



# SAN GABRIEL VALLEY TRANSIT **2012**

## **Big Fixes, Strong Measures, and Work to Be Done**



# Transportation Governance

The future of transportation in the San Gabriel Valley has interconnected relationships, all pulling toward better roads, highways and rails. Here are some of the major players:

The California Department of Transportation (Caltrans) manages more than 50,000 miles of highway and freeway lanes, provides intercity rail services, permits over 400 public-use airports and special-use hospital heliports, and works with local agencies. The governor appoints the head of the agency, though the state Senate must confirm the candidate. Six programs that help Caltrans implement its mission are aeronautics, highway transportation, mass transportation, transportation planning, administration and the equipment service center.

## THE ACE PROJECT

The Alameda Corridor-East (ACE) Construction Authority was established by the San Gabriel Valley Council of Governments (SGVCOG), a joint powers authority comprised of 31 cities serving 1.9 million residents of the San Gabriel Valley and unincorporated Los Angeles County. ACE was created to deal with a goods movement infrastructure construction program in the San Gabriel Valley. The ACE Project consists of various projects, which include center median and crossing arm improvements, traffic signalization, and grade separation projects along two 35-mile freight rail mainline routes from downtown Los Angeles through the San Gabriel Valley to San Bernardino County. The ACE Construction Authority has secured more than \$1 billion in federal, state and local funds for the ACE Project.

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is an independent transportation planning, design and construction agency. The Construction Authority is governed by an eight-member Board of Directors. In addition, cities from South Pasadena to Ontario are represented on two additional boards to the Construction Authority—the Joint Powers Authority (comprised of elected official representatives appointed by each corridor city) and Technical

Advisory Committee (comprised of city managers or their staff appointees).

Once construction is complete, the Construction Authority transfers the project to Metro to operate. This relationship is formalized in a Master Cooperative Agreement approved by both agencies' boards of directors. The current Master Cooperative Agreement, signed in July 2010, manages the relationship for planning and construction of the next two segments of the Foothill Extension from Pasadena to Azusa and Azusa to Montclair.

The Metro is governed by a Board of Directors whose 13 members are: the five Los Angeles County Supervisors, the mayor of Los Angeles, three Los Angeles mayor-appointees (one of whom needs to be a Los Angeles City council member), four city council members from cities other than Los Angeles, but within L.A. County representing those 87 cities (selected by the L.A. County City Selection Committee) and one non-voting member appointed by the governor. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the county's increasing mobility, accessibility and environmental needs

The California Transportation Commission consists of eleven voting members and two non-voting ex-officio members. Of the eleven voting members, nine are appointed by the Governor, one is appointed by the Senate Rules Committee, and one is appointed by the Speaker of the Assembly. The two ex-officio non-voting members are appointed from the State Senate and Assembly, usually the respective chairs of the transportation policy committee in each house.

The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of state and federal legislation that seeks to secure financial stability for the state's transportation needs. ●

## >>WHAT'S INSIDE



**4 MEASURE R:** The half-cent sales tax dedicated to improving transportation in Los Angeles County received strong voter support on the 2008 ballot. This November, voters might have a chance to extend Measure R beyond its 2039 sunset, allowing the Metropolitan Transportation Authority to bond against future tax revenues and build projects faster.



**7 FEDERAL HIGHWAY REAUTHORIZATION:** Federal funding for thousands of transportation projects across the country and 2.9 million jobs could be in jeopardy if Congress does not enact new legislation to continue the Safe, Accountable, Flexible and Efficient Equity Act, which is set to expire June 30.



**8 ALAMEDA CORRIDOR EAST:** With the expected increase in commercial rail traffic moving through the San Gabriel Valley, the Alameda Corridor-East Construction Authority will move forward with extensive grade separation projects throughout the region aimed at improving traffic and safety conditions for commuters.



**10 INDUSTRY IMPROVEMENTS:** Over the next few years, the City of Industry will undertake several major regional projects aimed at improving traffic conditions throughout the region. Among the list of transportation projects is "The Big Fix," which aims to address what is considered the third worst freeway interchange in the state.



**12 METRO GOLD LINE FOOTHILL EXTENSION:** The Metro Gold Line rails are stretching east into Azusa and possibly beyond. The Foothill Extension helped bridge Los Angeles to Pasadena, and in the near future will link Arcadia, Monrovia, Duarte, Irwindale and Azusa.



**14 SCAG REGIONAL PLAN:** The Southern California Association of Governments has compiled its Regional Transportation Plan for 2012-2035, which looks for regional investments of more than \$500 billion over the next 25 years in various projects.

## ABOUT TRANSIT 2012

Transit 2012 is produced by Chris Lancaster of Civic Publications and is an advertising special section that updates the public on major transit and transportation projects in the San Gabriel Valley. Content developed by Steve O'Sullivan and layout by Joy Jacob. For questions and comments, contact Chris Lancaster at [chris.lancaster@civicpub.com](mailto:chris.lancaster@civicpub.com).



# Interview with Incoming Metro Chair Mike Antonovich

## SUPERVISOR ANTONOVICH WILL BECOME CHAIRMAN OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ON JULY 1.

**AS INCOMING METRO CHAIRMAN, TOP PRIORITIES** What's needed is a regional approach to addressing Los Angeles County's transportation needs as a whole on behalf of our 88 cities and 134 unincorporated communities, as well as coordination with neighboring counties like San Bernardino and Orange, to address cross-county transportation needs that affect mobility in Los Angeles County. Priorities include:

- Coordinate and upgrade regional rail in Southern California
- Connect regional airports to surface transportation
- Foster public-private partnerships
- Improve goods movement network

**GOLD LINE EXTENSION** While construction of the Foothill Extension to Azusa is under way, we have to address the funding gap that prevents us from extending the Foothill Gold Line to Ontario airport. On the south side of the San Gabriel Valley, we need to accelerate the construction of the Gold Line eastside extension to South El Monte to bring light rail to this underserved portion of Los Angeles County.

The Measure R extension being discussed by the MTA board will provide no new money for the Foothill Extension until after 2055. It is possible to construct the Foothill Extension from Azusa to Claremont in an incremental, station-by-station approach if we were able to get smaller amounts of money over time.

An MTA motion I authored in 2009 gives the Foothill Extension first priority to acquire new local, state and federal funding (excluding federal new starts) for construction of the project's next phase.

**REGIONAL RAIL** The major problem we face is a lack of coordination and cooperation among our rail operators and the freight railroads to develop a rational, cost-effective and convenient rail system.

Our focus should be to coordinate service on two 200-mile rail corridors that connect the counties of southern California - a north/south corridor between Lancaster

and San Diego and an east/west corridor between Ventura and Indio.

On the north/south corridor, Amtrak serves San Diego to Burbank, but not Lancaster. Metrolink serves Lancaster to Oceanside, but not San Diego. Sprinter serves San Diego County but ends in Oceanside. On the east/west corridor, Metrolink serves Ventura to San Bernardino, but not Indio. Amtrak service to Indio is not designed to accommodate effective travel between the desert and Los Angeles.

We need to eliminate grade crossings, adding track capacity and increasing travel speeds.

**SURFACE TRANSPORTATION AND AIRPORTS** Los Angeles County, and the Southern California region, is home to multiple airports that serve the national air traffic market. Unlike most major metropolitan areas in the United States, our airports are disconnected from regional rail, thus creating unnecessary traffic congestion and air pollution as a result of uncoordinated, decentralized regional air traffic.



Supervisor Mike Antonovich

We need to connect the Green Line into the main terminals of Los Angeles International Airport, whether directly or via circulator. To correct this, MTA is working with Los Angeles World Airports, which operates LAX, and the Federal Aviation Administration to acquire the funding needed to link the future Crenshaw/LAX line into the airport. So far, LAWA has not committed to providing the funds to match the \$200 million provided for this project through Measure R.

**ONTARIO AIRPORT** Ontario airport must be developed into a stronger regional option for air travel for the San Gabriel Valley and the Inland Empire. It is time to transfer Ontario airport from languishing under LAWA control to local control where it can be treated as a regional asset and a priority.

Additionally, we need to link Ontario airport into our regional transportation system more effectively by connecting the airport to the Metrolink lines which already pass by the airport.

We also need to extend the Gold Line into Ontario airport as currently planned to connect the San Gabriel valley from South Pasadena to Claremont into the airport.

**UPGRADE METROLINK AND FREIGHT RAIL CORRIDORS** The San Gabriel Valley council of governments, MTA and SCAG have all approved my plan to study the Metrolink corridors between Los

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## Stay Informed, Be Engaged



### Alameda Corridor-East Construction Authority

- Project Helpline: 888.ACE.1426
- For other inquiries: 626.962.9292
- Email: [info@theaceproject.org](mailto:info@theaceproject.org)

### Los Angeles County Metropolitan Transportation Authority

- Transit info: 323.466.3876
- For other information including online contact: [www.metro.net](http://www.metro.net)
- For news and updates see The Source: [www.metro.net/news](http://www.metro.net/news)

### Metro Gold Line Foothill Extension Construction Authority

- Gold Line questions: 800.266.6883
- General information: [www.metrogoldline.org](http://www.metrogoldline.org)
- Facebook: [www.facebook.com/iwillride](http://www.facebook.com/iwillride)

### Southern California Association of Governments

- SCAG Telephone: 213.236.1800
- Email: [webmaster@scag.ca.gov](mailto:webmaster@scag.ca.gov)
- General information: [www.scag.ca.gov](http://www.scag.ca.gov)



# Extending Measure R

## WITH VOTERS' SUPPORT, A PLAN TO SPEED UP TRANSIT AND HIGHWAY PROJECTS

In 2008, voters strongly supported Measure R, imposing a half-cent sales tax dedicated to improving transportation in Los Angeles County.

In November, voters might be asked to extend the measure beyond its 2039 sunset - and allow the Metropolitan Transportation Authority to bond against future tax revenues and build projects faster.

Though still a long way from the November ballot and voter approval, extension of Measure R would have important consequences for transit and highway programs throughout the county by speeding construction on approved projects and allowing new transit and highway projects to be funded in the future as the Measure R projects are completed.

Metro planners are updating a list of projects that would be funded by the sales tax extension and a time line showing when current and future projects would be completed. The Metro Board is expected then to vote on whether to take the issue to voters.

The State Assembly already has approved a bill

that would allow Metro to ask county voters to extend indefinitely Measure R, which has committed an estimated \$40 billion to traffic relief and transportation upgrades throughout the county over 30 years.

According to Metro staff, a Measure R extension, in conjunction with federal loan support under the Transportation Infrastructure Finance and Innovation Act (TIFIA), would enable completion of 12 Measure R transit projects within a decade. And, an additional \$3.7 billion could be made available for highway projects in the next decade, most of which are not fully funded by Measure R.

### SAN GABRIEL VALLEY PROJECTS

The original Measure R plan provided funding for three projects in the San Gabriel Valley: the extension of the Gold Line Foothill light rail line, the Alameda Corridor-East roadway-rail grade separations and the 710 freeway tunnel proposal. The updated Measure

R plan which Metro staff proposes be presented to voters does not provide additional funding needed to complete the Foothill Gold Line extension to Claremont or all the Alameda Corridor-East grade separations. The updated plan would accelerate construction of the 710 freeway tunnel project and the Eastside Gold Line project but this light rail extension route has not been selected and may or may not be in the San Gabriel Valley.

The Foothill Gold Line light rail which starts in Pasadena and is scheduled to reach Azusa in 2015, is proposed to first be extended to Claremont, then Montclair in San Bernardino County, and ultimately to Ontario Airport. The original Measure R legislation defined the Foothill Extension as reaching Claremont but the original Measure R plan drafted by Metro officials provided funding only as far as Azusa. The issue then is how to pay for the Gold Line extension, with competing priorities for projects throughout the county and in the City of Los Angeles.



The Metro Gold Line Foothill Construction Authority has identified the cost of the 23-mile line from Pasadena to Claremont at about \$1.6 billion, with completion by 2021. Metro funded the 11.5-mile run from Pasadena to Azusa with \$750 million from Measure R revenues. The unfunded segment from Azusa to Claremont would cost an estimated \$764 million. San Bernardino County is studying ways to fund the final segment from Montclair to Ontario Airport.

San Gabriel Valley elected officials have asked for clarification from Metro whether an extension of Measure R would fund the Gold Line to Claremont. Metro CEO Art Leahy has said the Metro Board of Directors must decide whether to include the second phase to Claremont as part of a Measure R extension.

### CONGRESSIONAL SUPPORT

Members of the San Gabriel Valley's Congressional and state legislative delegation have expressed support for completing the Foothill Gold Line extension and the Alameda Corridor-East grade separations as has Fifth District Supervisor Michael D. Antonovich, who will become chairman of Metro on July 1, succeeding Los Angeles Mayor Antonio Villaraigosa in the role. The two officials have disagreed over Measure R and its projects.

The supervisor has questioned whether Measure R has favored Metro projects within the city at the expense of county residents, while the mayor, a leading proponent of Measure R, has made public transit a centerpiece of his term in office. Antonovich calls for a regional approach to transportation improvement, reflecting the need for highway and rail improvements. Villaraigosa points to the mix of new and accelerated projects that Measure R is funding both within and outside of the city.

As the Measure R projects are completed, new San Gabriel Valley projects that could be funded from an extension of Measure R include important highway projects such as the construction of traffic flow improvements to the congested and hazardous interchange of State Routes 57 and 60 in eastern Los Angeles County.

### STEPS TOWARD APPROVAL

The state Assembly in April approved the legislation authorizing the Measure R ballot measure, AB 1446 by Assembly Member Mike Feuer, D-Los Angeles, on a bipartisan vote and the bill now must pass the state Senate. The measure would authorize the Metropolitan Transportation Authority to ask county voters to extend the term of the Measure R sales tax authorization indefinitely. This extension would enable Metro to bond against future Measure R revenue and build transportation projects sooner than the original 2039 time frame.

In anticipation of the bill's enactment, Metro staff has prepared a Measure R plan and ordinance to put before the voters in November. In 2008, more than 67 percent of voters approved the measure, which commits approximately \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. ●

## 30/10 Speed Up



In 2010, the Metropolitan Transportation Authority supported



Los Angeles Mayor

Antonio Villaraigosa's

30/10 plan to speed up transit work with borrowing from the federal government. The mayor proposes ramping up the construction of 30 years' worth of projects in just 10 - to kick start not only transit work, but create jobs during a lull economy.

The proposal is tied to Measure R, the half-cent sales tax approved by voters in 2008 to pay for \$40 billion in work,



and its light rail, subway and bus projects. The proposal includes 12 key mass transit projects in 10 years, rather than 30.

The plan found support in Washington, D.C., but its future depends on inclusion in the federal transportation reauthorization. That legislation, only temporarily extended, does not contain funds for 30/10.

The mayor's plan has been called a hostage to political gridlock in Washington. Alternative funding ideas include seeking funding from the California Infrastructure and Economic Development Bank, and foreign lenders.

# Antonovich

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Angeles Union Station and the cities of San Bernardino and Riverside to identify upgrades that will allow for Metrolink trains to run safely at speeds up to 110 miles per hour, which is the federal railroad administration's standard for high speed rail.

In the past year, Metrolink has conducted a successful



Supervisor Mark Ridley-Thomas, left, U.S. Secretary of Transportation Ray LaHood and Supervisor Mike Antonovich, incoming MTA Chairman, earlier this month in Washington, D.C. discussing regional transportation issues facing Los Angeles County.

pilot program to study express trains between San Bernardino and Los Angeles. These trains have cut the travel time between San Bernardino and Los Angeles from 90 minutes to 60 minutes simply by skipping certain stations-- a practice common in the rest of the country.

The popularity of these express trains suggests that if Metrolink offered even higher-speed, faster trips between San Bernardino and Los Angeles, made possible by these

kinds of track improvements, then ridership would increase exponentially and traffic congestion on the San Gabriel valley freeways would be alleviated.

**ALAMEDA CORRIDOR** We need to move the alameda corridor-east program forward by spending the \$400 million in Measure R funds allocated to this program to build grade separations that will separate

freight trains and passenger trains from vehicle traffic.

## REGIONAL CONNECTOR

The regional connector will unite the Gold, Blue and Expo lines through downtown Los Angeles, allowing for direct train trips between the San Gabriel Valley and Long Beach, Santa Monica, and USC, with easy transfers to

LAX and the south bay.

The federal government has rated this project one of the strongest competitors for federal new starts funding because of the regional benefit in uniting different parts of Los Angeles County through the MTA light rail system.

Another major bottleneck in the regional transportation system is the configuration of union station for Metrolink and Amtrak service.

By continuing the tracks at Union Station through the south end over the 101 Freeway and back onto the mainlines just east of the station, these safety, capacity and speed issues will be greatly improved, thus reducing travel times on Metrolink trains through the San Gabriel Valley and allowing for direct train trips to all parts of Southern California. ●



Rep. Grace Napolitano



Rep. Judy Chu



Rep. Adam Schiff

In a May joint letter to the Metro board, Reps. Grace Napolitano, D-Norwalk, Judy Chu, D-El Monte, and Adam Schiff, D-Pasadena, asked Metro to include the Foothill Gold Line extension to Claremont on the proposed ballot measure, as well as three important rail projects in Los Angeles: the Westside Subway, the downtown Regional Connector, and the Crenshaw light-rail line.

## Measure R in Brief

- Measure R is a half-cent sales tax for Los Angeles County that finances new transportation projects, including rail and bus projects, commuter rail improvements, Metro Rail system improvements, highway projects, improved county wide and local bus operations and local city sponsored transportation improvements.



Canoga Station Art Project

The measure garnered the minimum two-thirds vote in the November 2008 election and became law January 2, 2009 with the tax taking effect in July 2009.

- Measure R is expected to generate \$40 billion in new local sales tax revenues over 30 years.
- Key projects include supporting the Expo light rail line on the Westside, a light rail connector in

Downtown Los Angeles, a Crenshaw corridor transit project, extension of the Metro Gold Line, the Foothill Extension of the Metro Gold Line, a rail connection to LAX, a Green Line Extension to the South Bay, a San Fernando Valley I-405 Corridor transit project, North-South Corridor transit project in the San Fernando Valley, a West Santa Ana Branch corridor project and a Westside subway extension.

- Highway projects include the Alameda Corridor-East grade separations in the San Gabriel Valley, soundwalls, High Desert Corridor, I-5/SR-14 interchange, I-5 from I-605 to

the Orange County Line including the Carmenita interchange, I-5 from SR-134 to SR-170, operational improvements in Arroyo Verdugo and Las Virgenes/Malibu, South Bay freeway ramp and interchange improvements, I-5 capacity enhancements north of SR-14, I-605 hot spot interchanges, SR-710 North gap closure, I-710 South, and SR-138.

- Measure R does not fully fund all projects. The expenditure plan identifies additional funding sources, including federal, state and other local support.
- Localities: The county's 88 cities and unincorporated areas receive 15% of all sales tax revenue for local needs such as major street resurfacing, rehabilitation and reconstruction; pothole repair; left-turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit service improvements. In addition, 20% of the sales tax revenue will subsidize County-wide bus operations.
- The private nonprofit Los Angeles County Economic Development Corporation (LAEDC) estimates that Measure R costs each resident an average of \$25 per person annually.



# Waiting for Congress, on Deadline

## TRANSPORTATION PLANNERS ARE WARILY EYEING A LOOMING DEADLINE FOR A FEDERAL HIGHWAY TRUST FUND

Congress needs to enact new legislation to continue the Safe, Accountable, Flexible, Efficient Equity Act - A Legacy for Users (SAFETEA-LU) and the Federal Excise Gas Tax, which are set to expire on June 30.

Without the federal gas tax of 18.4 cents per gallon, which was imposed in 1993 and has not been increased since, federal funding for thousands of transportation projects across the country and 2.9 million jobs could be in jeopardy.

“The California Transportation Commission recently projected nearly \$538 billion is needed over the next decade to repair, maintain and construct an effective, efficient and safe state transportation system, but anticipated revenues total only \$242 billion,” said Hasan Ikhata, Executive Director of the Southern California Association of Governments (SCAG), earlier this month.

“In addition, we need to expand the current system to account for the increase in population growth and support the prosperity of the top three industries in Southern California that are transportation dependent; trade, tourism and technology.”

### \$400 MILLION IN PROJECTS

According to officials, since the recession began, California has lost 1.8 million jobs, with the construction industry accounting for some of the largest job losses. They said that transportation funding provides funding for critical investment in roads, highways, rails and other public transportation needs and increases the productivity and efficiency of moving goods and people across the Southern California area.

“We have \$400 million in projects in the pipeline that accounts for 11,000 jobs,” said Rick Richmond, CEO, Alameda Corridor-East Construction Authority. But we need the federal funds to complete many of these projects and start the other projects that are approved but awaiting funding commitments.”

Rail improvements and the 57/60 freeway exchange are a few of the many projects in the San Gabriel Valley that could be helped by the funding.

The U.S. Senate passed a two-year, \$109 billion federal surface transportation reauthorization bill earlier this year. It would include an expanded federal loan program to speed up transit projects and give state and local transportation departments greater say on which projects are funded. The House is working on its own version of the bill. ●





# For ACE, Major Projects in Industry, El Monte and San Gabriel



The amount of commercial rail traffic that runs through the San Gabriel Valley is expected to increase by 60 percent within the next two decades, and that means intersections at rail grade crossings within the region are likely to see a big spike in vehicle congestion.

The Alameda Corridor-East Construction Authority has been working to address this issue through its extensive grade separations. Within the year, ACE will move forward with three major projects in Industry, El Monte and San Gabriel.

“The overall scope of the project is to create safety improvements at all of the crossings, and to construct 22 grade separations where the roads will be physically separated from the railroad crossings,” said ACE chief executive officer Rick Richmond.

The three projects are part of the 14 rail grade separations that make up Phase I of ACE’s program. Projects from this phase will be either complete or underway by the end of this year.

Of the mentioned projects, the 2.2-mile San Gabriel Trench grade separation will require the largest

undertaking. The plan calls for the lowering of a 1.4-mile section of Union Pacific railroad track in a trench through the city.

The \$498.5 million project will also require the construction of overpass bridges at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard.

Temporary and alternating closures of the aforementioned streets will be required during construction, and one lane in each direction of San Gabriel Boulevard will remain open.

In El Monte, a double-track railroad bridge will be constructed over a four-lane depressed roadway on Baldwin Avenue.

The \$80.5 million project will require the closure of Baldwin Avenue between Rose and Gidley streets during the 18 to 24 month construction period. Temple City Boulevard and Arden Drive through Lower Azusa Road and Valley Boulevard will be used as detours.

The Nogales Street rail grade crossing in the City of Industry has long been a choke point for vehicle traffic. ACE has planned the construction of a six-lane underpass and a double-track railway bridge over Nogales Street between San Jose Avenue and Gale Avenue / Walnut Drive.

The \$97.5 million project will require the closure of Nogales Street will between San Jose Avenue and Gale Avenue / Walnut Drive. North-south traffic will be encouraged to use Fairway Drive and Fullerton Road during construction.

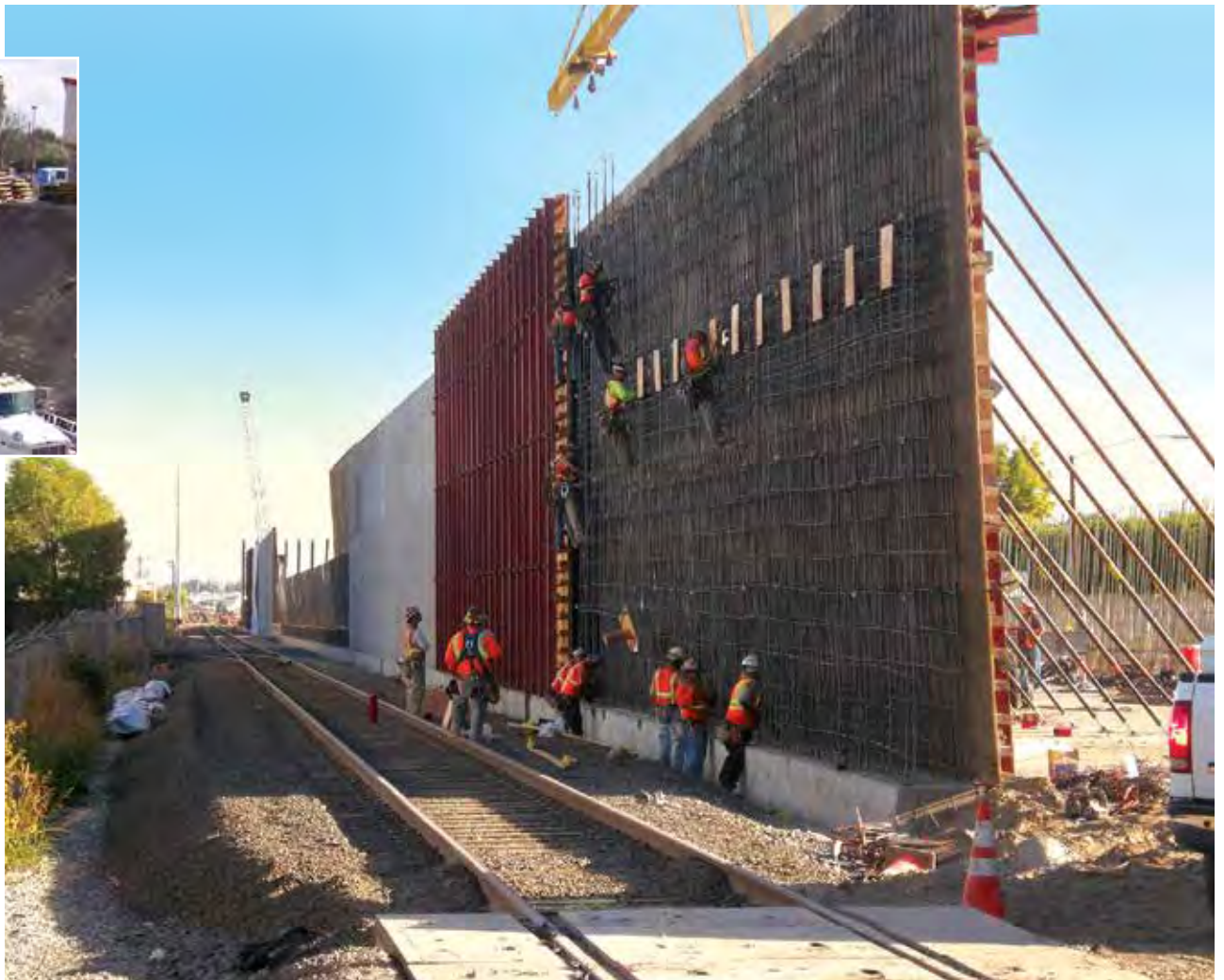
The three projects slated for this year are expected to create nearly 12,000 construction jobs over the next three to four years.

With \$1.13 billion of the necessary funding secured for Phase I, the next step is to secure funding for the final 8 grade separations that have been adopted to complete Phase II of the ACE program.

At an estimated cost of \$730 million, two-thirds of







funds for Phase II have been secured from local, state and federal sources. That leaves a funding shortfall of about \$260 million.

ACE will pursue additional funding sources, including opportunities for additional Measure R funds while the Los Angeles County Metropolitan Transportation Authority and Los Angeles County work on a voter initiative to extend measure R.

“Given our experience to date with the projects that we built we are optimistic that we can get the remaining resources that we need to try to finish the full scope of the project,” Richmond said. ●

## ACE Projects Will Create Jobs, Ease Trade and Reduce Congestion



**By the Hon. David R. Gutierrez  
Chairman, Alameda Corridor-East Construction Authority**

**A**s our economy slowly recovers from recession, the Alameda Corridor-East (ACE) Construction Authority stands to create

more than 11,000 jobs starting this summer and fall with the award of construction contracts for major roadway-rail grade separation projects in the San Gabriel Valley.

The Baldwin Avenue grade separation project in El Monte and the Nogales Street grade separation project in the City of Industry/unincorporated Los Angeles County will create just under 1,500 jobs each and ACE’s largest single project, the San Gabriel Trench grade separation, is projected to create almost 9,000 jobs over four years of construction.

As these projects start construction, the ACE Construction Authority is simultaneously preparing to begin or continue design of the following six grade separation projects: Fullerton Road near the

60 freeway, Hamilton Boulevard in Pomona, Fairway Drive near Valley Boulevard (subject to railroad concurrence), Fairway Drive near the 60 freeway, Puente Avenue near Valley Boulevard and Durfee Avenue in Pico Rivera.

The ACE grade separation projects sustain and mitigate the impacts of growth in imports and exports through the San Pedro Bay ports, which accommodate more than 40 percent of our nation’s containerized imports and the majority of California’s exports. These grade separations in the San Gabriel Valley are part of the larger ACE Trade Corridor, designated by Congress as a Project of National and Regional Significance, which accommodates approximately 60 percent of the port containers moved inland via the region’s transcontinental rail/highway network. The ACE grade separation projects are integral components of a regional strategy to encourage goods movement by train rather than by trucks on our congested freeways, an approach growing in importance as trade and train traffic continue to rebound.

To complete construction of the ACE program, we are seeking additional Federal, State and local funds. Federal transportation legislation being negotiated in Washington, DC offers the potential to fund nationally and regionally significant freight projects such as the ACE grade separations. And, if voters are to be asked this November to extend the Measure R half-cent sales tax for transportation projects in Los Angeles County, we will seek to ensure that additional revenues are made available to complete the ACE program. ACE was successful earlier this year in securing newly available state bond funding, and we will continue to work to ensure we can take advantage of future funding opportunities to complete the ACE grade separation projects.

David R. Gutierrez is Chairman of the Alameda Corridor-East Construction Authority and a City of San Gabriel Councilman. For more information about the ACE Project, please call 888.ACE.1426 or visit [www.theaceproject.org](http://www.theaceproject.org).



# Putting the Big Fix on the Road



**T**he City of Industry is investing in several major regional projects over the next few years aimed at improving transportation throughout the San Gabriel Valley.

Industry officials and transit agencies targeted key contributors of traffic within the region, including congested streets, intersections and the interchange between the 57 and 60 freeways.

“The Big Fix” is among the list of transportation projects, and aims to reduce traffic at the 57 and 60 Freeway interchange, rated the third worst in the state in terms of vehicle congestion by the Caltrans Highway Monitoring Program.

The first phase calls for a slip on-ramp to the westbound 60 Freeway from Grand Avenue to be constructed along with a merging lane for traffic.

The project is expected to cost \$16.5 million and is scheduled to start construction in fall. Caltrans has already entered cooperative agreements for the

acquisition of the right of way for Phase I.

It will also be necessary to reconstruct an existing storm drain beneath the proposed westbound on-ramp at Grand Avenue. A contract is presently in the works with H&H General Contractors for the auxiliary project.

The second phase will concentrate on improving the intersection at Grand Avenue and Golden Springs Drive. The \$15 million phase is expected to begin in a year and a half from now.

The Los Angeles Metropolitan Transportation Authority provided grant funding in the amount of \$8.7 million for Phase I and \$6.8 million for Phase II. The Industry Urban Development agency has pledged \$35 million, a portion of which will be used to match MTA contributions.

“The City of Industry is fortunate to be able to work on and offer assistance for regionally significant projects,” said Industry city engineer J.D. Ballas.

Industry’s contribution is also going toward funding



for the Grand Avenue Interchange toward the 57/60 Confluence project to complete environmental documentation and final construction documents for Phase III.

Industry officials are working to secure funding for phase III, which is expected to cost \$233.5 million and pay for the widening of the Grand Avenue Bridge, the creation of bypass roads, a westbound bypass ramp from the 60 to Grand Avenue and carpool connectors.

Also projected is the construction of freeway connectors from the southbound 57 to the eastbound 60 Freeway and vice versa.

With the support of congressional leaders, including Representative Grace Napolitano, Democrat, Santa Fe Springs, project supporters are hoping to secure \$155 million in federal funding to move forward with the third phase of the project.

Industry is also contributing \$700,000 to help design and construct a new onramp to the 605 Freeway from Valley Boulevard.

Long plagued as a major source of traffic for

► **“The City of Industry is fortunate to be able to work on and offer assistance for regionally significant projects.”**

**J.D. Ballas,  
Industry city engineer**

commuters on Valley, the new onramp is set to replace the current single lane squeeze that drivers must face entering the freeway.

Industry is working with the Alameda Corridor-East Construction Authority to address a major bottleneck in Industry, located near the mile-long stretch of Gale Avenue and Walnut Drive that crosses Nogales Street.

The first phase of the \$100 million construction project will widen Gale Avenue and Walnut Drive near

Nogales Street to ease traffic. Work is set to start on this year-long improvement within the next month.

The next phase of the ACE project will see the construction of a railroad crossing underpass at Nogales, allowing commuters to bypass all rail traffic throughout the day.

The City of Diamond Bar is also working with the City of Industry to make improvements to the Lemon Avenue / 60 interchange while leaving existing retail businesses located on all four quadrants of the Golden Springs intersection untouched.

A \$19 million project is in the works to construct a three-legged interchange consisting of a west-bound on-ramp, an east-bound on-ramp and an east-bound off-ramp from the 60.

Federal and state transportation funding has already been secured to the amount of \$11.3 million. The Industry Urban Development Agency will match the remainder of project costs.

Caltrans is currently in the process of acquiring the necessary rights of way. ●





# Gold Line Construction on Time and on Budget To Extend Light Rail along the Foothills of the San Gabriel Valley



The Gold Line Bridge under construction on the I-210 freeway is the most visible symbol of the significant progress the Metro Gold Line Foothill Extension Construction Authority is making in bringing light rail to the Foothill communities of the San Gabriel Valley.

The bridge is expected to be completed this fall, providing a new "Gateway to the San Gabriel Valley" and achieving another major milestone in the construction of the Gold Line Foothill Extension segment linking Pasadena to Azusa.

Financed with funds from Measure R, the half-cents sales tax increase Los Angeles County voters approved in 2008, this \$735 million segment of the Gold Line Foothill Extension is on budget and on schedule to be completed in late 2015.

## CONSTRUCTION CREATING MUCH-NEEDED JOBS

Its construction is expected to generate nearly 7,000 new jobs (2,600 in construction) and \$1 billion in economic output for the region during its four-year construction

period, according to the Los Angeles Economic Development Corp.

Using a design-build approach, the Construction Authority is moving forward faster than would otherwise be possible. For instance, construction on the Gold Line Bridge began months ahead of the final design's approval. By using this process, the Construction Authority is creating jobs sooner, when they are most needed.

## FOOTHILL EXTENSION INVIGORATING LOCAL ECONOMY

The Gold Line Foothill Extension also will generate significant long-term economic benefits for the cities it will serve. The cities are spending millions of dollars updating their streets, landscaping, utilities and general plans to take advantage of their proximity to the Gold Line extension. Some 1,200 acres of opportunities exist for transit accessible business, residential and mixed-use developments near the Gold Line's future stations.

Already, much of Pasadena's growth (part of the first



phase of the Gold Line, the Los Angeles to Pasadena extension) in the last decade has been close to its Gold Line stations. The city boasts more than 1,800 new residential units within easy walking distance of the Gold Line stations and approximately 75,000 square feet of newly developed retail and commercial space. Together, these represent an investment of some \$500 million into the local economy.

**CONSTRUCTION AUTHORITY’S STRONG RECORD OF ACCOMPLISHMENTS**

Established in 1999 to complete the stalled light rail line project to the San Gabriel Valley, the Construction Authority already completed the first segment from Los Angeles to Pasadena on time and under budget. That 13.7-mile section opened to the public in 2003, and monthly boardings on the Gold Line have nearly doubled in just the last two years to more than 1 million in 2011.

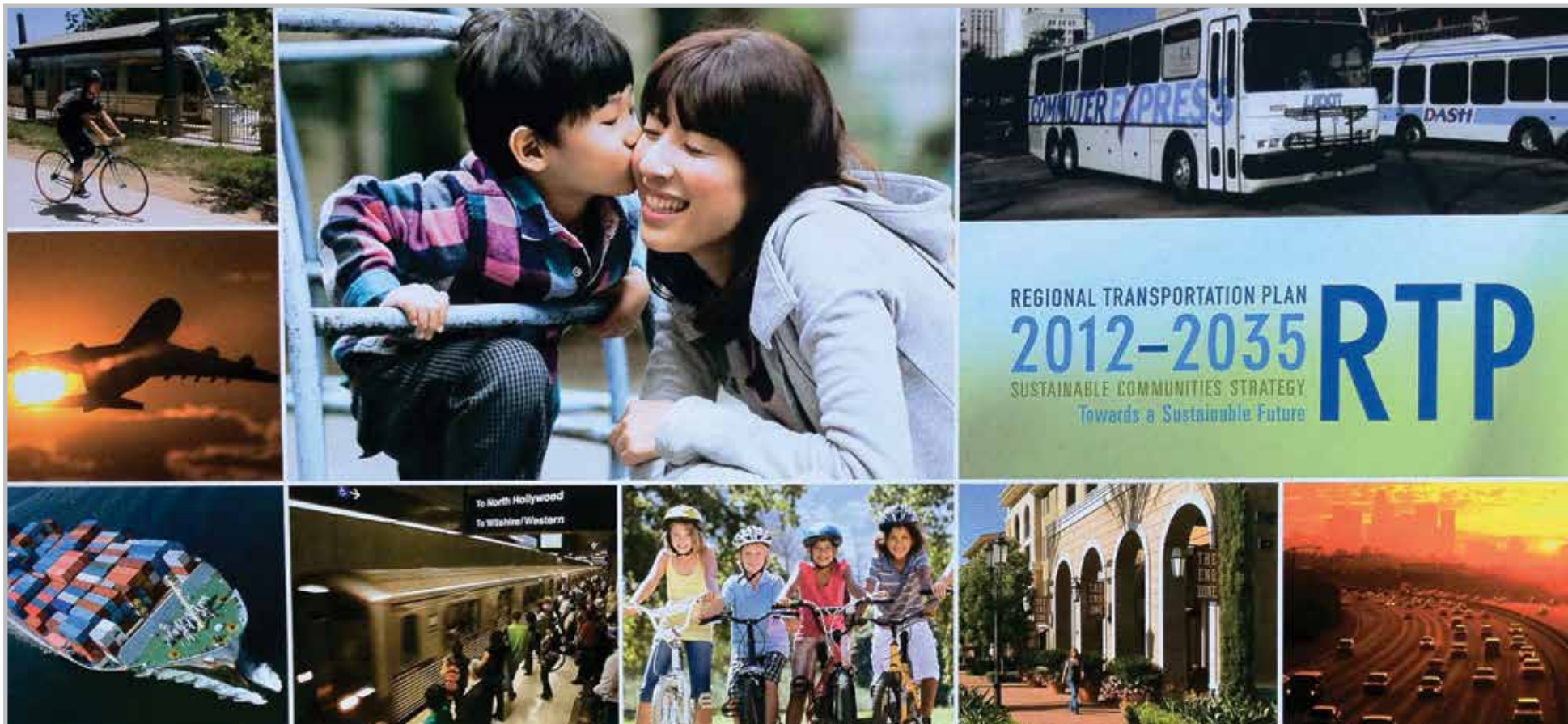
The Construction Authority is now seeking funding to complete the future segments of the Foothill Extension, linking Azusa to Montclair and, eventually, to the LA/Ontario International Airport.

Working together with elected leaders, state and federal officials, local communities and residents throughout the region, the Construction Authority is on track to complete the light rail extension to Azusa in late 2015 and preparing the next segment (from Azusa to Montclair) for construction —easing traffic woes and helping to ensure a healthier and more prosperous future for all who live, work and visit Los Angeles County. ●





# Regional Transportation Plan 2012-2035



**T**he Southern California Association of Governments recently completed its Regional Transportation Plan for 2012-2035, which outlines planned improvements and principles over the next two decades.

The RTP is a result of a multi-year process. SCAG performed an analysis of the region's transportation system, the future growth of the region and potential new sources of revenue. It also reached out to the region to hear what its members had to say.

Mobility, economy and sustainability are stated in the RTP as the three main principles moving forward.

The RTP also outlines a commitment to reduce emissions from transportation sources, improve public health and meet the National Ambient Air Quality Standards set by the federal Clean Air Act.

The development of a zero emission freight transportation system was detailed to maintain economic growth in the region while sustaining quality of life and meeting federal air quality requirements.

The RTP also outlines a transportation infrastructure investment strategy that SCAG hopes will benefit Southern California, the state and the nation in terms of economic development, competitive advantage and overall competitiveness in the global economy.

The association plans to accomplish its mission of promoting economic growth, personal well-being and livable communities for all Southern Californian residents through developing long-range regional plans, providing information services and analysis for the region.

The RTP also outlines a number of improvements to the region's multimodal transportation system, including closures to gaps in the network and strategic expansion of the transportation system in order to address regional mobility needs.

## THE NEXT 25 YEARS

The RTP proposes investing more than \$500 billion over the next 25 years in projects aimed at improving the quality of life of the region's residents by enhancing the transportation system:

- \$49.7 billion in transit projects including extensions and expansions to bus rapid transit, light rail transit, heavy rail transit and bus services.
- \$51.6 billion in passenger and high-speed rail extensions and improvements.
- \$6 billion in active transportation, including increasing bikeways, safety improvements and deficient sidewalks that comply with the Americans with Disabilities Act.
- \$4 billion in transportation demand management.

- \$6.8 billion toward transportation systems management.
- \$72.3 billion in Highway improvements, extensions and developments encompassing mixed flow networks, high-occupancy vehicle lane networks, high-occupancy toll networks and toll facilities.
- \$22.1 billion in arterial improvements, including spot widenings, signal prioritization, driveway consolidations and relocations and grade separations at high volume intersection, among other improvements.
- \$47.9 billion in improvements for goods movement, including grade separations, freight rail enhancements, truck mobility improvements and emission reduction strategies.
- \$216.9 billion toward operations and maintenance of the multimodal system of transit, highways and arterials.

## REVENUE SOURCES

- 43 percent - Core Local: \$225.5 billion
- 10 percent - Additional Local: \$51.9 billion
- 6 percent - Core Federal: \$33 billion
- 16 percent - Additional Federal: \$84.3 billion
- 9 percent - Core State: \$46.8 billion
- 16 percent - Additional State: \$84.2 billion ●



# Sam Pedroza

**CLAREMONT CITY COUNCIL  
MEMBER AND RECENT MAYOR,  
APPOINTEE METRO GOLD LINE  
JOINT POWERS AUTHORITY**

## MEASURE R AND GOLD LINE EXTENSION

Measure R should be considered a contract between the agencies representing transportation projects and the taxpayers. The voters of the San Gabriel Valley were promised a light-rail project connecting the San Gabriel Valley to metropolitan Los Angeles. Measure R, which voters passed in 2008, clearly states that the Gold Line Foothill Extension will connect all the cities along the San Gabriel Valley foothills, from Pasadena to Claremont.

## KEY TRANSPORTATION NEEDS OF THE SAN GABRIEL VALLEY

The San Gabriel Valley simply needs transportation options other than our automobiles.

The popularity of the Metrolink trains and the growing usage of the Gold Line light rail out of Pasadena clearly demonstrate that our residents make use of the options available to them. The ACE projects and Foothill Transit buses help a great deal in alleviating traffic congestion throughout our streets as well.

## WHAT PROJECTS SHOULD BE THE TOP PRIORITIES FOR MEETING THOSE NEEDS?

We should seek out projects that can begin construction immediately, have no right-of-way constraints, put people to work, and make the most use of the intent

of the voter-approved Measure R funds. One project clearly meets all these principles and that is the Gold Line Foothill Extension project from Pasadena to Claremont.

## TAXPAYER SUPPORT FOR MASS TRANSIT

It is important to note that all transportation options are paid for by taxpayers and these options each rely on a certain amount of public subsidies. It is ultimately through the planning efforts of organizations such as the MTA and Caltrans to determine which projects make the most sense. Automobiles may continue to rule, but with smart planning, and political willingness, the San Gabriel Valley offers the opportunity to once again offer rail as another option for our residents. ●

# Bob Huff

**SENATE REPUBLICAN LEADER  
(R-DIAMOND BAR)**

## MEASURE R

Los Angeles County voters in November may be asked whether to extend, perhaps for decades or even forever, the collection of a half-cent sales tax to fund congestion-relief and transit projects programs known as Measure R. Although an Assembly bill now in the Senate anticipates that an updated expenditure plan will be provided to voters before the election, during these economic times the Legislature must be confident that any potential tax be warranted and truly necessary before we ask voters to take on another burden.

In its current state, Assembly Bill 1446 (Feuer) does not provide enough specificity on whether the projects to be funded by an extension of the sales tax can actually be completed. Without this information, the benefit to the county and its citizens is unclear.

## PROJECTS

It is my position that an extension of the sales tax should not be extended in perpetuity and must result in completing more of the projects identified in the initial Measure R legislation from four years ago, and not just the Westside Subway and Regional Connector. These are two extremely expensive projects that have the potential to utilize all of the local tax revenue for decades, at the expense of the rest of the county and the many other important projects planned.



## GOLD LINE EXTENSION

An important project to my district is the Gold Line Foothill Extension light rail line from Pasadena to Claremont. Metro, through AB 1446, must include funding for this project to Claremont since this was the voter's mandate and an explicit legislative requirement. Over and over again, Metro shows the project going only to Azusa. No one doubts that the voters approved the Foothill Extension to Claremont when the initial Measure R, capped at 30 years, was approved on the ballot in November 2008.

## ALAMEDA CORRIDOR

Funding to complete construction of the Alameda Corridor East Construction Authority's highway-rail grade separations in the San Gabriel Valley and the Foothill Extension from Pasadena to Claremont must be included in any extension of Measure R through AB 1446 before additional projects from the countywide Long Range Transportation Plan are funded in future decades from Measure R revenues.

## 57/60 CONFLUENCE

Another important project currently outside of the Measure R plan but which could be funded in the future as each of the Measure R projects in the San Gabriel Valley are completed is the 57/60 confluence project. This project is a three-phase program of improvements consisting of a mix of ramp and interchange reconfigurations plus the addition of auxiliary collector/distributor and

bypass lanes to significantly reduce the weaving and resulting congestion and accidents at the confluence of State Routes 57 and 60 in eastern Los Angeles County, connecting Orange and Los Angeles counties with the Inland Empire.

The San Gabriel Valley needs all of these projects to be funded to help solve our goods movement and congestion management problems, and the Measure R plan, if it is to be placed before the voters, should provide assurance that the projects and programs promised will be delivered. ●



# How to pay for nation's roads? By the mile

BY CYNTHIA KURTZ

Everyone uses roads -some of us are drivers, some of us are passengers. You may use a car, a truck, a bus or a bicycle. But if it has wheels, then it needs roads. How to pay for roads has become a major issue. Those of you who think the roads are paid for with gas taxes please stick with me for at least a few more sentences before you fold the paper because while you are partially correct, you are not totally correct. Almost all of the revenues from the 18.4 cent federal gas tax and 17.3 cent state gas tax are used



to pay for highways and transit. Unfortunately, those revenues make up only a small fraction of the overall maintenance costs and capital funding needed for the transportation system.

Currently a new Federal Highway Bill is being debated in Washington

D.C. and a new Regional Transportation Plan is moving through the adoption process at the Southern California Association of Governments (SCAG). Both Congress and SCAG are struggling with what to do about increasing transportation infrastructure costs for both repairs and new roads while faced with decreasing gas tax revenues ironically caused to a great extent by wider use of gas efficient and hybrid vehicles.

The public has some definite opinions about how to pay for roads. A 2011 Reason-Rupe national public opinion survey asked respondents if they would be willing to pay a higher gas tax to pay for repairing crumbling roads and transit systems. No surprise in today's "no new tax" climate - 77 percent said they were opposed to any increase in gas taxes.

Raising the gas tax really doesn't offer a good solution. Trying to pay for transportation by raising the tax on some-thing that we are using less and less of is very



much like a dog chasing his tail. A lot of movement but no progress.

## TOLLS OR TAXES?

In the same 2011 survey, tolls were favored over taxes by 58 percent to 28 percent to pay for new roads. That sounds fair. There is a direct relationship between using the road and paying for it.

What about the maintenance and improvements needed today? Everyone in Los Angeles County knows our streets and highways are woefully under-maintained.

Paying for roads by charging a per mile traveled fee as a replacement for the gas tax is beginning to get more attention. Revenues could be distributed to federal, state and local governments based on which roads are used. If you are always on the freeway, then your dollars would go to maintaining freeways. If the grocery store and local park are more often your destinations, then the local roads would get the funds to keep local roads safe and well maintained.

Distance based charges are in place in Germany, Austria, Switzerland and the Czech Republic. There are pilot projects closer to home. The Oregon Department of Transportation began testing VMT fees in 2006. The University of Iowa is currently testing hardware, billing systems and support for shifting to road user fees in 14 states.

No one can say how long it might take to move to a new system. The policy questions, not that technology questions, will take longest to resolve. First we need a set national policy direction...meaning Congress needs to agree, then state legislation must be adopted and finally resolution of administrative issues for collecting and distributing the funds must be worked out. More fuel efficient vehicles are a boom for the air we breathe and our pocketbooks but let's not forget about paying fairly for the public roads we all use. ●

**Cynthia Kurtz is President and CEO of the San Gabriel Valley Economic Partnership. She is former city manager of Pasadena and earned a masters degree in transportation and urban planning.**



## The Road Ahead (and Rail) with the San Gabriel Valley Economic Partnership

Come hear updates and details on transportation projects in the San Gabriel Valley, with updates from: Fran Inman - California Transportation Commissioner; Alameda Corridor-East Construction Authority, Caltrans Metropolitan Transportation Authority and Metro Gold Line Foothill Extension. There is no cost to attend this event, 9:30 to 11 a.m., Friday, June 29, at the Partnership offices, SGV Corporate Campus, 4920 Rivergrade Road, Irwindale, CA 91706