

# MOBILITY

ROAD | RAIL | TRANSIT | INFRASTRUCTURE

JANUARY 2022

*"The times we're living in are calling us to think differently, act differently and choose our investments differently than the way we've done in the past."*

**David Kim, California State Transportation Secretary**

*Kim riding in a CicLAvia event.  
See story starting on page 2.*



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## Goods Movement and the Supply Chain... It's Complicated

By Mary Lou Echternach  
Guest Columnist

**T**he news headlines have been daunting: *"Packed Ports and Empty Shelves" .... "Economists Expect Shipping Problem to Linger into 2022."* The Mayor of Long Beach says, "We are facing an unprecedented cargo surge at the ports of Long Beach and Los Angeles due to major global pandemic production shifts and decades-old supply chain challenges." So, how did the supply chain break? In the words of Pogo the 'possum from Walter Kelly's 1970 Earth Day poster: **"We Have Met the Enemy and He Is Us."**

**It is us:** Twenty-five percent more cargo was shipped from Asia to the U.S. in the first eight months of 2021 as compared with the same period in pre-pandemic 2019. The Los Angeles-Long Beach ports handle over 40 percent of the container trade for the entire United States. By contrast, the amount of cargo shipped between Asia and Europe remained the same.



Mary Lou Echternach

So, the next time you shop for goods for your pandemic-driven home office, a remodeling project or for a new electronic fidget fad, take a moment to think about how these products get here. Goods movement is an increasingly complex sector of the transportation industry and has huge environmental and financial costs in addition to tremendous demands for labor from ship crews to port workers to truck drivers to distribution managers.

The first sign of pandemic trouble was worker illness and quarantines, both here and in Asia.

Nothing moves without laborers. There are two other root causes to our supply chain challenge: 1. Americans' consumerism addiction; 2. The off-shore production of most essential and non-essential goods. These growing trends have put our nation in a precarious position.

***"Twenty-five percent more cargo was shipped from Asia to the U.S. in the first eight months of 2021 as compared with the same period in pre-pandemic 2019."***

Offshoring started decades ago as U.S. companies started moving work primarily to Asia to leverage cost advantages. Demand for goods increased by 25 percent since the beginning of the pandemic, while our ports had capacity for a five percent increase. The unforeseen surge has stressed every link in the supply chain while increasing congestion and worsening air quality.

From my many decades working with transportation leaders from LA Metro to the State Capitol to Washington D.C., I know there is not an easy fix to this nationwide conundrum. To fix a problem we have to understand what the problem is and that is the problem or better yet, the plethora of problems. Is it offshoring, is it empty containers stacked where they aren't needed, is it lack of capacity at our ports to meet our consumer spending spree, is it lack of labor, is it lack of trucks, chassis and truck drivers? It is a supply chain mess that has been in the making since standardized shipping containers and offshoring for lower labor costs became the norm. The pandemic was the catastrophic catalyst.

In California, we're a few steps ahead of the rest of the nation in addressing negative environmental impacts with goals to for all zero-emission trucks and ships. However, we need the nation as a whole to reach these goals.

We also need alternate supply chains within our nation or other areas closer to home. We are too dependent on too many goods coming from Asia.

In the end, awareness is a good place to start. We all need to understand where our products come from and the true cost to get them here.

We need to ask ourselves: Do I really need this new widget? Think before you shop. After all, we have found the enemy and it is us. ○



California State Transportation Agency Secretary David Kim speaks at an Otay Mesa East Port of Entry event near the Mexican border. The project is one of many to enhance regional goods movement.

## State Transportation Secretary David Kim Envisions Climate-Friendly, Equitable System

By Elizabeth Smilor  
Special Sections Writer

**A**t its core, transportation is about people. That is the universal message from state and regional leaders including California State Transportation Agency (CalSTA) Secretary David Kim.

"When I got to the job in July 2019, I wanted to have a new vision statement and it's simply: 'To transform the lives of all Californians through a safe, accessible, low carbon, 21st century multi-modal transportation system'," said Kim about CalSTA. "The first part of that statement, 'to transform the lives of all Californians,' really speaks to the idea that transportation is about people and improving their quality of life, and our job is to make sure the mobility needs of individuals as well as society at large can thrive in a healthy, safe and productive manner."

During Kim's tenure, the COVID-19 pandemic has heightened the need to protect people's health and safety as has the rising threat of climate change;

[See **DAVID KIM**, Page 4]

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# INDUSTRY WORKS...

## TO DRIVE THE ECONOMY

Regional infrastructure adds to the mobility of goods movement while enhancing the quality of life in 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 as one of the worst in the nation. Regional infrastructure is a core component that makes the **City of Industry a City that Works.**



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[DAVID KIM, from Page 2]

and incidents including the murder of George Floyd have brought to the forefront race and class inequities throughout society.

"The reason I was drawn to transportation in the first place is that transportation is one of those few areas that impacts everyone's quality of life," said Kim, who previously held positions with the U.S. Department of Transportation and LA Metro. "It doesn't matter who you are or where you live or what your income is, it will shape your life positively or negatively."

*"More than 40 percent of the emissions come from the transportation sector. It really behooves all of us to be thinking about how can we move more people not necessarily in cars."*

**Tony Tavares**  
Director  
Caltrans District 7

## Pandemic challenges

The onset of the pandemic in March 2020 brought department closures and an urgency to deliver protective gear and food. One positive outcome was the shift to many additional online DMV services for the public. Kim said 97 percent of DMV's services are now available online. With fewer cars on the road, Caltrans completed 430 projects in 2020 valued at \$2.4 billion, said Caltrans District 7 Director Tony Tavares. "We did not miss a step at all," said Tavares, whose district encompasses Los Angeles and Ventura counties.

While temporary truck weight waivers helped to move essential goods, supply chain backups continue.

State transportation leaders are focused on equity, climate action and safety and realize that innovative short-term and long-term solutions must include all methods from walking to cycling to cars to trains. CalSTA, which was formed in 2013, comprises eight state transportation departments including California Highway Patrol, Department of Motor Vehicles (DMV), California Department of Transportation (Caltrans), California High-Speed Rail Authority and California Transportation Commission. CalSTA has 40,000 employees and an annual budget of nearly \$25 billion.



"The supply chain is a system of systems. It is very complex with many inter-related pieces of the puzzle," Kim said. "Every link in the supply chain is critically important. When there's a vulnerability in one link it affects the entire system. It's like dominoes and that's what we've been seeing."

This global logistics challenge is evident off Southern California's shores as 40 percent of all goods imported to the U.S. come into the ports of Long Beach and Los Angeles.

"There is definitely an urgency in the short term on the supply chain issue with ships waiting to get into port and be unloaded and a shortage of truck drivers," said Tavares. "We have such an important role not only for the region, not only for the state but for the entire nation. Freight travels through our state by road or rail to other states. It has been projected that by 2045 freight coming into California will increase by 59 percent."

Kim and Tavares note that Gov. Gavin Newsom and President Biden have stepped up to address the crisis with 24/7 operations and other temporary incentives and penalties. They also announced in October 2021 the Emerging Projects Agreement between the state and the U.S. Department of Transportation to advance freight-related infrastructure projects.



Transportation representatives recently participated in the South Los Angeles CicLAvia open-streets event. At the event above, from left to right, is Caltrans District 7 Director Tony Tavares, L.A. County Supervisor and Metro Board Member Holly Mitchell, U.S. Congresswoman Karen Bass, CalSTA Secretary David Kim, and CicLAvia Executive Director Romel Pascual. In far left photo, from left to right, is Tavares, CicLAvia Vice Chair Catherine Geanuracos and Secretary Kim. At left, Kim meets with Foothill Transit operators.

“The agreement represents a strong federal/state collaboration, which is exactly the kind of approach we need to tackle this complex challenge,” Kim said. “Even a large state like California, cannot solve this on our own.”

**Climate Action and Equity**

Another global issue at the forefront of transportation planning is climate change. The Climate Action Plan for Transportation Infrastructure (CAPTI), adopted by the state in July 2021, invests billions of discretionary transportation dollars annually to adapt to climate change while supporting public health, safety and equity.

“This is about looking holistically at different solutions, especially when it comes to transit, rail, bicycling, and walking,” said Kim. “Projects that reduce our reliance on solo driving and reduce greenhouse gas (GHG) emissions. If we’re going to have a chance to meet our very ambitious climate goals, it will require an all-of-the-above approach.”

In Southern California, Tavares points to several multi-modal corridor plans that incorporate rail and other transit modes in freeway planning along such interstates as the 10 and 5.

“When we look at some of these major corridors we have here in Southern California, we’ve realized that we can’t necessarily continue to just widen these freeways,” Tavares said. “When we talk about

greenhouse gas emissions and air quality, more than 40 percent of the emissions come from the transportation sector. It really behooves all of us to be thinking about how can we move more people not necessarily in cars.”

*“The goal is not to restrict the number of travel options. The goal is to expand them to give people choices to move around and not be limited to the default option of driving a car.”*

**David Kim  
California State  
Transportation  
Secretary**

Caltrans plans to convert its 13,000 pieces of equipment to zero-emission vehicles by 2035, Tavares said. District 7 is also working with LA Metro to develop a plan for electric infrastructure throughout LA County.

Statewide the goal is to reduce GHG emissions to 40 percent below 1990 levels by 2030, which translates to transportation planning that includes low to zero-emission cars, buses, trucks, trains and ships as well as supporting infrastructure and strategies to reduce congestion. Kim is optimistic the federal infrastructure bill will advance many projects including high-speed rail. The target is for the Bakersfield to Merced line to be operational by 2030, he said.

“The times we’re living in are calling us to think differently, act differently and choose our investments differently than the way we’ve done in the past because if we keep investing our limited transportation dollars the same way we’ve always invested them, the outcomes will be the same: more congestion, more angst, more lost productivity and more limited mobility options,” said Kim.

[See **DAVID KIM**, Page 14]



# LA Metro's Ridership on the Rise

*Chair Hilda L. Solis Says Agency is Focused on Transit for All*

By Elizabeth Smilor  
Special Sections Writer

*"What I put forward as Chair is this, BETTER: Bring Equitable Transportation To Every Resident."*

**Hilda L. Solis**  
**Metro Board Chair**  
**and Chair of the**  
**Los Angeles County**  
**Board of Supervisors**

**L**A Metro is getting Angelenos moving again with clean, safe and reliable transit options as well as career opportunities.

"One thing that's really important to me is that we increase ridership and make sure we bring back lines that were not running during the height of the pandemic," said Metro Board Chair and Los Angeles Supervisor Hilda L. Solis. "People want regularity and consistency. We also need to make sure our bus stops, stations and vehicles are clean. That's how we bring back ridership; by making people feel safe."

Prior to the COVID-19 pandemic, Metro averaged 1.2 million riders a day. That figure dropped to 600,000 in 2020. Chair Solis said current ridership is at about 900,000 a day. Chair Solis and Metro Chief Executive Officer Stephanie Wiggins, who was





***Metro is also engaging all communities by expanding their Eat, Shop and Play program to encourage riders to discover and support local businesses.***

At left, Metro Chair Hilda L. Solis addresses the public as Metro CEO Stephanie Wiggins looks on. Both Metro leaders are committed to growing transit ridership by expanding routes and providing safe, clean and reliable options, including new electric buses as shown above and more light rail lines, bottom left.

appointed in April 2021, both have their sights set on bringing back riders and attracting new ones.

"I feel very confident in the work Stephanie Wiggins has already done. She's made major changes in leadership, and she's helped confirm and realize what's important to Metro and that is to make sure we can recover our transit service by bringing back ridership after the pandemic, and that we really understand equity and who are riders are," Chair Solis said. "I'm really excited our CEO has made it a priority to not only bring our ridership back but build new ridership."

Ms. Wiggins is the first woman of color to lead the agency and Chair Solis is part of an all-female Board of Supervisors and one of six women on the Metro Board. Chair Solis will serve as Chair through June 30. Both leaders are committed to growing ridership and Metro's workforce in an equitable fashion.

"What I put forward as Chair is this, BETTER: Bring Equitable Transportation To Every Resident," Chair Solis said.

She discussed several ways Metro is expanding transit to all. First, the agency is focusing on young people with a new Youth Council and a pilot student GoPass fareless program for K-12 and community college students at participating schools. The Youth Council, open to

those 14-17 in Los Angeles County for one-year terms, will engage young leaders in discussions to foster awareness and create life-long riders. The student GoPass program offers passes to ride the system for free through June 30, 2023. More than 40 districts have signed up, including the Los Angeles Unified School District.

"I'm particularly excited that this program is the largest unlimited-use student program in the nation," said Ms. Wiggins in announcing LAUSD's participation. Los Angeles Unified and other participating students can use transit freely throughout L.A. County, not just to and from their schools. I hope we can convert young people to transit enthusiasts at an early age with the help of this initiative."

Metro suspended bus fares during the pandemic, but fare collection resumed on Jan. 10. Chair Solis says transit needs to be accessible all, adding the average bus rider makes \$18,000 per year. Metro is making it easier to apply for the Low-Income Fare is Easy (LIFE) program and providing deeper discounts. The new applications are available online in English and Spanish, and at Metro Customer Centers.

"We have had the LIFE program for many years for low-income riders and we found it was underutilized. What we heard from people

[See **LA METRO'S RIDERSHIP**, Page 8]



Metro CEO Stephanie Wiggins speaks as Chair Hilda L. Solis stands beside her. Both leaders are excited about new youth initiatives, including a Youth Council and a pilot fareless program for students at participating schools.

[LA METRO’S RIDERSHIP, from Page 7]

is that it’s a complicated program to access,” Chair Solis said. “We want to make it easy and user friendly. We’re also doing a lot of in-person outreach with ambassadors at key stations.”

Metro is also engaging all communities by expanding their Eat, Shop and Play program to encourage riders to discover and support local businesses. The transit agency also continues to work with city leaders to address homelessness and with private developers to build more housing near transit.

*“I hope we can convert young people to transit enthusiasts at an early age with the help of this initiative [student GoPass].”*

**Stephanie Wiggins**  
Metro Chief Executive Officer

“We will focus on the customer first as we accomplish projects, Chair Solis said. “I think we have projects the federal government will fund. We see that every corner of the county can be connected to downtown and it’s time that we finally catch up.” ○

To find more about upcoming career fairs and LIFE program pop-up events, go to [thesource.metro.net](https://thesource.metro.net) or find Metro on Twitter, Facebook and Instagram.



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# Caltrans District 7 Director Putting People First

By Elizabeth Smilor  
Special Sections Writer

*"Moving in the right direction cannot be achieved without knowing where we are, how we got here, and what needs to be done to equitably improve the development of all our communities."*

**Tony Tavares**  
Director  
Caltrans District 7

Caltrans District 7 Director Tony Tavares' vision is a multimodal transportation system that puts people first by prioritizing safety, equity and climate action. "Caltrans was more vehicle-centric for our first 100 years, and now we're looking beyond just the people driving cars and focusing on all users," said Tavares, who was appointed District 7 Director in November 2020. "We also recognize that building freeways can and has negatively affected communities and we want to collaborate better with our residents to change this."



Tony Tavares

Prior to leading District 7, which encompasses Los Angeles and Ventura counties, Tavares served as Caltrans' San Francisco Bay Area Director (District 4) and as the statewide Division Chief for Maintenance, where he directed 7,000 employees with an annual budget of nearly \$2.2 billion. As District 7 Director, he oversees transportation systems in a region that boasts 25 percent of California's population and an annual construction program of more than \$2 billion.

Tavares is focused on human vulnerabilities within this vast transportation network to enhance safety for all.

"Ten people die every day on California's roadways and two to three of those are pedestrians," Tavares said. "We're looking at how we can design our roadways to help account for human error. We know humans make mistakes and have accidents, so we're looking at how we can minimize the outcome of an incident."



At left, local and state officials join volunteers for a trash pickup event to launch the \$1.1 billion Clean California initiative. Above, Caltrans and Metro are working together to install more charging stations and other electric infrastructure throughout the county. Caltrans is working with neighboring communities to plan improvements to the Interstate 710 freeway corridor, shown at right.

District 7 staff is identifying areas where pedestrians cross busy state highways to mitigate the danger to walkers and bicyclists. For example, in Pearblossom Caltrans will be installing a traffic signal and speed reduction measures on Route 138 where students and other pedestrians have felt unsafe while crossing.

To serve all communities equitably, District 7 is working with local cities, transit agencies as well as housing authorities to address such issues as homelessness, public health and employment. Task forces, such as that for the I-710 freeway corridor planning, will continue to engage residents, while Caltrans is also internally placing an emphasis on diversity and inclusion.

“Moving in the right direction cannot be achieved without knowing where we are, how we got here, and what needs to be done to equitably improve the development of all our communities,” Tavares said. “My goal is to really ensure that our staff is representative of the communities we serve to ensure we have empathy for the people who live in our communities.”

Finally, Tavares recognizes the impacts of the current transportation system on the environment and is building partnerships whose innovation will lessen and mitigate those impacts to the communities within his district. As a case in point, District 7 is working with LA Metro to expand clean transit options and develop electric infrastructure, such as charging stations at rest areas like those along the I-5 Grapevine.

He is also enthusiastic about Clean California, a \$1.1 billion initiative passed by the state legislature to clean up roadways over the next three years.

“This effort will generate 11,000 jobs statewide, including opportunities for people experiencing homelessness, re-entering society following incarceration, and at-risk youth. We have already made more than 450 conditional job offers locally,” Tavares said. “We will also provide grants to local communities to adopt



sections of state rights of way and turn them into areas the communities can use and be proud of, such as open space areas.”

At the heart of every project are the people of Los Angeles and Ventura counties and transportation must enhance their lives, Tavares said.

“Everything we do now must be viewed through the lens of the lives of the people we serve and adding value to the communities in which we live,” he said. ○





Above: Artist rendering of the future Glendora Station; one of four new stations currently under construction. Below: Crews pouring concrete for one of 19 rail bridges being built or renovated as part of the 9.1-mile project. Right: One of 21 total at-grade crossings to be rebuilt; following reconstruction.

## More Foothill Gold Line is On The Way

Four more Foothill Gold Line stations (currently called the L Line) are under construction. The Glendora to Pomona project segment is now well underway, and in just a few short years will add new stations to the Metro system in Glendora, San Dimas, La Verne and Pomona (the Pomona station will provide easy transfers between the Metro and Metrolink systems).

The nine-mile extension will connect more of the San Gabriel Valley to the growing network of rail lines being built in LA County, and will provide stations within a short walk, bike or bus ride to the Los Angeles County Fairplex, distinguished colleges and universities, historic downtowns, museums, regional and national parklands, and much more.

The \$1.6 billion extension is mostly funded by LA County's Measure M half-cent sales tax, with \$100 million of residual Measure R funds from the Pasadena to Azusa segment and a State of California Greenhouse Gas Reduction grant (part of the SB1 program).

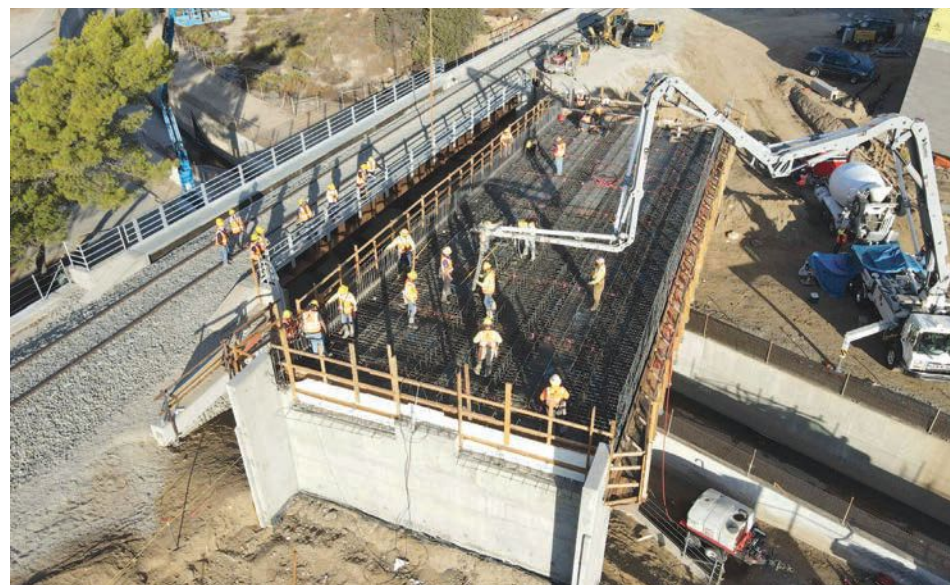
Since the project broke ground in December 2017, the Foothill Gold Line Construction Authority (the independent agency responsible for planning, designing and building the line) has completed two utility-related contracts and is now underway with the main design-build contract.

The Construction Authority hired the team of Kiewit Parsons, a Joint Venture (KPJV) in October 2019 to design and construct the regional infrastructure project. KPJV is the same team that built the first two segments of the Foothill Gold Line from Los Angeles to Pasadena and Pasadena to Azusa, and many of the same staff members who were part of those teams are back again to continue building the line.

While the first year of the contract was spent focused on engineering/design work, coordination with project partners, conducting pre-construction activities and preparing the corridor for major construction – not to mention dealing with the added challenges brought on when the COVID-19 pandemic hit just a few months into the contract – major construction was able to start in July 2020.

The light rail project crosses 21 streets at-grade (or at street level) and requires building 19 new or renovated bridge structures – including four new light rail bridges over major city streets. It also requires the relocation or protection of dozens of utilities that cross under the tracks, as well as 9.1-miles of an existing freight track that originally sat in the middle of the 100-foot-wide rail corridor. To make room for the light rail system, the first major construction task for the team was to relocate the freight track within the shared corridor.

To date, crews have completed work at more than half of the grade crossings, are nearing completion on the freight track relocation and have started work on all of the bridges. Work has also started at two of the stations and will be visible soon at all four. Go anywhere along the project corridor these days and you will see crews making progress. And despite working through a pandemic, the team is on schedule to complete the project to Pomona in early 2025.



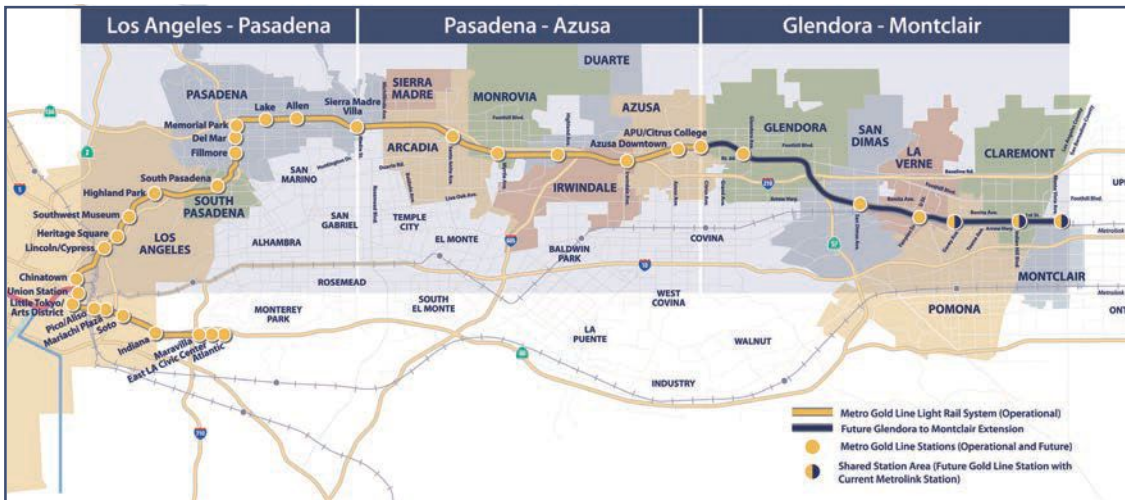


### Benefits of Reaching Claremont and Montclair

When the Construction Authority was underway with the competitive procurement process to hire the design-build contractor, the agency learned that the secured funding for the project was insufficient to build the planned 12.3-mile, six-station project from Glendora to Montclair. The agency was hundreds of millions of dollars short. Through additional Measure M funding directed by the San Gabriel Valley Council of Governments to the project, it was determined that enough funds were available to build the first nine miles and four stations. At that time, the agency underwent an environmental review to allow phased construction. This permitted the Glendora to Pomona segment to be built while additional funds were sought to complete the project to Claremont and Montclair.

As of this publication, the Construction Authority is still working to secure the funds needed to complete the full project. The agency is seeking funding through a proposed transit funding bill currently being discussed by the state legislature. If secured in the coming months, the agency may be able to complete the six-station project using a contract option with KPJV or build the final two stations separately.

Building the line to Claremont and Montclair will reap important benefits for the region. It will provide connections to area destinations, like the Claremont Colleges and the Montclair TransCenter with its bus and rail connections to the Inland Empire. It will continue to be a catalyst for new private developments that will add much-needed housing within a short walk of transit. And it will provide a reliable and sustainable alternative for residents, workers, students and visitors currently making nearly three million trips each day (nearly all by car) between western San Bernardino County and the Foothill Gold Line and surrounding cities - adding an estimated 8,100 daily boardings to the transit system once in operation. ○



The Claremont and Montclair stations are part of the Glendora to Montclair project segment; but are currently unfunded and not part of the construction project underway.

To stay updated on the status of the Foothill Gold Line, go to [www.foothillgoldline.org](http://www.foothillgoldline.org) and sign up to receive monthly E-News updates. You can also follow the project on:



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## Foothill Gold Line's Journey Continues

It is hard to believe that more than two years have passed since the Construction Authority awarded the Glendora to Pomona project segment to the design-build team of Kiewit-Parsons, a Joint Venture. It has certainly not been a typical two years. But even under the extraordinary circumstances brought on by COVID-19, I am pleased to say that the project is well on its way to completion; and remains on time and on budget.



**Habib F. Balian**  
CEO, Foothill Gold Line  
Construction Authority

The project's success through the pandemic is largely the result of the dedication, determination and ingenuity of the team at the Construction Authority, the contractor and our project partners (corridor cities, LA Metro, SCRRA, third party utilities, among others). Through their efforts, the project was able to move forward, starting major construction in July 2020 and achieving substantial completion on the project design earlier this year – a major milestone for the design-build project.

Now, anywhere you look along the project corridor, crews are hard at work. Importantly, KPJV is nearing completion on the first major construction task – relocating the existing freight track that just two years ago sat in the center of what will be a shared rail corridor with

*"The project's [Glendora to Pomona] success through the pandemic is largely the result of the dedication, determination and ingenuity of the team at the Construction Authority, the contractor and our project partners..."*

the light rail system. Bridges along the corridor have been rebuilt to make that relocation possible, and in recent days, crews installed the final girder on the last of the relocated freight bridges. Over the next year, the four new rail stations will begin to take shape, and the new light rail system will be installed, including construction of four new light rail bridges over major city streets in Glendora and San Dimas.

Unfortunately, in early October of this year, the Construction Authority was not able to execute the option within the design-build contract that would have allowed the Kiewit-Parsons team to build the entire six-station project from Glendora to Montclair altogether. The Construction Authority continues to work with our state legislators and project partners to seek the funding needed to complete the project to Claremont and Montclair. We are hopeful that the funds may be secured in the coming months as the state negotiates a transit spending bill, and we appreciate the strong support and leadership of the legislators, cities and organizations from the San Gabriel Valley and throughout the region that are supporting that effort. ○

*The Journey Continues.*



**Foothill Gold Line**

*"The supply chain is a system of systems. It is very complex with many inter-related pieces of the puzzle. Every link in the supply chain is critically important. When there's a vulnerability in one link it affects the entire system. It's like dominoes and that's what we've been seeing."*

David Kim, California State Transportation Secretary



More than 40 percent of all goods to the U.S. come into the ports of Los Angeles and Long Beach, often on large cargo ships loaded with massive containers, such as the one shown above. Many ships are waiting off our coast and many empty containers are piling up at the ports due to backups in the supply chain.

[DAVID KIM, from Page 5]

Pollution and equity concerns have paused work on the Long Beach (I-710) corridor as EPA reports showed the project would negatively impact air quality in an area with already disadvantaged communities. A task force has been formed that includes Caltrans, LA Metro and about 50 different community stakeholders and is in the early stages of input.

"We are looking at reimagining that corridor into a clean truck one. We want community members to really help guide what that corridor will look like," Tavares said. "Our hope is that the outcome of this task force will be a very good representation of how Caltrans moves forward on future projects throughout California."

The overarching goal is to create a safe, climate-friendly transportation system that serves everyone.

"Not all privileges nor all burdens have been distributed equally across the system," said Tavares. "Some of our historically marginalized

communities have suffered more than others and we are working to improve their connectivity."

Kim echoed that sentiment. "Equity is front and center," he said. "We want to build everything through an equity lens. It means fully integrating the principles of equity, justice and inclusion."

Equity, he clarifies, means expanding people's choices.

"The goal is not to restrict the number of travel options. The goal is to expand them to give people choices to move around and not be limited to the default option of driving a car," Kim concludes. "It seems that if you don't own a car, you are seen as a second-class citizen and you are shut out of the economy and opportunities are limited. It should not be that way. Whether you own a car or not, you will have plenty of travel options, you will have access to opportunity and you can live a productive life." ○

# Connecting communities with care



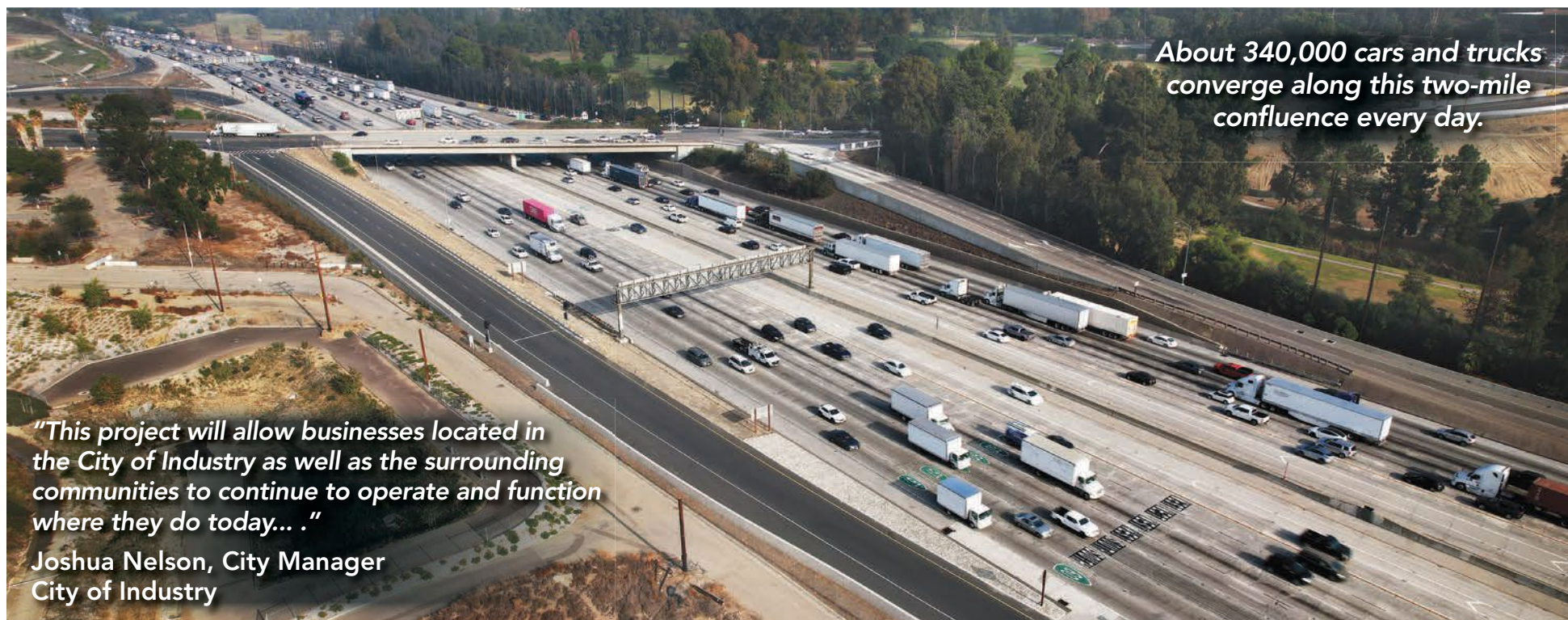
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About 340,000 cars and trucks converge along this two-mile confluence every day.

*"This project will allow businesses located in the City of Industry as well as the surrounding communities to continue to operate and function where they do today... ."*

**Joshua Nelson, City Manager**  
City of Industry

The State Route 57/60 Confluence Chokepoint Relief Project will improve freeway lane transitions as well as on-ramps and off-ramps at one of the nation's busiest truck thoroughfares. The 2-mile interchange runs through the cities of Industry and Diamond Bar and alongside the Diamond Bar Golf Course, as seen from above at right. The golf course is being reconfigured along with neighboring streets such as Golden Springs in Diamond Bar, as shown at far right, and Grand Avenue in the City of Industry.

## Funds Accelerate SR 57/60 Confluence Project

### City of Industry Grateful for Support as Construction Moves into Final Phase

By Elizabeth Smilor  
Special Sections Writer



*"The City of Industry has been a leading proponent of this project for many years and has worked closely with our regional partners to secure necessary funding."*

**Cory C. Moss**  
City of Industry Mayor

**W**ith new federal funds in addition to state and local dollars, construction will begin this year on the third and final phase of the SR 57/60 Confluence improvement project, two years ahead of schedule. City of Industry officials are thrilled by the recent progress and support for this crucial project.

"The City of Industry has been a leading proponent of this project for many years and has worked closely with our regional partners to secure necessary funding," said Mayor Cory C. Moss. "We deeply appreciate the leadership of LA Metro and support of our San Gabriel Valley area Congressional delegation, led by Congresswoman Grace Napolitano and Congresswoman Young Kim."

In June 2021, Congress awarded a \$30 million U.S. Department of Transportation Infrastructure for Rebuilding America (INFRA) Grant for the State Route 57/60 Confluence Chokepoint Relief Project. The Project was awarded nearly \$218 million in California SB 1 grants in winter 2020. The total cost of the project is estimated to be \$420 million.

"We are thrilled to welcome these new federal funds to the San Gabriel Valley, which will create additional jobs, improve traffic flow, and increase safety at one our nation's worst bottlenecks," Rep. Napolitano said, upon the bill's passage. "By reducing delays due to congestion and frequent accidents, the 57/60 project will improve the flow of goods and people, while simultaneously reducing air quality impacts associated with local truck-related emissions and greenhouse gases."

*"By reducing delays due to congestion and frequent accidents, the 57/60 project will improve the flow of goods and people... ."*

**Grace Napolitano**  
Congresswoman



Grace Napolitano  
Congresswoman

About 340,000 cars and trucks converge along this two-mile confluence every day. It ranks as the worst for truck delays in California, the 11th worst in the nation and the second-highest truck accident location in Southern California, due to existing hazardous weaving conditions.

"The interchange at the 57/60 is one of the most congested and challenging in the state," Moss said. "Working with the City of Diamond Bar, Metro, Caltrans and the San Gabriel Valley Council of Governments (SGVCOG), we will ensure this project is completed because it is essential to the safe

movement of goods and people in and around our city."

The third phase of the project will focus on the freeway mainline improvements and by-pass connectors through September 2027. The engineering design team has submitted the design package to Caltrans for final review and approval, and SGVCOG recently made offers on all real property interests to be acquired and is currently negotiating with property owners, according to SGVCOG. Construction contracts should be awarded by summer.

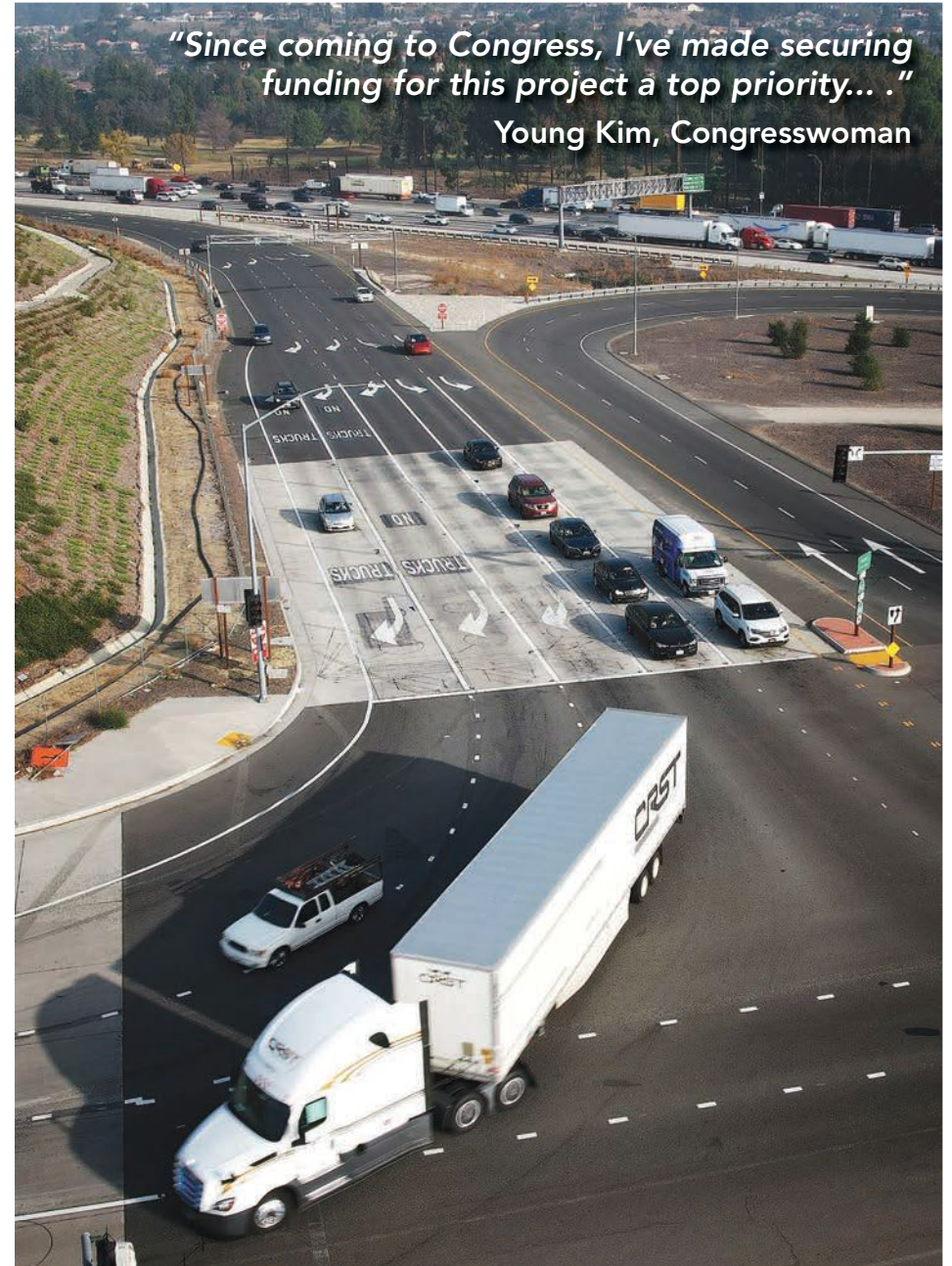
The City of Industry's final obligation is the widening of the intersection of Grand Avenue and Golden Springs Drive in Diamond Bar. This work is underway and should be completed in early 2023. Additionally, the Diamond Bar Golf Course was closed for construction September 2021 to reconfigure the course and holes due to the acquisition of nearly 10 acres for ramp improvements. The course will reopen in approximately 18 months, and the L.A. County-funded improvements will offer an enhanced playing experience.

The City of Industry is an economic hub of the San Gabriel Valley with more than 3,000 businesses employing over 67,000 people and supporting more than 209,000 jobs countywide. Many of these companies depend upon the safe and reliable movement of goods from the ports.

"Improving the 57/60 Confluence would reduce traffic, enhance safety and ensure the flow of goods and services in this vital trade corridor, impacting our local, regional and national economy," said Rep. Kim. "Since coming to Congress, I've made securing funding for this project a top priority by requesting funding and educating my colleagues on the impacts of the Confluence."



Young Kim  
Congresswoman



*"Since coming to Congress, I've made securing funding for this project a top priority..."*

Young Kim, Congresswoman

The final phase of the project includes: Construction of an eastbound on-ramp bypass lane from SR-60; a new eastbound general-purpose lane and an eastbound SR-60 off-ramp bypass from the northbound SR-57 split; reconfiguring the Grand Avenue eastbound on- and off-ramps and completing improvements to the westbound on-ramp; widening Grand Avenue and reconstructing the Grand Avenue bridge overcrossing; and reconstructing the eastbound SR-60 Diamond Bar Boulevard on-ramp.

"This project will allow businesses located in the City of Industry as well as the surrounding communities to continue to operate and function where they do today, keeping jobs and the local economy stimulated for many years to come," said City Manager Joshua Nelson. "Many businesses have had to exit the San Gabriel Valley to areas to the east where congestion isn't as big of an issue." ○





## Transportation Infrastructure Projects In the San Gabriel Valley Will Help With Pandemic Recovery

By The Honorable Nancy Lyons

Mayor, City of Diamond Bar and Chair,  
Capital Projects and Construction Committee  
San Gabriel Valley Council of Governments



**A**s our region recovers from the COVID-19 crisis, the construction of major transportation infrastructure projects in the San Gabriel Valley will be a key part of that economic recovery while also delivering significant and long-term safety, congestion relief, emissions reduction and mobility benefits.



Nancy Lyons

The Alameda Corridor-East (ACE) program of rail-roadway underpasses and bridges at the most congested and hazardous crossings are among the major infrastructure projects in the San Gabriel Valley, and I am pleased to report we are making major progress on the program. As recently reported in the news media, Southern California's ports have long been the busiest in the nation and now are among the most congested due to the current supply chain crisis. Part of the solution to that crisis is to provide for more on-dock and near-dock rail facilities while constructing grade separations to mitigate the collision and traffic delay impacts on San Gabriel Valley communities of the increasing freight train

traffic. To date, we have completed 14 ACE grade separations with another three projects currently under construction and expected to be completed over the next three years. We are seeking funds needed to start construction this year of two final shovel-ready grade separations, one located in the City of Montebello and another in the City of Industry and unincorporated community of Hacienda Heights as well as for at-grade pedestrian safety improvements in the cities of Pomona and Montebello.

The San Gabriel Valley Council of Governments (SGVCOG) is also leading other regional transportation efforts. I'm thrilled to report the State Route 57/60 Confluence Chokepoint Relief Project, overseen by the SGVCOG in partnership

with LA Metro and Caltrans, received a major boost this summer with the award of \$30 million through the federal Infrastructure for Rebuilding America (INFRA) grant program. After submitting unsuccessful applications in previous rounds of the INFRA program, the strong support of our Congressional delegation led by Congresswomen Young Kim and Grace Napolitano made the difference in this year's award recommendation from the office of U.S. Transportation Secretary Pete Buttigieg. The grant will facilitate starting construction of the \$420 million project this year, two years ahead of schedule.

Once complete, the SR 57/60 project will reduce the unsafe weaving of trucks and cars at what is the worst truck bottleneck in the western U.S. for freight delays and 11th worst in the nation and the second-worst truck-involved accident location in Southern California. The Diamond Bar Golf Course adjacent to the freeway is currently closed through early 2023 for course reconstruction and improvements required by the acquisition of easements and parcels near the freeway and ramps as part of the project.

Looking to the future, the SGVCOG is also leading a transit feasibility study to explore options that will improve mobility in the lower half of the San Gabriel Valley, roughly located between I-10 and SR-60, and improve connectivity to existing transit located the northern half of the Valley. We look forward to working with stakeholders and residents over the next year in developing and evaluating effective and efficient transit options to better serve the mobility needs of corridor communities, and particularly of our transit-dependent residents. ○

Nancy Lyons is Mayor of the City of Diamond Bar and Chair of the Capital Projects and Construction Committee of the San Gabriel Valley Council of Governments. For more information about the projects and programs described, please see [www.sgvcog.org](http://www.sgvcog.org).



Far left, crews erected steel girders that will support the future four-track railroad bridge for the Fairway Drive grade separation in the City of Industry. Forty-nine trains pass through the railroad crossing daily. At left, the retaining walls under construction along Gale Avenue will support the roadway underpass for the Fullerton Road grade separation in the City of Industry. The project will enable freight trains to travel over Fullerton Road near State Route 60, preventing motorist delays and highway-rail conflicts. Above, the new railroad bridge and underpass are taking shape as crews continue excavation for the Durfee Avenue grade separation in Pico Rivera. The project will eliminate delays for emergency responders and the potential for vehicle-train crossing collisions.

# \$20 Million in State Grant Funds Awarded for Two ACE Grade Separations

*Projects at Montebello Boulevard and Turnbull Canyon Road will improve state’s worst trade corridor chokepoints*

The Alameda Corridor-East (ACE) grade separation program of the San Gabriel Valley Council of Governments (SGVCOG) was awarded \$20 million for the construction of two rail-roadway grade separations along the ACE freight rail corridor in eastern Los Angeles County. Funds were awarded from the Section 190 Grade Separation Program for projects to grade-separate or improve at-grade crossings with the goal of eliminating the potential for collisions and relieving traffic congestion.

“We greatly appreciate the continued support of our state funding partners which will help deliver the final two ACE grade separations in the San Gabriel Valley,” said Eric Shen, Director of Capital Projects/Chief Engineer of the SGVCOG, who oversees the comprehensive ACE grade separation program, consisting of 19 grade separations and at-grade safety improvements at the remaining crossings. “Grade separation projects create more livable communities, generate good-paying jobs during construction and reduce carbon pollution at crossings that contribute to the climate crisis.”

The state will contribute \$15 million over a period of three years toward construction of a roadway underpass on Montebello Boulevard in the City of Montebello scheduled to start construction this winter. A roadway overpass project on Turnbull Canyon Road in the City of Industry and unincorporated community of Hacienda Heights scheduled to start construction this winter will receive an award of \$5 million. The California Public Utilities Commission develops a two-year priority list of grade separation projects statewide and funding is allocated to construction-ready projects by the California Department of Transportation.

Five collisions have been recorded at the Montebello Boulevard crossing, including three fatalities and one injury, which is ranked as the second most hazardous crossing of more than 1,000 Union Pacific Railroad crossings in Los Angeles County. The Federal Railroad Administration has recorded 14 collisions at the Turnbull Canyon Road crossing, including three fatalities. Both crossings are used by a daily average of more than three-dozen freight trains carrying cargo to and from the ports of Los Angeles and Long Beach and 12 Metrolink regional commuter trains operating between downtown Los Angeles and Riverside. ○



# Full Bore Ahead

*Clearwater Project Tunnel Advancing from Carson to San Pedro*

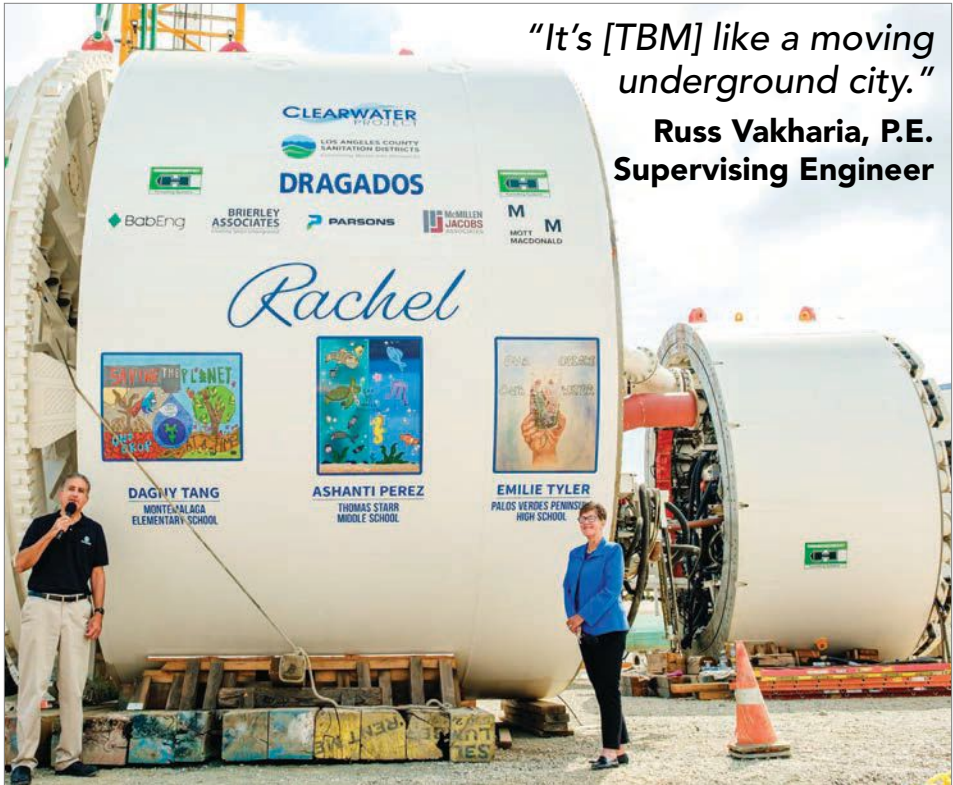
By Elizabeth Smilor  
*Special Sections Writer*

Deep below the Los Angeles County Sanitation Districts’ Joint Water Pollution Control Plant (JWPCP) in Carson, a tunnel boring machine (TBM) named Rachel is advancing toward San Pedro. Rachel is building a seven-mile long, 21.5 ft diameter tunnel that will eventually connect to existing ocean outfalls at Royal Palms Beach. The new tunnel is part of the Clearwater Project, the largest project in the Sanitation Districts’ nearly 100-year history. Construction of the project began in 2019 and is scheduled to finish in 2027.

The new tunnel will protect local waterways by addressing aging infrastructure. The two existing tunnels that carry cleaned water from the JWPCP to existing ocean outfalls are more than 60 and 80 years old. They were not designed to current seismic standards, even though they cross two earthquake faults, and they have not been taken out of service for inspection or repair because there is always flow in them.

“When it rains, some rainwater gets into the sewer system and the flows to the plant can more than double. During very heavy storms in early 2017, we almost exceeded the capacity of the tunnels,” said Senior Engineer and project spokesman Glenn Acosta. He added that earthquakes could also lead to the emergency discharge of treated and/or raw sewage to local waterways if the tunnels were to collapse. “In keeping with our mission to protect public health and the environment, we’re building a new tunnel to avoid this situation,” said Acosta.

“To meet seismic standards, the new tunnel will be reinforced with a steel liner where the tunnel crosses earthquake faults. Once the new tunnel is



*“It’s [TBM] like a moving underground city.”*  
**Russ Vakharia, P.E.**  
Supervising Engineer

Following a student naming contest, the TBM was dubbed “Rachel” in honor of conservationist Rachel Carson, author of “Silent Spring.” The Sanitation Districts also held an art contest and the art from the three winners is mounted on the TBM for its journey.



At left, tunnel miners move concrete tunnel wall segments to the tunnel boring machine (TBM) for placement in the Clearwater Tunnel. Below left, Sanitation Districts' General Manager Robert Ferrante and Sanitation Districts' Chairperson and Whittier Mayor Pro Tem Cathy Warner unveil the TBM decorated with student artwork. Above and at right, the TBM cutting head is lowered into the 135-foot-deep starting shaft to begin tunneling.

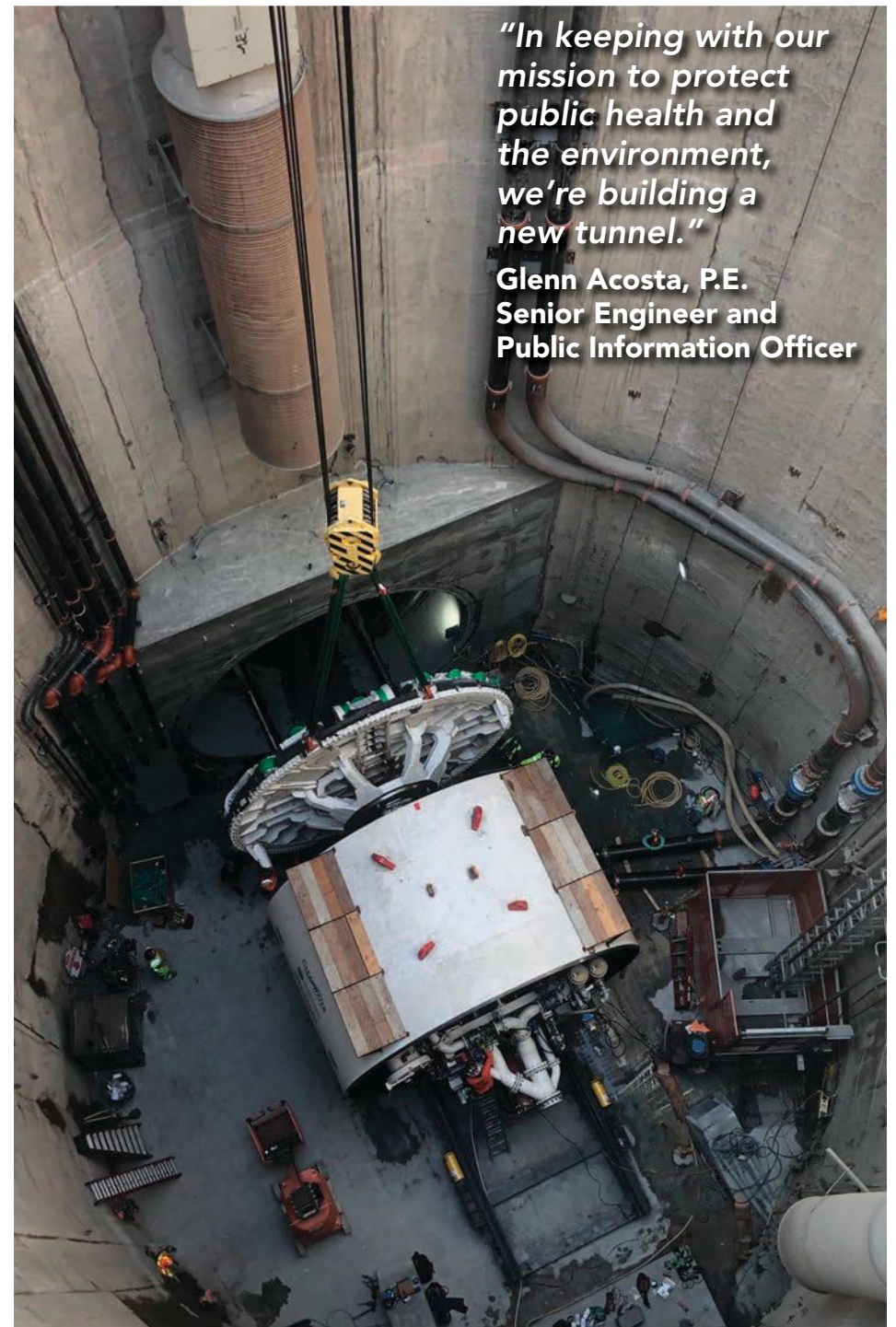
operational, the old tunnels will be emptied and inspected," added Russ Vakharia, Supervising Engineer overseeing the construction. The new tunnel will ensure a reliable sewerage system for 5 million people in the Los Angeles Basin.

The \$630-million construction contract was awarded to Dragados USA in January 2019. The curving alignment and varied ground conditions along the route add to the project's complexity. The depth of the tunnel will range from 45 to over 90 feet during the first half of the alignment and up to 460 feet when the tunnel goes underneath the Palos Verdes Peninsula. The first half of the alignment will be in "soft ground" and the second half will be in bedrock. In the second half, the TBM will encounter "squeezing ground" where the surrounding bedrock will try to close any hole that is created. The TBM was designed with extra thrust force and other features to push through those conditions.

The Clearwater Project tunnel is being constructed underneath streets, rather than going beneath residences. To minimize surface construction, there will be just two access shafts: one at the start and one at the end of the tunnel. Three underground concrete "maintenance blocks" have been constructed to provide a safe, dry environment for workers to maintain the TBM cutting head.

Rachel was custom-made by Herrenknecht, the world's premier TBM manufacturer, to handle the project's complexities. She was shipped to the Port of Los Angeles and delivered to the JWPCP in over 90 trucks. This machine has many sensors to detect pressure, movement, and other parameters that are viewable in real time by the TBM operator and others on the ground surface. Soil is removed at the front (or head) of the TBM using a large, flat rotating disc (cutting head) that functions like a giant cheese grater. The TBM and cutting head moves so slowly that noise and vibration are imperceptible on the surface.

Rachel the TBM was lowered down an access shaft and assembled in spring and summer and began tunneling October 2021. So far, 350 feet of tunnel have been constructed. As Rachel moves forward, more pieces of the supporting



*"In keeping with our mission to protect public health and the environment, we're building a new tunnel."*

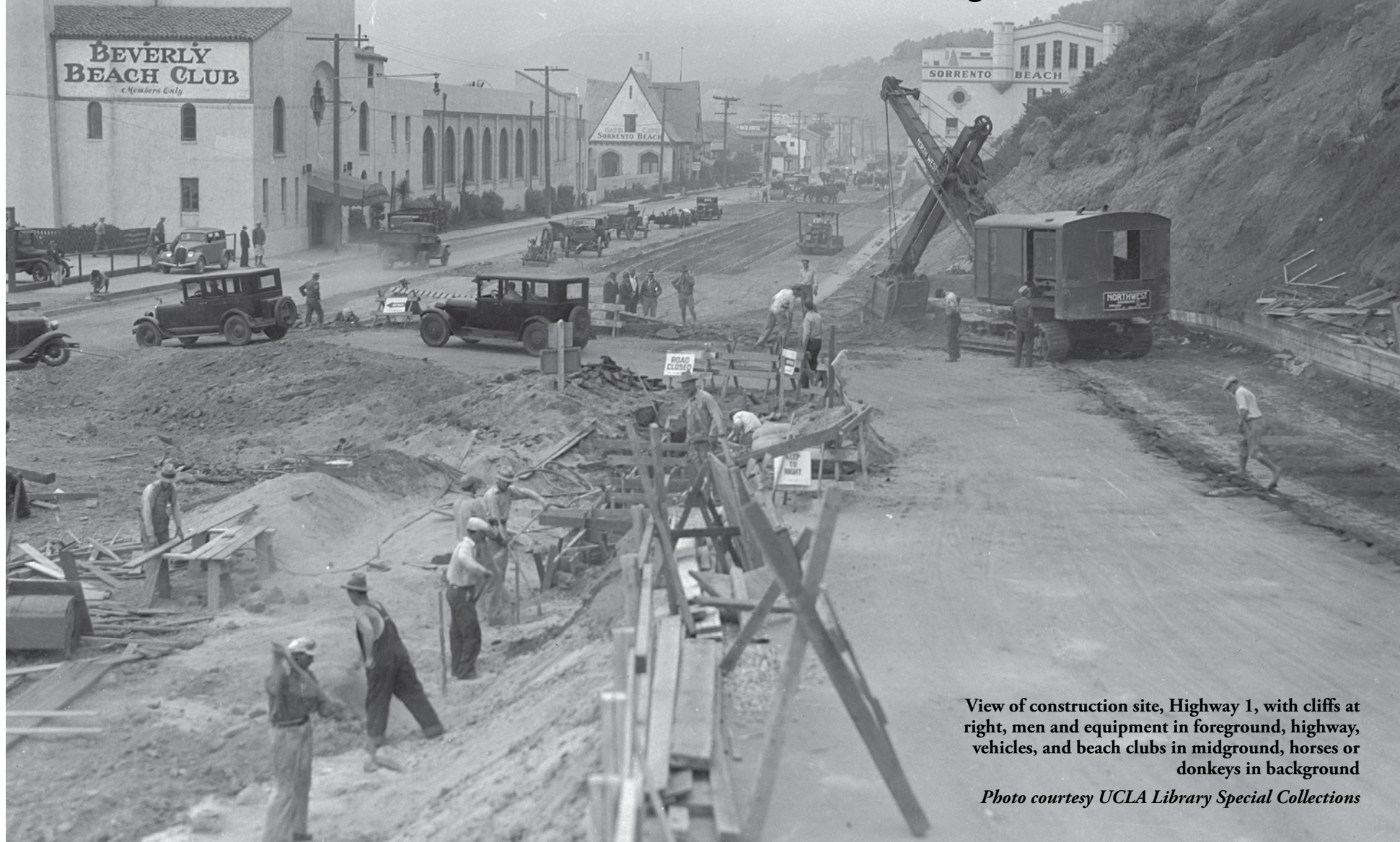
**Glenn Acosta, P.E.**  
Senior Engineer and  
Public Information Officer

equipment ("trailing gear") will be lowered and attached to the TBM. The approximately 750 feet of trailing gear (about two and a half football fields long) will house the TBM operators and all needed support equipment. "It's like a moving underground city," said Vakharia in explaining the complexities of this project.

Every five feet, the TBM stops and gadgetry kicks in to build a ring of tunnel wall. Each ring consists of six segments of reinforced concrete manufactured at a Palmdale factory and tested before being shipped to the site. After the final "key segment" is placed, the TBM begins cutting and slowly advancing the next five feet. Moving slower than a snail (about 40 to 50 feet per day), Rachel will take about three and a half years to build the seven-mile tunnel and additional time will be needed to connect the new tunnel to the existing outfalls. ○

**To follow Rachel the TBM's journey, visit the Sanitation Districts' Facebook page (@ClearwaterProjectLA) or website [www.clearwater.lacsd.org](http://www.clearwater.lacsd.org).**

# State Route 1: *Our Connection to the Pacific Coast*



View of construction site, Highway 1, with cliffs at right, men and equipment in foreground, highway, vehicles, and beach clubs in midground, horses or donkeys in background

*Photo courtesy UCLA Library Special Collections*

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**By Elizabeth Smilor**  
Special Sections Writer

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**The highway was built piecemeal starting in 1919 and was completed in 1937 to become the first complete north-south highway in California.**

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It's known as Highway 1, Pacific Coast Highway, State Route 1 or, simply, PCH. Through the years, the iconic roadway that snakes along California's coast has had a lot of names and designations. The road, both beautiful and treacherous, runs for more than 650 miles from Leggett in the north to Dana Point in the south through areas of unparalleled beauty and by historic coastal towns and cities.

The highway was built piecemeal starting in 1919 and was completed in 1937 to become the first complete north-south highway in California. It was not designated as State Route 1 until 1964. The portions of the highway are officially designated as Pacific Coast Highway from Dana Point to Oxnard; Cabrillo Highway in Central California; and Shoreline or Coast Highway in Northern California.

Today's Cabrillo Highway was the first section to be built. It includes the breathtaking Big Sur area, where throughout the years, as recently as last year, dozens of landslides have closed portions of the route. In 2017, a massive slide closed the road for a year. The fix, which included buttressing the new roadway with a series of berms, embankments, netting, rocks and other stabilizing materials, cost \$54 million.

The inspiration to build a road along this rocky coast came from Dr. John Roberts who lived in the area in the late 1800s. According to Federal Highway Administration history, after a four-hour horseback ride from Monterey to Point Sur to reach those injured in a shipwreck, Dr. Roberts began to study the feasibility of a route on the coast. He enlisted the help of Sen. Elmer S. Rigdon of Cambria to lobby the Highway Commission to build the road.



The 1926 opening of Highway 1 near present-day El Morro by Mary Pickford and Douglas Fairbanks, Sr.

*Photo courtesy of Orange County Public Libraries*

In her book, “A Wild Coast and Lonely,” Rosiland Sharpe Wall, who knew Dr. Roberts when he was elderly, writes: “He (Dr. Roberts) felt that a highway would not only make life easier for the inhabitants of the region, especially those around Lucia, but would make this scenic landscape accessible to everyone. As it was, no one knew its beauty save those who lived there. It belonged, he felt, to the state, the nation, the world.”

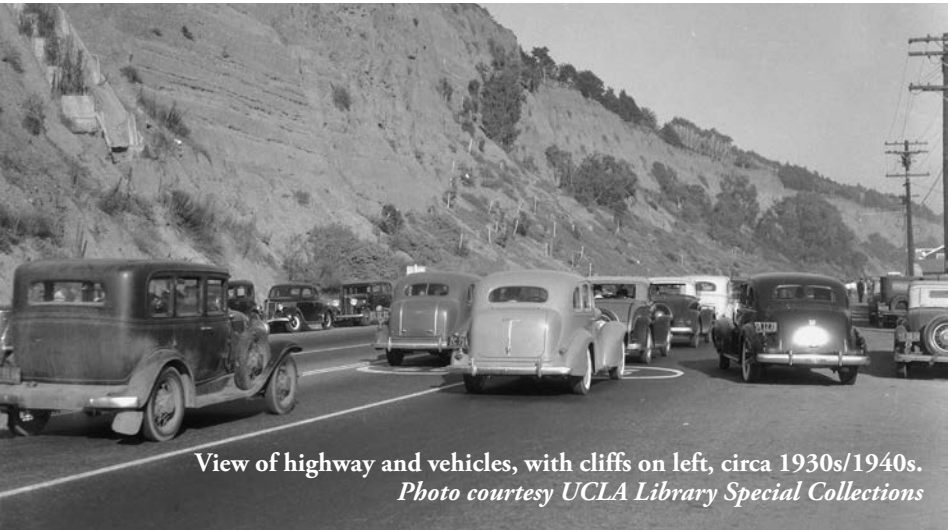
Construction on that portion of the road began in 1919 with labor provided by prisoners from nearby San Quentin Prison and by such locals as a young John Steinbeck, who later wrote novels set in coastal California. Bixby Bridge, the highway’s most famous span near Big Sur, was constructed with 6,600 cubic yards of concrete and 600,000 pounds of reinforcing steel. The arch was originally formed with 300,000 board feet of Douglas fir.

The section of State Route 1 from Santa Monica to Oxnard was initially designated “Theodore Roosevelt Highway” when it was opened in 1929. KCET’s Lost L.A. column, in collaboration with USC Libraries, focused on the history of this section. The 2012 column told the story of landowner May Rindge, who in 1907 posted armed guards at the entrances to her ranch in Malibu and challenged the county’s power of eminent domain. The battle raged in the courts until 1925 when “a superior court judge granted the county title to the right-of-way in return for \$107,289.” The Malibu segment of the Roosevelt Highway was the last to open. Historical photos show California Governor C.C. Young, standing between Miss Mexico and Miss Canada, cutting the ceremonial ribbon on June 29, 1929, for a parade of 1,500 cars.

Both the Big Sur and Malibu sections of Highway 1 share a common history of devastating landslides, but also a legacy of famous people living along and visiting the California coast. Portions of the highway and the towns and cities along it have been featured in movies, TV shows and books through the years.

More importantly, State Route 1 connects communities and makes it possible for tourists and residents alike to visit places of great beauty and history. ○

***It connects us to the Pacific Coast.***



View of highway and vehicles, with cliffs on left, circa 1930s/1940s.  
*Photo courtesy UCLA Library Special Collections*



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