

FALL 2019

MOBILITY

ROAD | RAIL | TRANSIT

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Why don't I use public transportation?

On a recent weekday afternoon I drove myself from West Covina to Inglewood. To my exasperation, a trip of 30 miles took more than 2 1/2 grueling, frustrating hours – longer than my recent flight from LAX to Salt Lake City, Utah.

With more than 10 million people in L.A. County, it seems no matter what time of day you travel, freeways are maxed out. They seem to reach capacity in the morning commute, and continue solidly that way throughout the day. It's beyond frustrating for most people to realize that such a huge part of their day is spent idling in traffic.



Chris Lancaster

And as I sat there, inching along to Inglewood, I thought, "Wouldn't it be great if most of these people would just get out of their cars and take public transportation? Then I would have a congestion-free freeway." Then I thought, "Why don't more people take public transportation?" Eventually, I got to the real core question, which is, "Why don't I take public transportation?"

See how my brain worked there? First, I placed the blame on **others** – wondering why others didn't take public transportation. And then I wondered why **others** didn't clear the way so I could travel by my preferred method. Only after I exhausted those questions did I get to the real core issue. It needs to be a "me" thing for all of us.

In general, I think most people who avoid public transportation have several reasons. Below are three of mine:

1. **It takes time.** I don't want to wait 20 minutes for a bus or train and then take 30 minutes to get to my destination, when I can drive my car and be there in 15 minutes (providing traffic is flowing).
2. **Is it safe?** I don't want to be in a crowded space in close proximity with strangers, a situation in which I would likely feel anxiety.
3. **Public transportation doesn't go there.** In most cases, I can't take a bus or train directly to my destination, which then requires I walk some distance or grab some other transportation (Uber? Lyft? Another bus? An electric scooter?) for the final leg. And if I am carrying a heavy briefcase or groceries, it seems like too much hassle.

One tool that would help me to use public transportation is the **Trip Planner** feature found on the Metro and Foothill Transit websites. It's simple. I type in my current location followed by my final destination and voilà, it lays out a complete travel plan, by bus and/or train. It also shows the walking distance to my final destination.

Are you wondering, like I was, "How long would it have taken to travel by public transportation to Inglewood?" The answer is "about the same." The Trip Planner indicated 165 minutes (2 3/4 hours), and I would have had to walk about a quarter mile. However, I would have been able to use at least two hours of my travel time to work on my laptop, text, make phone calls, etc. That's not something you can do while driving. And walking a quarter mile? I need that exercise. I would have avoided the traffic frustration, saved my gas, and not polluted our air with fumes from my car, as well.

So I've answered #1 and #3 for myself. I'll work on #2. I figure the best way to do that is to simply try public transportation. You know the motto "Just do it"? Yeah, I need to just do it.

It's time to make it personal, for all of us. Will you join me in taking the pledge to take public transportation? Let's make this work.

Best Wishes,
Christopher W. Lancaster
Publisher



Metro continues to accelerate transit options, including light rail, throughout the Greater Los Angeles area to meet the needs of commuters now and prepare for major events such as the 2028 Summer Olympic Games.

Metro Board's New Maverick Leader Inglewood Mayor James T. Butts Brings a Practical Vision to Transit Agency

By Elizabeth Smilor
Special Sections Writer

Change? Challenge? Bring it on!

New Metro Board Chairman James T. Butts is mayor of one of the most rapidly changing cities in Southern California. As he likes to say: "The only thing that has changed in Inglewood is Everything!"

Mayor Butts finds it fitting that he's stepping in to lead the Metro Board just as many changes directly tied to transit are happening in Inglewood. "We're at this juncture in history where a city of nine square miles is about to become the sports and entertainment capital of the western United States — if not the country — and we're at a time when the Crenshaw/LAX Line is opening," he said. "It seems like it's fate that I would be the Chair at a time when everything is coming online."

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For comments or questions, email Chris Lancaster at chris.lancaster@civicpub.com



New Metro Chairman and Inglewood Mayor James T. Butts speaks from the center podium at a Blue Line event. Around him from left are: Compton Mayor Aja Brown; Los Angeles County Supervisor and Metro Board Member Janice Hahn; Metro Senior Executive Officer of Project Management Tim Lindholm; Long Beach Mayor and Metro Board Member Robert Garcia; and Metro Board Member Jacquelyn Dupont-Walker.

Butts, who will be the Metro Chair until July 2020, is in his third term as mayor of Inglewood, where the Forum has been renovated



Phillip A. Washington
Metro CEO

into a premier concert venue, the Rams and Chargers new football stadium will open next fall and a new Clippers basketball arena will open in 2024. The Crenshaw/LAX Line is scheduled to be completed in 2020 and the train will tie all this to the Greater L.A. area. In addition, Butts is in talks with entrepreneur Elon Musk about adding a transportation tunnel to reach these venues and Metro is supporting a major public art project called Destination Crenshaw to promote the history and culture of the area near the new train.

“We want to be the incubator that helps change people’s behavior — so they stop thinking of mass transit as an esoteric concept that

they would not use to one they actually want to personally ride,” Butts said.

“Metro’s commitment to deploying only the cleanest available buses made in the United States has always been ahead of mandates and regulation.”

Phillip A. Washington
Metro CEO

Furthermore, he wants to see seamless transit connectivity throughout the Greater Los Angeles area. As Metro’s Chairman, Butts plans to take a practical and realistic approach to improving and expanding transit, whether it’s buses or trains.

“I have a vision, but a vision without execution is pure hallucination,” Butts said. “The most effective thing I can do is recalibrate Metro’s aspirations. My vision is to be more practical and less aspirational.”

Along those lines, Butts said he would like the Board to reevaluate its plan to electrify the entire bus fleet by 2030 and to consider an above ground train from the San Fernando Valley to LAX rather than a subway, which he argues would be less costly and faster to build.

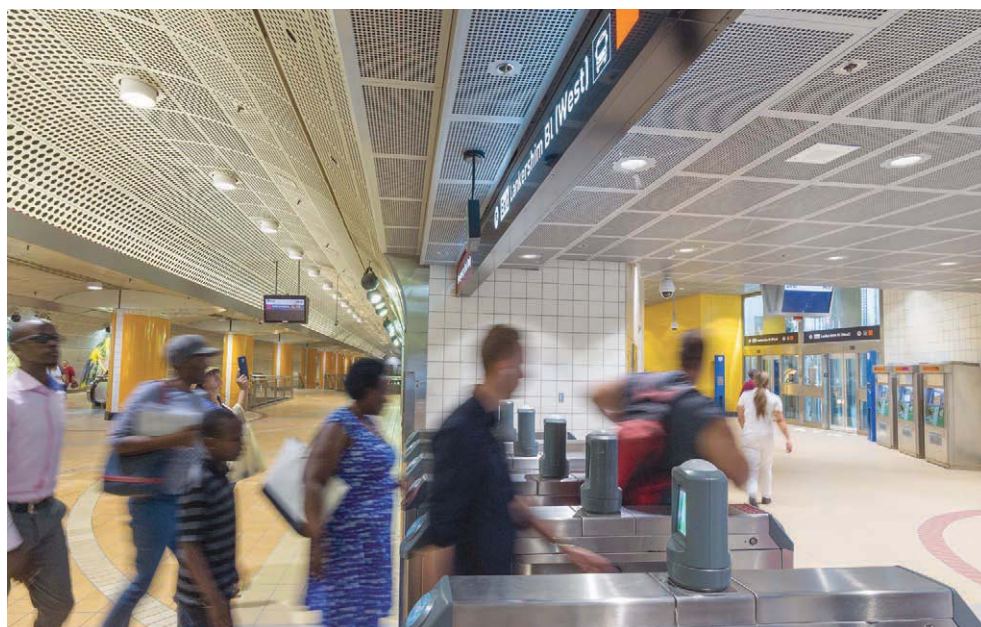
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"I have a vision, but a vision without execution is pure hallucination."

James T. Butts *Metro Board Chairman*



Now in his third term as Mayor of the City of Inglewood, James T. Butts has seen a lot of progress in the city from renovations at The Forum concert venue to the start of construction on the new stadium for the Los Angeles Rams and Chargers professional football teams. As he likes to say, "The only thing that has changed in Inglewood is Everything!"



"The Board voted to electrify the entire fleet of buses by 2030 instead of the state mandate of 2040," Butts said. "First of all, it's going to cost us about a half-billion dollars extra and second of all, as everyone knows, technology improves as time goes by. In that 10-year window between 2030 and 2040 there could be some massive advancements in the quality of electrical motors, the capacity of batteries and the development of electrical charging infrastructure that can quick-charge a vehicle."

The Metro Board in 2017 unanimously adopted a motion endorsing a comprehensive plan to transition the agency to a 100 percent zero emission bus fleet by 2030. The plan is contingent upon two primary factors: continuous advancements in electric bus technology — which includes an increase in range, reduction of charging times and extension of battery life cycles — as well as a drop in price as technology develops. Metro is the largest American transportation agency to endorse such a goal.



The Metro Board has voted to electrify its entire fleet of buses by 2030 ahead of the state mandate of 2040, contingent upon pricing and technology advances. Above and below are some of the electric buses being put into service by Metro.

“Metro’s commitment to deploying only the cleanest available buses made in the United States has always been ahead of mandates and regulation,” said Metro CEO Phillip A. Washington. “These truly zero-emission buses will help us reduce our dependence on fossil fuels and help fight climate change.”

As the buses are being transitioned, Metro is focusing on current service and connectivity. Butts supports the completion of the NextGen Bus Study, which aims to improve routes and schedules to better serve more riders.

“The reality is that you have all these separate bus lines in separate communities without some overarching synergy to maximize the ease of using transit between jurisdictions — the NextGen Bus Study does just that,” said Butts. “It looks at all these bus resources to see how we can combine them in terms of scheduling and drop-off points, so more people say ‘I want to get on a bus in my community.’”

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Rider safety is also a top priority for Butts, who has more than 35 years of law enforcement experience, including time as deputy chief of police in Inglewood and chief of police in Santa Monica. He has already introduced a program to better track officers assigned to Metro to ensure they are on the transit system for the maximum amount of time in a shift. He said reported crime is low on transit and that police presence makes riders feel safe.

"I believe he [Mayor Butts] will be an effective Chairman that prioritizes safety and efficiency throughout Metro's bus and rail services."

Kathryn Barger
Los Angeles County Supervisor

"I believe he will be an effective Chairman that prioritizes safety and efficiency throughout Metro's bus and rail services."

"Mayor Butts has ably served the people of Los Angeles County for over 40 years both in uniform and out and I have personally witnessed his conviction in fighting for the transportation priorities of the Metro Southwest Corridor Sector communities, whom he has been elected to serve," said Los Angeles County Supervisor Kathryn Barger.



Los Angeles Supervisor and Metro Board Member Kathryn Barger, center, chats with Metro CEO Phillip Washington, left, and Board President James Butts, right. Below, the Metro Gold Line Soto Station.





Chairman Butts, who worked in law enforcement for more than 35 years, recognizes the importance of police presence on the Metro system, which includes large transit stations, at right.

Overall, Butts wants Metro to continue striving toward building and operating a system that fits the lifestyles of more commuters.

“The whole thing about mass transit is that people in this country, and particularly in the California region, are wedded to their automobiles,” Butts said. “They like the autonomy to be able to go where they want when they want. The closer you get mass transit, particularly buses, to go when and where people want, the more people will use them. What changes people’s behavior? When they get what they want and the alternative is more satisfying than what they had.”

When asked what Metro’s greatest needs are, Butts is unapologetically candid: “Cash, because cash can be the blunt force instrument that makes things happen,” he said. “That being said, if there’s only a finite amount of cash then you have to have leadership that can prioritize, that can tamp down on everyone’s need to have aspirational goals that muck up execution.” ○





Caltrans Focuses on Safe, Optimal Transit in L.A. County

John Bulinski Wrapping Up First Year as District 7 Director

By Grace Washburn
Special Sections Writer

Every day in Los Angeles County, vehicles travel an average of 111 million combined miles. That's equivalent to more than 4,400 trips around the world.

"The biggest challenge in this region is congestion," said John Bulinski, director of Caltrans District 7 that covers Los Angeles and Ventura counties. "No other district, other than maybe the (San Francisco) Bay Area, has this level of traffic and congestion."

Bulinski was appointed as the District 7 director about a year ago. Previously, he was director in District 8 covering San Bernardino and Riverside counties and District 2 in northeastern California. District 7 includes 42 freeways and highways with 1,173 freeway and highway miles in Los Angeles County and 300 miles in Ventura County. Nearly every mile will be undergoing some sort of improvement during the next 10 years, thanks in part to SB1, the voter-approved gas tax, Bulinski said.

"SB1, when it was passed, put a requirement that we identify and address four of our primary assets which are pavement, bridges,



John Bulinski, Director
Caltrans District 7

culverts and ITS elements, which are all the electrical components on our system," he said. "We need to bring 95 percent of those four assets up to a state of good repair within the next 10 years. So that is really our primary focus."

Improvements along the roads and highways are important to ensure the safety of drivers and to improve traffic flow wherever possible. In District 7, Bulinski said he is working closely with Metro, cities and transit agencies to inform the public of ongoing and upcoming work and to also provide other transit options.

"We've been known as the highway department, but we really need to think about the alternatives that exist. We can't build more lanes and eliminate congestion. We can make some improvements and reduce congestion in some areas, but just based on volume of traffic today and what we expect in



Above and at right, improvements are made on the Empire Avenue Interchange on the I-5 Freeway in Burbank. The interchange is one of many Caltrans projects along the I-5 corridor. *Photos courtesy of Samer Momani, Caltrans*

At left, an aerial view of the I-110/I-105 interchange, also known as the Judge Harry Pregerson Interchange. The interchange also houses the Harbor Freeway Metro Station. *Photo courtesy of Thomas Ritter, Caltrans*



the future, that's not the solution," Bulinski said. "We need to work closely with transit operators to coordinate better and provide information and options to the traveler."

To lessen the impact on commuters during construction, Caltrans crews work nights and weekends and public notices are issued in advance with alternative routes. For everyday maintenance, Caltrans is using a "swarm" method that closes a portion of road for a shorter time while multiple crews perform a variety of tasks such as pothole repair, debris pickup and landscaping.

A few major projects being funded by SB1 are: The paving of California State Route 138 in L.A. County, which was just completed; pavement along more than 12 miles of Interstate 5 to be completed by the end of 2020; and a \$136-million improvement of 10 miles of Interstate 605 from its start in Seal Beach to Telegraph Road between 2022 and 2024.

To better address traffic flow, District 7 in partnership with Metro and other local agencies has begun construction on the first Caltrans Connected Corridor pilot program on Interstate 210 through the cities of Pasadena, Arcadia, Monrovia and Duarte. The system will alert drivers to real-time changes, such as accidents, through more electronic signs. These signs will direct drivers to an alternative route and then traffic signals along that route will be synchronized to meet the increased flow. "This is going to be a more efficient and controlled way to divert traffic," Bulinski said.

To this end, many electrical components will be updated to integrate with the system. Much of the wiring will be replaced with fiber optics, which will also reduce maintenance caused by

"The biggest challenge in this region is congestion ... no other district ... has this level of traffic."

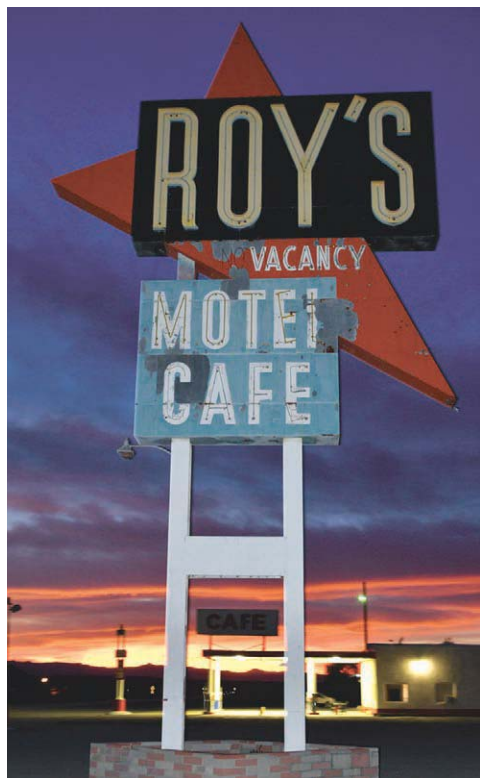
John Bulinski
Caltrans District 7 Director

copper wire theft. In addition to smoother roads and improved signals, drivers will also notice brighter and wider lane lines. Bulinski explained that California lane lines have been four inches wide, but will now be six inches wide in keeping with national standards and will be painted with brighter and more durable materials. This change improves safety and also conforms to specifications necessary for smart and autonomous vehicles.

Through all the changes, Bulinski said it is important for Caltrans to communicate with residents, especially in disadvantaged areas impacted by the construction and by the addition of fee-based lanes or congestion pricing. He said he is impressed with the elected leadership in the region, other public advocates and with Metro CEO Phillip Washington's vision for Los Angeles. Looking ahead, strong leadership will be necessary as the city prepares to host the 2028 Summer Olympic Games.

"I look at the planning for 2028 Summer Olympics as a springboard into the future," Bulinski said. "If we can establish a system that addresses the needs of the Olympics, that can also lead into what is going to be needed in the future in the Los Angeles region as population and freight increases." ○





Above left, the sign for Roy's Motel and Cafe in Amboy has been preserved by owner Albert Okura. The town sits along the original Route 66, which has been painted with the shield shown above right in some areas. Below, the Wigwam Motel in San Bernardino has been renovated and is one of three of the tee-pee style motels still in operation.

Photos courtesy of Beth Murray, California to Chicago Photography, www.californiatochicago.com

Travel Back in Time Along Route 66

The California Stretch of the Road Winds Past Curiosities and Historic Places

By Elizabeth Smilor
Special Sections Writer

Historic U.S. Route 66 is the path paved from past to present — from Depression-weary families to starry-eyed dreamers to nostalgia-seeking tourists. The “Mother Road” connects us all.



“What I’ve really learned is that it’s not the neon; it’s not the architecture; it’s not the concrete because that’s all over, but what it really comes down to is you have one-of-a-kind landmarks and one-of-a-kind people,” said Scott Piotrowski, president of the California Historic Route 66 Association. “The people are different everywhere you go and Route 66 is that unifying force that brings those people to you and brings them together.”

For more than half a century, Route 66 from Chicago to Los Angeles connected small towns to big cities along its 2,400 miles, spurring the development of motels, restaurants and other mom-and-pop businesses. During the Depression of the 1930s and following World War II, the highway symbolized hope, progress and opportunity as people traveled to the big cities of the Midwest or to the growing metropolitan areas on the Pacific Coast.

The road, which was commissioned in 1926, continues to inspire songs, books, television shows and movies. It was John Steinbeck in “The Grapes of Wrath” who coined it the “Mother Road.” Bobby Troup penned the song with the catch-phrase “Get your kicks on Route 66,” which was released in 1946 by Nat King Cole. It was the name and subject of a 1960s TV series and the road has been featured in a long list of movies with the most recent being the Disney animated franchise “Cars.”

“Lincoln Highway is older and is transcontinental. It is much more historically significant, but the perception of Route 66 comes from all these cultural references,” Piotrowski notes. “To me, it’s not the song that made it or Steinbeck’s ‘Grapes of Wrath’ that made it. It’s just that it ended at the entertainment hub of Los Angeles.”

That’s exactly how Piotrowski discovered the route in 1996 when he moved from Northeastern Ohio to Los Angeles in pursuit of a film career. Though the highway was decommissioned in 1985, about 85 percent remains drivable. Piotrowski mapped his

[Continued on Page 22]





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Above: Crews relocate and protect water and sewer lines as part of Utility Relocation contract that was completed August 2018. Below: Crews relocate freight communications system underground as part of Pole Line Elimination contract that was completed August 2019.

Construction Authority Hires Team to Build Foothill Gold Line Light Rail Extension from Glendora to Montclair

Available Funding May Require Phasing of Construction

The Foothill Gold Line from Glendora to Montclair was the first Measure M-funded light rail project to break ground and is named one of Metro's 28 priority projects to be completed before the 2028 Olympic Games in Los Angeles. It is a 12.3-mile extension of the Metro Gold Line system that will add new stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

The extension will provide connections to important regional destinations like the LA County Fairplex, two dozen more colleges and universities, historic downtowns, museums, regional parks and open space areas, and much more. In addition, the extension will provide a direct link between the Metro and Metrolink systems, allowing riders from each system to easily transfer; creating endless possibilities for connections throughout the region.

Since breaking ground in December 2017, the Foothill Gold Line Construction Authority - the agency responsible for planning, designing and building the Metro Gold Line from Union Station to Montclair - has completed two contracts related to utility work for the project and also oversaw a multi-step, competitive process to hire the main design-build team.

On August 14, 2019, the project reached a major milestone when the Construction Authority Board of Directors awarded the design-build contract to the joint venture team of Kiewit-Parsons. The awarded



Mobility, Jobs, Smart Growth

Just a few weeks ago, the Construction Authority reached a major milestone when the agency completed a two-year procurement process and awarded the design-build contract for the Glendora to Montclair project. The contract award was especially significant, because about a year into the process the agency learned that the previously secured funding was hundreds of millions of dollars less than the economic conditions mandated.



Habib F. Balian
CEO, Foothill Gold Line
Construction Authority

Working with our partners at LA Metro and the State of California, and with support from the San Gabriel Valley cities, the Construction Authority was able to secure additional funding and award a contract for the first nine miles of the project; guaranteeing four more stations and a connection to the Metrolink system. But the agency still needs another \$460 million to complete the segment to Montclair. With a firm, fixed bid now in hand, the Construction Authority has the next two years to secure those funds and initiate the contract option to have the design-build team complete the full project to Montclair.

Since the line's inception in 2003, Gold Line stations have proven to be economic powerhouses.

The Glendora to Montclair segment is more expensive and more complicated than its predecessors; but the benefits of completing the extension are also greater. Reaching important regional destinations, this next segment is anticipated to increase ridership on the system by more than 18,300 boardings each day and provide significant opportunities for smart growth. A recent study found that more than \$13 billion of private investment has already occurred within a half-mile of a Gold Line station, resulting in more than 19,000 housing units and 5 million square feet of commercial space being built. And the future opportunities for additional growth are just as large. These developments create tens of thousands of jobs during and after construction and allow people to live, work and play near transit.

As the Construction Authority begins major construction in the coming months, we are committed to doing all we can to find the funding needed and complete this line. Through that effort, the region will realize the line's full potential to improve mobility, while being a catalyst for smart growth and economic development. ○

The Journey Continues.



Foothill Gold Line



"The Kiewit-Parsons team presented the best of both worlds; the top ranked team in all technical categories and the lowest bid price based on the formula set out in the RFP for the base scope to Pomona and contract option to Montclair," said Construction Authority Board Chairman and Pomona Mayor Tim Sandoval. "I am happy with the outcome and the selected team and applaud the significant effort staff at the Authority put into conducting this procurement. Ultimately, we had two excellent teams vying for this important project, and the best proposal won."

contract includes an \$805.6 million base scope for the first nine miles of the project from Glendora to Pomona, with a two-year contract option to complete the full 12.3-mile project to Montclair for a total contract award of \$1,186.9 million if additional funds are secured by October 2021.

Initially seven teams submitted qualifications to compete for the design-build contract. Those teams were narrowed to the four most qualified teams in 2018. Following receipt of final proposals in late May 2019, the Kiewit-Parsons team was deemed the best value for the agency. In the end, Kiewit-Parsons was ranked highest in all technical evaluation categories and provided the best overall bid price.

Kiewit and Parsons have teamed up dozens of times in the last two decades to complete design-build projects, including successfully building the first two segments of the Foothill Gold Line project which were completed on time and under budget in 2003 and 2015 respectively. They have designed and built hundreds of major infrastructure projects in the last fifty years, and both are award-winning companies, providing world-renowned experience.

With the contract awarded, the project will begin pre-construction activities in the coming months, with major construction starting next year. It is anticipated that the initial phase from Glendora to Pomona will take five years to complete and be ready to turn over to LA Metro for passenger service in 2025. If the additional funding needed is secured, and the contract option initiated, the entire project to Montclair will be completed altogether and be ready to turn over for passenger service in 2028.

During construction alone, the project will create as many as 16,000 jobs and up to \$2.6 billion of economic output for the region, as well as up to \$1 billion in labor income and \$40 million in tax revenue (according to an economic study by Beacon Economics).

The project is being funded by Los Angeles and San Bernardino Counties and the State of California. The portion of the project within Los Angeles County is being funded mostly by Metro's sales tax measures (Measure M and R); San Bernardino County is funding the majority of the portion in their county. The project also received a nearly \$300 million greenhouse gas reduction grant from the State of California to be used in both counties. ○

To stay updated on the status the Foothill Gold Line, go to www.foothillgoldline.org and sign up to receive monthly E-News updates.

You can also follow the project on:



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Driving Force for Progress

Southern California Partnership for Jobs Monitoring SB1 Transportation Projects

By Grace Washburn
Special Sections Writer

Traffic cones, roadblocks and detours might be a nuisance to drivers now, but these are signs of progress, job creation and better routes ahead. SB1, the Road Repair and Accountability Act of 2017, is fueling a statewide acceleration of transit and highway projects.

"SB1 is a landmark investment to finally rebuild California's aging infrastructure, which has been badly needed for decades," said John Hakel, executive director of the Southern California Partnership For Jobs (SCPFJ). "We've finally found a vehicle to begin to rebuild the infrastructure development statewide. For every billion we invest in infrastructure development, it creates about 13,000 jobs a year."



John Hakel,
SCPFJ Exec. Director

"SB1 is a landmark investment to finally rebuild California's aging infrastructure."

John Hakel
SCPFJ Executive Director

The Southern California Partnership for Jobs is a nonprofit partnership between organized labor and construction management to advocate for responsible investment projects to help fix our aging infrastructure, while creating jobs and economic growth. SB1, a voter-approved gas tax, will invest \$5.4 billion annually for the next decade to fix roads and improve transit.



Throughout Southern California, roads and highways are being expanded and improved with financial help from SB1, the voter-approved gas tax. The nonprofit Southern California Partnership For Jobs follows legislation and projects to advocate for construction work for its members.

“SB1 is the product of a combined focus of multiple players like the SCPFJ, that represents 2,750 contractors, 90,000 union workers in all 12 Southern California Counties, whose main focus and drive for passage of SB1 was to ensure safety, mobility and economic vitality regarding the quality of life for Californians,” Hakel said.

SCPFJ’s valued partners include the International Operating Engineers Local 12 (IUOE), The Southern District Council of Laborers (LiUNA), and the Southwest Regional Council of Carpenters, Associated General Contractors (AGC) of California, AGC of San Diego, Engineering Contractors’ Association (ECA), Southern California Contractors Association (SCCA), and the Building Industry Association of Southern California (BIA).

The California Transportation Commission (CTC) allocates funds for the state highway system. Thus far, CTC has allocated \$1.1 billion for 47 “fix-it first” projects. These projects will replace or improve 880 lane miles, 30 bridges, 474 congestion-reducing devices, and repair 83 culverts to prevent flooding on highways.

[Continued on Page 16]



"For every billion we invest in infrastructure development, it creates about 13,000 jobs a year."

John Hakel

Executive Director

Southern California Partnership For Jobs



Contractors and union workers literally keep Southern California moving as they tackle projects along transportation corridors. SB1 funding has ramped up road work and will continue to provide funds and jobs for the next decade. However, more money will be needed to finish projects, so SCPFJ continues to advocate for funding.

In Los Angeles/Orange County, a \$98.9-million project will upgrade the median, and replace the High Occupancy Vehicle (HOV) lane and 44.5 lane miles of SR 57. Other SB1 projects include improvements to guardrails and curb ramps on Pacific Coast Highway, reinforcements to the San Gabriel River Bridge on I-405, updates to pedestrian signage at elementary schools in Lancaster, and sidewalk ramps and median improvements in the city of South Gate.

Hakel says funding agencies listen because SCPFJ members are vigilant about finding employment opportunities and getting projects into the pipeline efficiently. Last November when Proposition 6 threatened to repeal the gas tax, SCPFJ was one of many groups to oppose the measure.

"I have never seen a voice become so strong and so unifying as it was in pushing back against recall efforts, along with the invaluable assistance of the contractor/union community," Hakel said. "The public wants to see the roads fixed."

However, Hakel emphasized that SB1 is still just "a drop in the bucket" in terms of the funding needed for transportation infrastructure improvements. State officials have estimated that \$130 billion is needed for the backlog of road, highway and bridge repairs. Thus, SCPFJ continues to advocate for local, county and federal funding.



"SB1 doesn't take projects all the way to the end, so some counties are looking to putting measures on the ballot in 2020 and 2021," Hakel said. "We have met with members of Congress on federal funding possibilities. We have been working with local, state and federal officials to see what we can do to bring financial closure to their projects."

For more information about SCPFJ and to view transportation project videos, go to their website at rebuildsocal.org. ○





INDUSTRY WORKS...



... to assure that regional infrastructure adds to the mobility of goods movement while enhancing the quality of life of the region.

The City of Industry is proud to work with nearby cities to improve the traffic flow at the 57/60 Freeway confluence. The City of Industry is committed to addressing this congested freeway intersection that is rated the 8th worst in the nation. Regional infrastructure is a core component that makes the City of Industry a city that works.

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The initial phases of the SR-57/SR-60 confluence project added on- and off-ramps from Grand Avenue to relieve congestion and prevent accidents as drivers transition to the freeways. The next phase, which will begin at end of the year, will entail street widening at Grand Avenue and Golden Springs Drive.



Traffic Relief in City of Industry

First Phases of 57/60 Confluence Improvements Complete, Funding Needed for Future Work

Relief is in sight for commuters and truck drivers who endure the bumper-to-bumper bottleneck at the confluence of the SR-57 and SR-60 freeways and for those who travel the streets nearby. The initial phases of the project were fully funded through Los Angeles County MTA's Proposition C (\$24.9 million) and the Successor Agency to the Industry Urban-Development Agency (\$21.9 million).

The first phase of the massive project to alleviate traffic congestion in the area of the two-mile confluence commenced in March 2016. It added an additional on-ramp from Grand Avenue to the westbound 60 Freeway. This \$17.5 million phase took nearly two years to complete. Opening to traffic in October 2018, there are now two on-ramps to the westbound 60 from Grand Avenue so southbound drivers no longer have to make a left turn to enter the freeway. This has already greatly relieved afternoon congestion on Grand Avenue.

The next phase began in December 2016 and opened to traffic in May 2018. This \$22.5 million phase added a westbound off-ramp at Grand Avenue and extended the third lane of the southbound 57 Freeway. Additionally, a complete street widening improvement will occur in the vicinity of Grand Avenue and Golden Springs Drive. Construction is expected to begin near the end of 2019.

These initial phases will address traffic issues around the confluence, while the final \$420 million phases will alter the freeway bypass routes, making it easier to make transitions - a major contributor to the more than 500 collisions on these freeways each year. The Virginia-based American Transportation Research Institute recently listed the infamous stretch as No. 1 for freight delays and truck accidents in California and fourth worst in the United States.



More than a million commercial and personal vehicles travel on the SR-60 every three days.



Area officials mark the finish of the SR-60 westbound Grand Avenue on-ramp, from left, Caltrans Deputy District 7 Director for Construction Mark Archuleta, City of Industry Mayor Pro Tem Catherine Marcucci, Industry City Manager Troy Helling, Industry Councilmember Mark Radecki, Industry Mayor Cory Moss, Diamond Bar Councilman Steve Tye, Diamond Bar Mayor Carol Herrera, former Diamond Bar Councilman Jimmy Lin, and Diamond Bar City Manager Dan Fox.

The project has garnered local, state and federal support. In 2016, Congressional members Grace F. Napolitano, Judy Chu and former member Ed Royce helped secure a \$10 million Transportation Infrastructure Generating Economic Recovery Program (TIGER) grant for the SR-57/SR-60 Confluence – Freight Corridor Bottleneck Relief Project. Congressman Gil Cisneros, whose district includes the project area is now leading efforts to identify other sources of available funding.

City of Industry Mayor Cory Moss stated she “is dedicated to working with all regional leaders to address the traffic that backs up every day keeping commuters from getting home to their families and bringing trucks delivering trade goods to a halt. Prioritizing the 57/60 confluence for transportation dollars is a win-win for public safety and economic growth.”

Diamond Bar City Mayor Carol Herrera hopes the legislators will keep this project in mind as they formulate national transportation bills. She said the later phases, which still need funding, are the most critical, but it is important the initial phases have been completed. “It will demonstrate that we are a viable project, ready

to go, we’ve got all the plans, all the approvals, all we need is the funding,” she said. “We are a good project to invest in.”

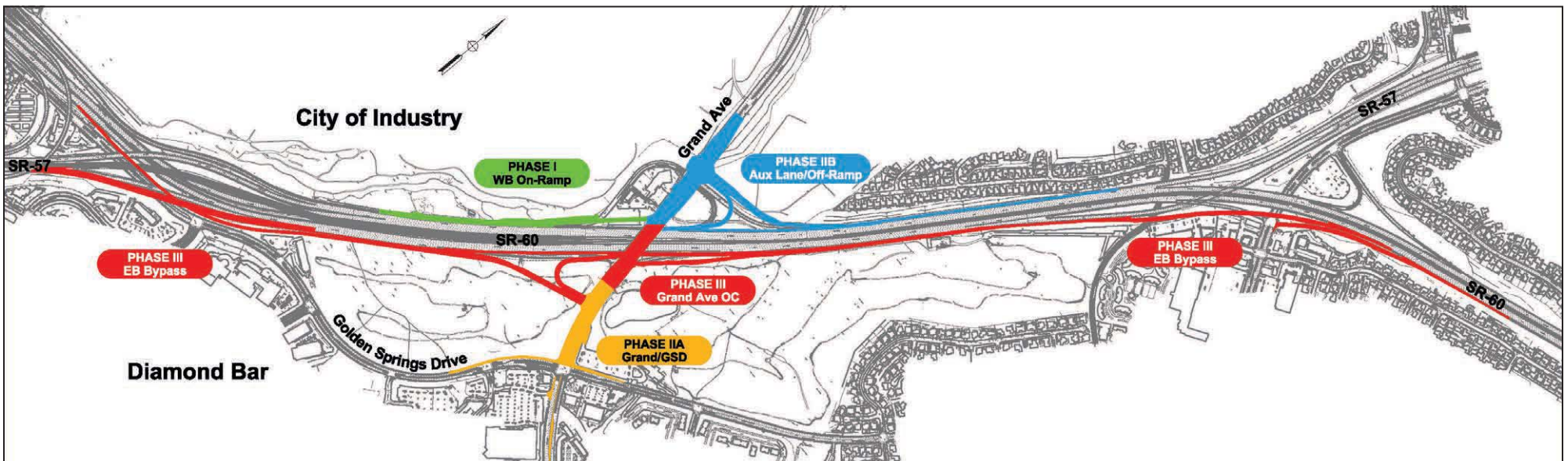
“Prioritizing the 57/60 confluence for transportation dollars is a win-win for public safety and economic growth.”

Cory Moss
Mayor, City of Industry

As the initial phases of the Confluence project reach completion with construction of the last portion beginning later this year, the final and largest phase progresses into design. The Cities of Industry and Diamond Bar are working closely with Los Angeles County MTA and the San Gabriel Valley Council of Governments to close the hefty \$400 million funding gap for the final phase. With plans to pursue state Transportation Corridor Enhancement Program (TCEP) funds and federal Infrastructure for Rebuilding America (INFRA) funds in early 2020, it seems commuters and freight drivers may not have to wait much longer for relief. ○



57/60 Confluence Project



San Gabriel Valley Will Extend Legacy of Successful ACE Project

By the Hon. Victoria Martinez Muela
Chair, Capital Projects and Construction Committee
San Gabriel Valley Council of Governments
Councilmember, City of El Monte

Twenty years ago, the San Gabriel Valley Council of Governments (SGVCOG) initiated the Alameda Corridor-East (ACE) Project to build roadway-rail grade separations and make safety improvements at the most congested and hazardous crossings along the twin freight railroad lines in the San Gabriel Valley. We are pleased to report that earlier this year we started construction on the 17th ACE grade separation project, located at Durfee Avenue in the City of Pico Rivera. The last two remaining grade separation projects in the ACE program are entering the final design stage and federal, state and local funds are being sought for their construction. We have much work to do but we are close to completing the ACE Program!



Victoria Martinez Muela

Grade separations, where the road goes over or under the railroad, ease crossing delays, eliminate collisions and train horn noise and reduce emissions from idling cars and trucks waiting for trains to pass. The San Gabriel Valley's freight rail lines accommodate 16 percent of the nation's containerized freight and the ACE projects have helped mitigate the impacts on our local communities of nationally significant goods movement.

We are proud that the ACE program has garnered regional and statewide plaudits. In May, the California Transportation Foundation named as its Project of the Year our largest project, the San Gabriel Trench.

Chosen from more than 60 projects nominated statewide, the 2.2-mile railroad trench project has also received Southern California chapter awards from the Construction Management Association of America and the American Public Works Association. With fewer than two-dozen employees, our SGVCOG Capital Projects and Construction team may be small in number but they have delivered mighty projects!

As we forge ahead in completing the model ACE program, other significant capital projects in the San Gabriel Valley, large and small, are being assigned to the Capital Projects and Construction Committee. We are taking on responsibility for the \$420 million State Route 57-60 Confluence Chokepoint Relief Project, as well as a project to build a pedestrian bridge to connect the Pomona Fairplex to the City of La Verne's future Gold Line light rail station.

San Gabriel Valley elected officials had the foresight two decades ago to respond to the community impacts of growing freight rail traffic. This legacy of leadership by the SGVCOG will continue by refocusing our capital projects and construction efforts on San Gabriel Valley infrastructure and transportation initiatives to help our member cities and unincorporated communities meet the challenges of the future. ○

Victoria Martinez Muela is a Councilmember in the City of El Monte and Chair of the Capital Projects and Construction Committee of the San Gabriel Valley Council of Governments, which is responsible for the Alameda Corridor-East program. For more information about the ACE projects, please visit www.theaceproject.org or call the ACE Helpline at (888) ACE-1426.



Crews construct the pump station for the Fairway Drive grade separation project that will improve drainage and remove stormwater from the future roadway underpass.

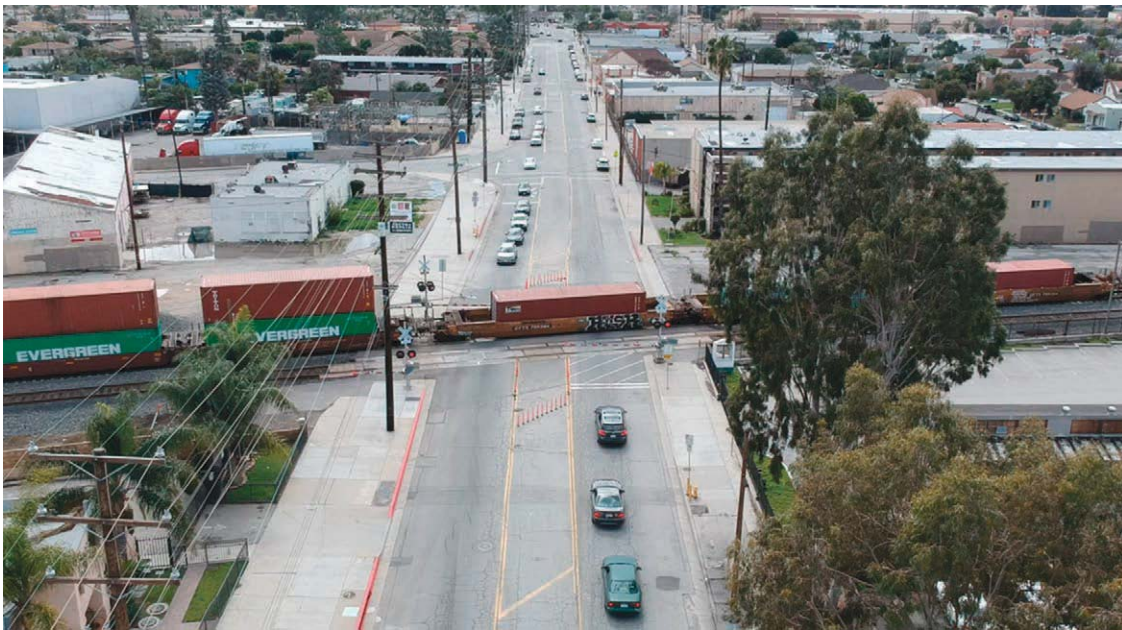
\$15 Million in State Grant Funds Awarded for ACE Grade Separation Projects

Latest Funding Approval Will Support Roadway Underpass Projects in Construction at Fairway Drive, Fullerton Road and Durfee Avenue

The California Department of Transportation (Caltrans) in May awarded \$15 million in state grant funds for three projects in the Alameda Corridor-East (ACE) grade separation program of the San Gabriel Valley Council of Governments (SGVCOG). The funds are part of the Section 190 Grade Separation Program, a competitive grant program jointly administered with the California Public Utilities Commission (CPUC), which provides up to \$15 million each year in state funding to local agencies for the construction of grade separation projects to improve safety and expedite the movement of vehicles by eliminating existing at-grade highway-rail crossings.

The grant program will contribute \$5 million each toward the completion of roadway underpasses currently in construction on Fairway Drive and Fullerton Road in the City of Industry and unincorporated community Rowland Heights, and on Durfee Avenue in the City of Pico Rivera. The funds are allocated based on a prioritized list established by the CPUC of projects most urgently in need.

The projects are part of a program of 19 grade separations at railroad crossings in eastern Los Angeles County to mitigate the impacts of growth in trade transported by train along the ACE Trade Corridor, which carries 16% of all waterborne containerized trade in the nation. The San Pedro Bay ports, the busiest in the nation, handle 25% of exports and more than 40% of our nation's containerized imports. Fourteen grade separations have been completed, three are under construction, and two are in the design phase and expected to start construction in early 2021. ○



At left, a freight train blocks the Durfee Avenue crossing. Above, dignitaries participate in the groundbreaking ceremony for the Durfee Avenue grade separation project. Below, a photosimulation depicts the completed project. Trains will cross over the lowered roadway.

Officials Kick Off Construction of Underpass Project at Hazardous Railroad Crossing in Pico Rivera

Durfee Avenue Project Will Improve Safety at Crossing with Four Recorded Fatalities, Eliminate Crossing Delays and Locomotive Horn Noise

Federal, state, local and railroad officials gathered in March to kick off nearly three years of construction of a two-lane roadway underpass and railroad bridge to replace a hazardous railroad crossing on Durfee Avenue in the City of Pico Rivera. The \$105.5 million project is located north of Whitter Boulevard and south of Beverly Boulevard. Construction is projected to create more than 1,370 direct and indirect jobs, with completion scheduled for spring 2022.

The Durfee Avenue railroad crossing is used daily by 13,600 vehicles and blocked by an average of 49 trains a day, projected to increase to 91 trains by 2025. The project will reduce an estimated 15.3 vehicle-hours of delay each day. The Federal Railroad Administration has recorded nine collisions at the crossing since 1981, resulting in four fatalities.

"The Durfee Avenue project is a long-held top priority for the City," said City of Pico Rivera Mayor Brent A. Tercero. "It will result in a safer route to school for many students who live in the area and eliminate all-too-frequent detours for firefighters responding to emergencies from a fire station near the crossing. The project will also eliminate locomotive horn noise at the last remaining at-grade crossing in our City."

"The vital Durfee Avenue Grade Separation project will improve traffic flow, making it safer, cleaner, and more efficient for freight rail, vehicles, and pedestrians at this crossing," said Congresswoman Linda Sánchez. "Federal funding, provided in partnership with local, state and railroad revenues, was critical to moving this project forward and highlights why federal support is critical for the Montebello Boulevard grade separation project at one of the most hazardous rail crossings in Los Angeles County."

"I supported new programs authorized by Congress to provide \$2 billion in federal funding annually for freight and roadway projects to improve the efficiency and safety of our nation's trade corridors," said Congresswoman Grace Napolitano, California's most senior member of the House Committee on Transportation and Infrastructure. "I am proud to support this high priority project and will continue to serve as a champion in Congress for the ACE program and our region's freight infrastructure needs."

"Grade separations are critically important to enhancing public safety in our communities," said Los Angeles County Supervisor Hilda L. Solis, a member of the SGVCOG Capital Projects and Construction Committee and whose district includes the Durfee Avenue project and seven other active ACE projects. "Every minute counts in an emergency and with a Los Angeles County fire station located only a block south of the railroad crossing, this important project will allow firefighters to be deployed more quickly to save lives."

"Thanks to the support of our funding partners, the ACE program has been a resounding success for the San Gabriel Valley," said City of Temple City Councilmember Cynthia Sternquist, President of the SGVCOG. "The Valley will continue to benefit as we broaden our reach beyond the ACE projects and help deliver other capital projects to improve the quality of life for our residents." ○



[Route 66, continued from Page 10]

route along much of the road, discovered places and met people on his long journey west.

"On my first trip, it just felt special," he said. "There was a freedom of travel that the Interstate didn't provide. There were curves in the road. There were hills and valleys and bends ... Places were different dependent upon the location and the way the geography was."

In Seligman, Arizona, Piotrowski met Angel Delgadillo, who has been dubbed the "guardian angel" of Route 66 and is the founder of the Historic Route 66 Association of Arizona. Delgadillo told Piotrowski that he would make a movie about the road. In 1998, Piotrowski made several return trips to make a 16mm documentary called "158 Miles to Yesterday" about a short stretch of the road in Arizona. He was never able to get rights to the music and sell the film.



As president of the California Historic Route 66 Association, Piotrowski looks for ways to bring awareness of the road to a younger,

more diverse demographic. The group also supports preservation efforts along the 345 miles of Route 66 in California. Piotrowski said unique challenges exist because the road spans some of the most isolated areas in the Mojave Desert and the heavily congested Los Angeles metropolitan area.

About 80 percent of the route is in San Bernardino County, home to many recognizable roadside stops, such as the Wigwam Motel, the Bottle Tree Ranch and the first McDonald's. In Los Angeles County, the route is marked on the pavement or with signs along city streets. It goes through the San Gabriel Valley, past the Aztec Hotel in Monrovia, over the Colorado Street Bridge in Pasadena, through downtown Los Angeles, past Barney's Beanery in West Hollywood to its terminus at the Santa Monica Pier.

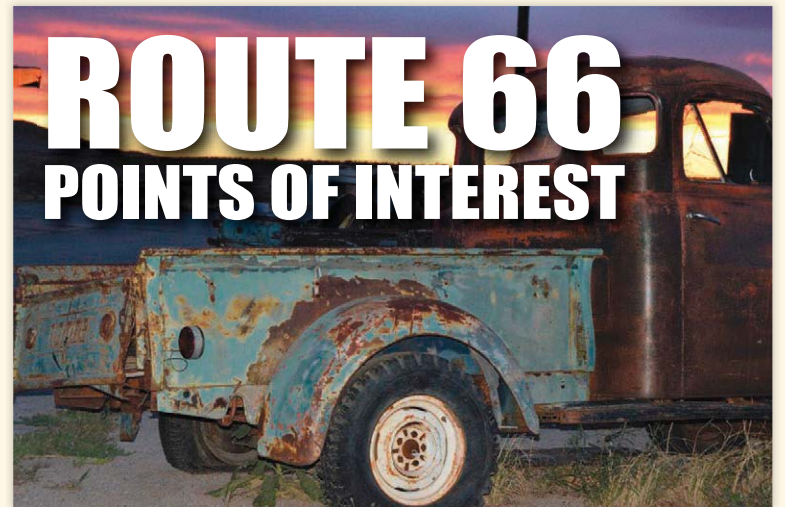
Piotrowski and other members of the historic association, strive to connect people to the road and its history from wherever they live or wherever they wish to travel. To do that, Piotrowski says, the road itself must endure.

"Without a physical link to the past, the interest in Route 66 will die," he said. ○



Scott Piotrowski, president of the California Historic Route 66 Association, shared a few lesser known Route 66

personal favorites in both Los Angeles and San Bernardino counties. The Association website at www.route66.org, provides a much longer list of 66 places along California Route 66 for those looking to explore more.



Five Places in Los Angeles County:

1. **Broadway Historic Theatre District:** For L.A. history buffs there's a lot to see here, but the corner of 7th and Broadway is also the original terminus of Route 66 until it was extended to the Santa Monica Pier in 1936.



1984. Go to www.chickenboy.com for more background.

3. **Arroyo Seco Parkway:** Considered the first freeway in the west, this historic section of Route 66 is also the only National Scenic Byway wholly contained in a metropolitan area. It's now State Route 110, but the original bridges and tunnels remain as well as many historic sites from Pasadena to downtown Los Angeles.



Boulevard is not operational, but Piotrowski hopes renovations will be made so it can reopen.

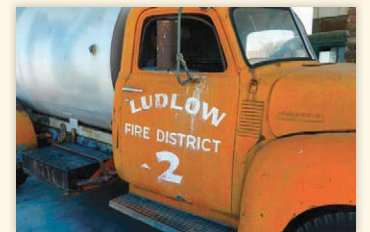
5. **Dodger Stadium:** The stadium overlooks the original Route 66, but more significant is that three Dodgers minor league affiliates play along the historic highway: AAA Oklahoma City Dodgers (AAA), Tulsa Drillers (AA), and Rancho Cucamonga Quakes (A).

Five places in San Bernardino County:

1. **Amboy:** Now a ghost town about 80 miles west of Needles, the town's main historic site is Roy's Motel and Café, which is owned and being preserved by Albert Okura, owner the Juan Pollo restaurant chain. He also owns the first McDonald's in San Bernardino as a museum.

2. **Amboy Crater:** This National Natural Landmark is 250 feet high and 1,500 feet in diameter. Piotrowski recommends a visit for a desert experience as much of Route 66 in California runs through the Mojave Desert.

3. **Ludlow Café:** Though the original restaurant and most of the other buildings in the town by the same name are in shambles, a more modern café still welcomes hungry travelers.



4. **Casa del Desierto:** Also known as Barstow Harvey House and Rail Depot, this Barstow landmark houses railroad and Route 66 museums.

5. **Sycamore Inn and Magic Lamp Inn:** These two operating restaurants are home to two good examples of the iconic neon signs for which the route is known.





Big Changes Coming For Covina Commuters

The New Covina Transit Center Opens in Early 2020

As a city grows and evolves, the needs of its citizens evolve too. That's why **Foothill Transit**, a regional leader in the transportation industry, continually seeks and finds new ways to better serve its customers in the San Gabriel and Pomona Valleys. From environmentally responsible electric buses to increasingly efficient routes, Foothill Transit knows that bringing new facilities and improved services to the community is the best way to satisfy over 14 million bus riders per year.

The agency's newest transportation improvement project is sure to satisfy countless customers in a city that sorely needs some serious traffic relief. In early 2020, Foothill Transit will open the new **Covina Transit Center**, a Park & Ride facility featuring five bus bays, 360 free, covered parking spaces in a multi-level garage, and 4,400 square feet of commercial space for stores and businesses. This \$13.5 million, three-acre facility is being built on the former Kmart site at Covina Boulevard and North Citrus Avenue, and is designed to connect people throughout the area better than ever before.

The Covina Transit Center will also be home to a brand-new Commuter Express bus line connecting Covina, San Dimas, Azusa, and Glendora to Downtown Los Angeles. The new **Commuter Express Line 490** will begin a one-year pilot program on March 1, transporting passengers on compressed

natural gas vehicles for the first few months, and then eventually switching over to a sparkling new fleet of double-decker electric buses. Each of these zero-emissions buses can travel about 200 miles between charges and carry 80 passengers. Plus, they're really fun to ride!

This \$13.5 million, three-acre facility ... is designed to connect people throughout the area better than ever before.

As traffic congestion throughout southern California continues to worsen for most commuters, Foothill Transit's new service will offer customers a faster, smarter, and more relaxing way to get to work. There are 12 trips planned each morning and 13 trips each afternoon, providing 20- to 30-minute frequency during peak commute times and plenty of service to accommodate the expected level of ridership. The implementation of the new Line 490 will strengthen the region by providing non-stop service into Downtown Los Angeles for customers in Covina and the surrounding communities.

These changes are all part of Foothill Transit's continuing dedication to providing successful public transportation solutions, and giving local residents throughout the San Gabriel and Pomona Valleys eco-friendly alternatives to driving their own vehicles. To learn more, visit foothilltransit.org. ○



Foothill Transit
Going Good Places



SANITATION DISTRICTS OF LOS ANGELES COUNTY

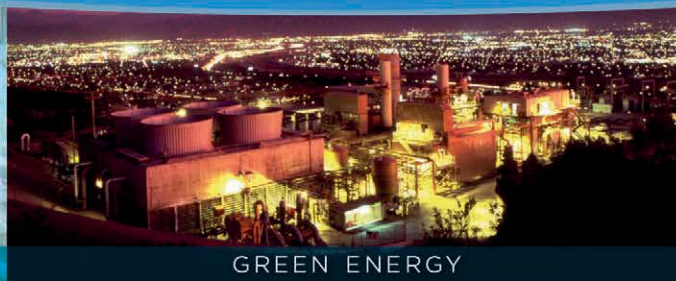
Converting Waste Into Resources

OUR MISSION

To protect public health and the environment through innovative and cost-effective wastewater and solid waste management and, in doing so, convert waste into resources such as recycled water, energy, and recycled materials.



WATER RECYCLING



GREEN ENERGY



MATERIALS RECYCLING

CORE VALUES

INTEGRITY

We are committed to ethical standards and accountability in our work

LEADERSHIP

We are committed to the advancement of excellence in wastewater and solid waste management

SERVICE

We are committed to reliable, responsive, and courteous service