funding will be essential for completion of the privately run system.

“Supervisor Antonovich touched on partnerships and that’s important. High-speed rail is what California does,” Morales said. “It’s one of the things that has made California the ninth largest economy in the world and the equivalent of one of its superpowers internationally. High-speed rail is the next stage of that; it’s an

important investment. It’s not really about getting people from Point A to Point B, but about connecting economies within the state, making us more efficient, and more competitive in the future.”

Morales said work on the system would begin with the construction of a dedicated system in the middle of the state, which, he said,

“We must move forward by identifying priorities for funding, strengthening unity between the two valleys and advocacy to receive our fair share of funding to complete those priorities, which are to create a regional transportation system that helps create jobs in our communities, (and) access to our schools and universities, to our airports and entertainment centers.”

— Michael Antonovich
Fifth District Supervisor

you’ll be able to travel at 55 mph from Palmdale to San Bernardino.”

Participants were offered two breakout sessions before lunch: Valley Mobility Matrix, which covered the subjects of highways and railways in the north county, and Practical Sustainability, which included a discussion of regional “green” industries and recent technological developments in transit systems and vehicles.

Post-lunch breakouts included Goods Movement in the Digital Age, with speakers addressing rail and truck commerce, and a concentrated session on P3 and Transit-Oriented Development, which focused on strategies for Metrolink, light rail and subway.

would bring “tens of thousands of jobs to the Central Valley,” and predicted that it would do the same when the system expanded to Southern California.

“We have shifted focus on this program,” he continued. “It had been planned in a vacuum, but what we’ve done now is make it part of the statewide transportation system. In parts, it will be a blended system, incorporating existing rail into the system. We are putting money to work, starting in the Central Valley. Our highest priority is going to be closing the gap between Northern and Southern California.”

Right now, passengers can purchase a train ticket from Sacramento to Los An-

See MOBILITY, page 11

Economic Development Corp. Joins Leadership Council

The Santa Clarita Valley Economic Development Corp. has agreed to join the Leadership Council of the Golden State Gateway Coalition.

"On behalf of the Santa Clarita Valley Board of Directors, I'm writing to convey our strong support and formally accept your invitation to join the Golden State Gateway Coalition as a Leadership Council Mem-



The Santa Clarita Valley Economic Development Corp. (www.scvedc.org) has agreed to join the leadership council of the Golden State Gateway Coalition.

ber," SCVEDC President/CEO Jonas Peterson said in a letter to the Coalition. "We recognize the inextricable link between transportation infrastructure and economic

development. In particular, the continued development of Los Angeles County's Interstate 5 corridor is of vital importance to many of our local industries and resi-

dents. With this in mind, we believe GSGC's goals align closely with our own efforts to strengthen Santa Clarita Valley's economy. We look forward to joining a coalition of business and community leaders focused on the health and vitality of California's transportation backbone!"

Gateway Coalition Executive Director Victor Lindenhein said the Coalition is extremely pleased to welcome the SCVEDC.

"The EDC is anchored by some of the smartest, most tuned-in business minds in the Santa Clarita Valley," Lindenhein said. "It's a truly welcome addition to our Leadership Council, which also includes respected local elected officials and other leaders of our region."

Mobility

Continued from page 10

geles, but the train stops in Bakersfield, where passengers take buses to downtown Los Angeles.

"Our highest priority is to move that forward, linking up 8 million people in the Central Valley," he said, adding that as the high-speed rail approaches the Tehachapi mountains, it will begin the process of linking into the existing Metrolink system.

Morales also touted the dependability of rail transportation, saying that the air corridor between the Bay Area and Los Angeles is the second-busiest in the country, but that one out of every four flights is delayed, sometimes up to an hour.

"High-speed rail will provide reliable point-to-point service," he said. "Ultimately the plan is to connect the entire state, including Sacramento and San Diego."

UPS President for Central California, Noel Massey, spoke of the necessity for a comprehensive plan now.

"If you have a short vision on transportation infrastructure, you're going to miss a few things," Massey said. "If the world outside is changing faster than you are inside your company, you're prob-

ably doomed."

One of the Summit's central themes was a concept of a Valley Mobility Matrix, bringing together all the players to make everything run seamlessly. Scott outlined the group's working goal for the matrix.

"The idea is for us to develop a plan, or matrix, for transportation and transit, ideally it would go back to the '50s and forward to 2050," Scott said. "It would provide a snapshot, a history, a wish list and a vision of where we were, where we are and where we want to go, something we can refer to."

The matrix would be more than a status report, including proposed projects such as creating a connection between the Orange Line and Gold Line or improvements on the 405 at the Sepulveda Pass.

"The next time somebody calls for 'shovel-ready projects' we would have this ready," Scott said. "It will generate additional revenues and address issues that have not previously been addressed."

Victor Lindenhein, Executive Director of the Golden State Gateway Coalition, said the matrix has been in the works for a long time.

"The matrix is a grid, an inventory of transportation projects and their status,

such as the I-5 north capacity improvements. With all these things on paper, we can boil it down to two or three we can unite on and work together on them."

□ □ □

A few days after the summit, Scott talked about the importance of such gatherings.

"In the past, this region has not had a voice, but now we can speak in a cohesive unit. This summit brought people together that needed to be in the same room — high-speed rail, conventional rail, highway and leadership — and got everybody on the same page, agreeing upon how the parts fit together," he said.

"It's all about connectivity — how the pieces need to fit. We are trying to come up with a consolidated plan: not parochial, not political, but practical. It was a great group effort. We need to focus on public/private partnerships; if projects can pay for themselves, there will always be a private incentive for investment. In these days of constrained government, we have to look for ways to finance."

Scott also noted that he was pleased with the success of the summit, evidenced by the reluctance of people to conclude their breakout discussions, staying nearly an hour after the official closing time.

From the **Chairman**

Ten Years After Day One

By **Tom DiPrima**

Chairman,

Golden State Gateway Coalition

October 17, 2002. The Golden State Gateway Coalition is created by a handful of forward-thinking community and business leaders to improve transportation in north L.A. County's Interstate 5 corridor.

It has now been more than 10 years since this Santa Clarita-based transportation advocacy and education non-profit was established and incorporated. And with pride and with gratitude to our members and friends, I can say that we have a lot to show for our time, our collective efforts and our investments in the project and in the peo-



**Tom
DiPrima**

ple on the team that made it happen.

The first major project milestone — construction of new truck lanes over the Newhall Pass — began in May of this year. There were many stepping stones required to get there. Support for the organization and the project was cultivated and expanded. Environmental clearance was achieved in half the estimated time at 30 percent less cost. Design was expedited by Caltrans staff. Funding for construction was secured through public sector partners — Caltrans and Metro.

The Coalition established a “brand” by demonstrating creativity in transportation project readiness and acceleration — in some circles referred to as “the Gateway Coalition Model.” A unique, but replicable public-private partnership was created, resulting in a process to design, fund, and build new roadway capacity on Interstate 5.

Thank you for your part in the Coalition's success. We appreciate your

investments of time, money and support. We need and look forward to your ongoing participation as we continue our work to improve transportation and the quality of the life in north Los Angeles County's Interstate 5 corridor.

As we give thanks for the blessings of the season, reflect on our achievements in 2012 and look forward to the challenges and opportunities of 2013, I offer my wishes to you and yours for a glorious new year.

‘We have a lot to show for our time, our collective efforts and our investments in the project and in the people on the team that made it happen.’

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