

Connecting Riders with Foothill Transit | ACE's Latest Phase | California Road Charge

SUMMER 2016

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Metro
Looks to the Future

Ride Expo
to the Beach

Foothill Gold Line
Not Finished Yet

ADVERTISING SUPPLEMENT TO THE LOS ANGELES TIMES, PUBLISHED BY CIVIC PUBLICATIONS, INC.

This supplement did not involve the editorial staff of the Los Angeles Times.

Government at its Best!

By Chris Lancaster
Publisher, Civic Publications

Recently, we witnessed the best kind of government -- the kind in which our professional civil servants positioned Los Angeles County for the future. Their forward-thinking approach is exactly what we need to navigate the coming decades.

Wait...what happened?



The Los Angeles County Metropolitan Transportation Authority (Metro) board of directors agreed to place a transportation measure on the ballot in November, and it's not exaggerating to say it will affect our lives for decades.

This measure would give voters a choice to approve (or

not) an increase in the sales tax in L.A. County by a half cent to fund \$120 billion in new rail projects, freeway improvements and other programs over the next half century. That's \$25 a year per person for a lifetime of progress.

No matter if you agree with a new tax or not, this is government at its best, thinking in terms of tomorrow rather than waiting for a crisis to rear up and then trying to fix it.

"When you look at the facts, common sense demands that we act now rather than wait."

When you look at the facts, common sense demands that we act now rather than wait. Think about it: Los Angeles County's population is expected to increase from 10 million to 12.3 million over the next 40 years.

That's a 23% increase, and we all know our streets, highways and freeways cannot handle what we have now, much less the anticipated increase, without improvement.

Metro didn't come to this conclusion in a vacuum. They had three years of meetings and forums with regional partners, the public and stakeholders.

[See **GOVERNMENT**, Page 14]



The Los Angeles County Traffic Improvement Plan, which goes before voters in November, would use sales tax revenue for light rail projects and new bus routes as well as road and safety improvements for drivers, cyclists and pedestrians.

Metro Looks Ahead

By Elizabeth Smilor
Special Sections Writer

Metro has its sights on the future and wants to keep Los Angeles moving. The Board of Directors recently introduced a revised Los Angeles County Traffic Improvement Plan, which will go before voters in November.

The ballot measure will ask voters to impose a new ½-cent sales tax for the county and continue the Measure R ½-cent sales tax indefinitely.

"It is the most aggressive and yet balanced initiative in this country today," said Metro CEO Phillip Washington. "We have an opportunity to be bold and not only tackle the transportation infrastructure challenges of today, but once and for all."

"It is the most aggressive and yet balanced initiative in this country today."

Phillip Washington
Metro CEO

Previously, the tax would have expired after 40 years and was expected to raise \$120 billion. By continuing the tax in perpetuity, Metro can accelerate the timeline of some projects, increase the amount of money to local cities and increase the overall number of projects.

"With no sunset provision we have an opportunity to leverage both private sector dollars and federal dollars," Washington said. Incoming Metro Board Chair John Fasana agreed, noting that Measure R has already opened up additional funding.



Phillip A. Washington

[See **IMPROVEMENT PLAN**, Page 6]

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Duarte City Councilman **JOHN FASANA** Begins Metro Board Chairman Role

By Elizabeth Smilor
Special Sections Writer

John Fasana, who became chairman of Metro's Board of Directors on July 1, sees a bright future for transportation in the Los Angeles region.

"I think there really are some incredible opportunities to make our system more efficient and better connected," the Duarte City Councilman said. Fasana succeeds Los Angeles County Supervisor Mark Ridley-Thomas and will serve as chairman for one year.

Fasana has served with Metro since its inception in 1993 when he was appointed as the representative for the San Gabriel Valley. He previously served as chairman from 2001-2002.

"No one on the Metro Board can rival Director Fasana's sweeping knowledge of LA's transit history," said Supervisor Mark Ridley-Thomas. "He is experienced, thoughtful, and balanced, and I have no doubt he will lead the agency in a positive and productive direction during this exciting time for transit investment throughout the region."

A top priority for Fasana has been the development of the light-rail system throughout the area. A big milestone in his efforts was the opening of the Gold Line extension in March through his hometown of Duarte. Along with supervisors Michael Antonovich and Ridley-Thomas, Fasana co-authored a motion that Metro operate the extension as soon as it was built and that Metro would make federal funding a top priority to extend the Gold Line from Azusa to Claremont. Fasana is equally thrilled to see the Expo Line reach Santa Monica.

"It creates longer term opportunities and options for people's travel," he said of the light rail. "The highway system and cars are going to be important and we continue to make that better, but we're giving people choices to not use the highway system everyday. The riding public continues to grow so we need to increase those options."

He said another exciting change Metro supports is transit-oriented development throughout the area. Fasana says any high-density development near the new rail stations will contribute to the sustainability of the line.

Throughout his career he has worked to make it easier for the average citizen to get around the region. Fasana played

[See **FASANA**, Page 6]

"No one on the
Metro Board
can rival Director
Fasana's sweeping
knowledge of LA's
transit history."

Mark Ridley-Thomas
Los Angeles County Supervisor



When Metro's Expo line extension from Culver City to Santa Monica opened in May, people lined up to be among the first to ride the light rail to the beach and back. The line is heavily used not only by commuters Monday through Friday, but by those taking bikes and surfboards to the beach on the weekends.

Expo Line Takes Riders to the Beach and Back *Trains in High Demand since its May Opening*

By Elizabeth Smilor
Special Sections Writer

Grab your surfboard, your sunscreen, even your bike and ride to the beach – on the train. The completion of Metro's Expo Line in May linked Angelenos by rail to the sandy shore of Santa Monica.

"The first time I rode on the train, I was so excited," Los Angeles County Supervisor Sheila Kuehl. "I just felt like after 50 years, where we used to have the Red Car out to the beach, finally we have a way to the beach that doesn't require driving, parking. It's just so wonderful."



Sheila Kuehl

Kuehl, who lives in Santa Monica and sits on the Metro Board of Directors, said her excitement had been growing for years as she watched the line and stations go up. "It was a whole set of years of excitement," she said. "Then when I saw the test trains go by, empty, I was so jealous. I thought: Why am I not on that train?"

"... finally we have a way to the beach that doesn't require driving and parking. It's just so wonderful."

Sheila Kuehl
Los Angeles County Supervisor

Officer of the Exposition Construction Authority, said the 15.2-mile line from downtown Los Angeles to Santa Monica is being utilized seven days a week.

"I think it is a line that's not just a commuter line but will be heavily used on the weekend," Bricker said. "It gives access to destinations on the weekends that are difficult to get to and to find parking. When you ride the line you see people with bikes, people with surfboards."

Kuehl knows from experience that the train can cut commuter travel time by nearly an hour during peak weekday hours. From start to finish the Expo ride takes about 47 minutes.

She was thrilled to see a seven-car Expo Line train filled to capacity on a recent weekend. Samantha Bricker, Chief Executive

Jim Gallagher, Chief Operations Officer for Metro, said that within the first month of the second phase opening from Culver City to Santa Monica, there was a 30 percent increase in ridership on the whole Expo line on weekdays.

"The line has been very successful so far. We are very encouraged," Gallagher said, adding that Metro is putting more cars into service as quickly as they can receive them. "What makes it exciting for us is there



City and county dignitaries celebrate the opening of the Expo line extension to Santa Monica along with Metro officials.

is a growing demand and we have the ability to respond to that.”

Gallagher added that a task force within Metro will continue to work with communities along the line to improve service.

The Expo Line was built in two phases under the oversight of the Exposition Construction Authority, which will now shut down as Metro takes over operations. Phase 1 from downtown Los Angeles to Culver City began construction in 2006 and was opened in 2012. Efforts to bring the line to the Westside began years earlier.

A critical step for the light rail was in March 2000 when current Metro Board Chairman John Fasana amended a motion to only study Bus Rapid Transit (BRT) on the Expo right of way by adding Light Rail Transit. Despite then-mayor Riordan’s opposition, that amendment passed.

“I thought the right of way would be better used as rail. The ridership would not be high enough on buses considering the frequency of crossings,” Fasana recalled.

For phase 2, from Culver City to Santa Monica, the passage of Measure R (a ½ -cent sales tax) in 2009 made all the difference in finishing on time and under budget. “If Measure R hadn’t happened this project

certainly wouldn’t have been delivered so quickly,” Bricker said.

She said there were challenges throughout both phases of construction ranging from budgeting, design changes, station additions and lots of community concern.

“We’re going through a very dense urban core and there are a lot of street-level crossings, so a lot of community outreach and education had to be done,” she said. “Our success shows that an urban line can

be successful and that neighborhoods can accept it and adapt.”

For the Westside, says Kuehl, the line is significant for several reasons. It gives people concerned about the environment a clean travel option, it relieves the stress of traffic and parking and, she hopes, it will encourage a sense of community.

“Not to mention you can get to the beach so much easier!” ○



Metro’s Expo line now runs 15.2 miles from downtown Los Angeles west to Santa Monica. The ride takes about 47 minutes, which saves peak-hour commuters more than an hour of travel time. The line has proven so popular that Metro is adding new cars just as quickly as they receive them.



Metro Board Chairman John Fasana, right, works along with officials including LA Mayor Eric Garcetti, left, to improve mobility throughout the region through light rail, bus and road enhancements.

Fasana

FROM PAGE 3

a key role in obtaining a \$210 million federal grant to test strategies for improving the performance of our carpool lane network. Part of this grant allowed for rebuilding the El Monte Bus Station, the busiest bus-only station west of Chicago. He also urged state and federal officials to improve the interchange between the 10 and 605 freeways.

“Along with the leadership of CEO Phillip Washington, outgoing Chairman Mark Ridley-Thomas, and LA City Mayor Garcetti, incoming Chairman John Fasana will continue our mutual effort to refocus the MTA on developing effective community partnerships and regionally equitable transportation projects including those serving the North County, the Gold Line Extension to Claremont, and the High Desert Corridor,” said Supervisor Antonovich, who has served on the Metro board with Fasana from the start.

Fasana said he is encouraged by Metro’s long-range transit plan, but knows its success will be dependent on securing local, state, federal and private funding. He feels strongly that any investment in mobility in Los Angeles will pay off.

“We have one of the densest population centers in the nation and we have a lot of talent. But it hinders economic efficiency if people cannot access those employment opportunities and businesses can’t accept the talent,” Fasana said. “So, that’s where mobility and transportation are really are important.” ○

LA COUNTY TRAFFIC IMPROVEMENT PLAN

Improvement Plan

FROM PAGE 2

“I think there really are some opportunities to recognize that our plan addresses to make the system more efficient, better connected. Federal and state budgets have become more constrained, we have the opportunity locally to fund some needed projects, infrastructure and repairs.”

Metro operates one of America’s largest transportation systems, with 450 million bus and rail boardings last year. Metro also provides funding for local road and freeway improvements. Metro projects have created 425,000 jobs in Southern California since the passage of Measure R in 2008, and have injected an estimated \$80 billion into the local economy.



The measure would allow Metro to accelerate 12 projects including improvements for the Orange Line, both phases of a potential light rail line between downtown Los Angeles and Artesia, the widening of the 5 freeway between the 605 and the 71, a northern extension of the Crenshaw/LAX Line, the Green Line extension to Torrance, the Green Line extension to the Norwalk Metrolink station, road improvements in the Malibu/Las Virgenes area and a bus rapid transit project on Lincoln Boulevard.

The funding increase would also allow for construction of the Eastside Gold Line Extension to both South El Monte and Whittier and in later years of the plan, the Vermont Corridor project could potentially be a subway, a Lincoln Boulevard transit project could be light rail and the North Hollywood-to-Pasadena transit project could also be light rail.

“Through massive community outreach we have come up with a project list that represents all parts of our county. The projects don’t stop with bus and rail. They also address active transportation for bikes and pedestrians, affordable fares for seniors, students and the disabled, ADA paratransit for the disabled and jobs for local workers,” said Metro CEO Washington.



Metro CEO Phillip Washington presents the LA County Traffic Improvement Plan to the Metro Board of Directors.

Lastly, the revised plan would increase the amount of money directly returned to cities and unincorporated areas from 16 percent to 17 percent from 2017 until 2039 when the amount is raised to 20 percent.

Metro has been collaborating with regional partners for the past three years to identify transportation needs. The average citizen will pay about \$25 more per year.

The plan also includes ongoing dedicated funding for State of Good Repair projects to keep the system in good working order once it’s built. An oversight committee will review and audit the program, and every 10 years, the Metro Board will revisit the plan and sequencing of projects.

“Whatever the November outcome, we know that L.A. County will continue to thrive and grow into the transportation and infrastructure capital of the world,” Washington said. “We are proud to be a part of that.” ○



Connecting Area Riders to an Entire Region

By Michelle Nava
Special Sections Writer

Foothill Transit is making it easier for commuters to get where they need to go, whether they choose to ride a bus, take a train, walk, bike, drive – or even some combination of these options.

Customers who want to travel to Pasadena or downtown Los Angeles on the newly-opened Metro Gold Line trains can now get to the stations via Foothill Transit. That's because the agency has re-routed its bus lines to seamlessly connect riders to the new stations in the foothills.



Carol Herrera

"As a transit agency, our goal is to make sure our customers have as many options as possible," said Deputy Executive Director Kevin McDonald.

Changes to Lines 185, 272, 280, 284 and 488 went into effect January 31, ahead of the March opening of the Gold Line stations.

"It's been going well," said Joe Raquel, Director of Planning. "Our customers like that they can hop on a local Foothill Transit line and then get on the Gold

Line to go to downtown Los Angeles or Pasadena, and they have a way to come back at the end of the day."

With so many people taking advantage of the Metro Gold Line, Foothill Transit is now looking at other connections it can make, including providing closer access to the line's Irwindale station.

"Our customers want mobility [and] they want convenience..."

Carol Herrera

Foothill Transit
Executive Board Chair

every Park & Ride spot along the way. The project is expected to be implemented in October.

Foothill Transit Executive Board Chair Carol Herrera said ridership is increasing as a result of the recent improvements. Another two million riders are expected to take Foothill Transit with the recent acquisition of two lines from Metro that were slated for retirement. The new routes - Lines 190 and 194 - will help bring students living near El Monte to school at Mt. SAC and Cal Poly Pomona.

"We want to make sure we're looking at how travel patterns are changing and adjust to them," Raquel said.

Foothill Transit plans to modify another bus line that will take riders from Montclair to the new Azusa Intermodal Transit Center, while hitting

"Public transportation is very important to us," Herrera said. "Our customers want mobility, they want convenience, and we have been making accommodations to make the experience better for them. I am very excited about all of the changes and additions." Learn more at foothilltransit.org. ○



Foothill Transit
Going Good Places

Focused on Finishing the Job

The 11.5-mile Foothill Gold Line light rail line from Pasadena to Azusa, with its six new stations in Arcadia, Monrovia, Duarte, Irwindale and Azusa is an unequivocal success. Fully funded by Los Angeles County's Measure R half-cent sales tax for transportation improvements, the line was completed on time and on budget and opened for passenger service this past March. The line immediately added more than 9,000 new riders each day - many ditching their cars to ride the rails for the first time; and is now carrying record numbers - about 50,000 riders each weekday and 30,000 on weekend days.

The Foothill Gold Line Construction Authority, the independent transportation planning and construction agency responsible for the successful completion of the Union Station to Pasadena and Pasadena to Azusa segments, is now focused on preparing the next six station-segment for construction. The 12.3-mile Glendora to Montclair segment will add stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair; connecting light rail to some of the region's most treasured recreational attractions, two dozen universities, historic downtowns and much more. Each future station is planned to have between 400 and 1,600 parking spaces and include amenities for bicycles, walking and bus connections.

The Glendora to Montclair extension was environmentally cleared in 2013 and is currently undergoing advanced conceptual engineering, the final stage of work before the light rail line is ready to break ground using a design-build approach.

The Construction Authority anticipates that the funding to build the next segment will come from a

transportation sales tax measure being put on the November 2016 ballot by Los Angeles County Metro. Called the "Los Angeles County Traffic Improvement Plan," the tax measure would raise billions of dollars for new transportation projects to be built throughout Los Angeles County, including completing the Foothill Gold Line from Glendora to the county line in Claremont (San Bernardino County would have to come up with their share of the construction funds to build the line from Claremont to Montclair).

If voters approve the Los Angeles County Traffic Improvement Plan in November, the Foothill Gold Line from Glendora to Montclair would be one of the first projects in the county to break ground and take about six years to build. Once completed, a trip from Montclair to downtown Pasadena will take just over 40 minutes and farther to Los Angeles approximately 75 minutes.

Over the coming months, the Construction Authority will be working with each corridor city, the California Public Utilities Commission, Caltrans and others to

prepare the project for construction. The Construction Authority will also be overseeing the work of the city-selected station artists as they prepare the station design and art concepts to be made part of the final engineering documents.

Where will it take you?

The Foothill Gold Line is often referred to as the "brain train," because it links dozens of colleges and universities located near its stations. The Glendora to Montclair segment alone has more than 70,000 students, faculty and staff within a short walk or bus ride to and from a station, and will provide connections to the seven independent Claremont Colleges, Cal Poly Pomona, University of La Verne,

Western University of Health Sciences and a dozen other smaller colleges.

Additionally, the Foothill Gold Line's location along the foothills of the San Gabriel Mountains will expand opportunities to explore the hundreds of miles of hiking and biking trails and expansive areas of open space available within the recently named national monument. The line will also connect riders to large, regional public parks located in San Dimas, La Verne and Claremont.

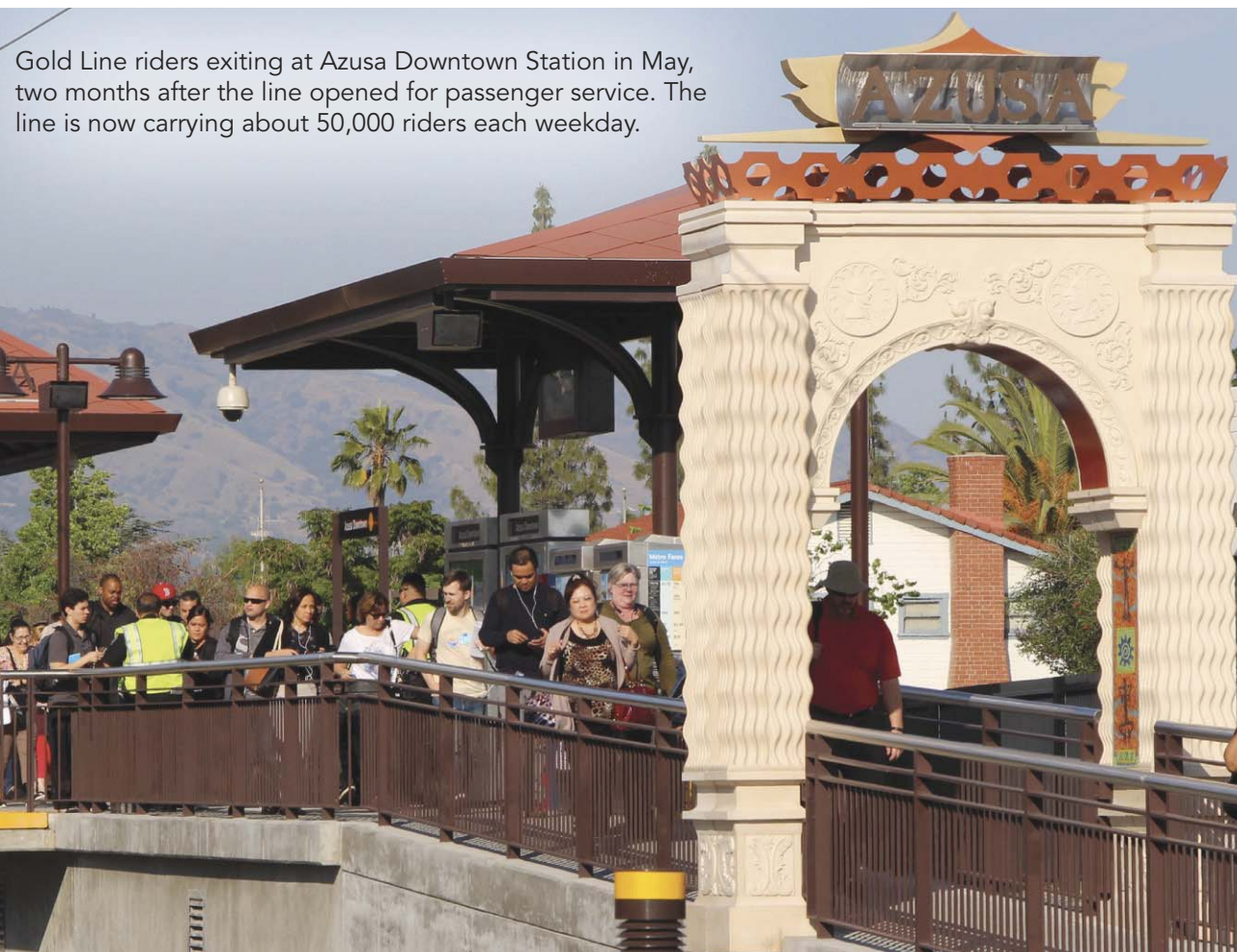
Of course, the Glendora to Montclair segment is also home to two of the biggest family attractions in the county: The Los Angeles County Fairplex and Raging Waters in San Dimas. The Fairplex, which is located across the street from the future La Verne Station, offers a variety of attractions throughout the year, but is best known for the Los Angeles County Fair which welcomes more than one million visitors each year to the 19-day event. It is also home to the 40,000 seat Auto Club Speedway, and several exhibits and learning programs that welcome tens of thousands of visitors and students to the property year-round.

Also home to local museums, historical sites, and quaint, historic downtowns, the next segment offers countless reasons future riders will utilize the Foothill Gold Line to explore and enjoy more of what the county has to offer. ○



More than 70,000 students, faculty and staff travel to and from college campuses within a short walk or bus ride from one of the six future stations.





Gold Line riders exiting at Azusa Downtown Station in May, two months after the line opened for passenger service. The line is now carrying about 50,000 riders each weekday.

With two dozen colleges and universities, four historic downtowns, the Los Angeles County Fairplex, the San Gabriel Mountains and several regional public parks all located within a short walk, bike ride or bus ride from a future Foothill Gold Line station, where will it take you?



FRANK G. BONELLI REGIONAL PARK, SAN DIMAS



POMONA COLLEGE, CLAREMONT



CLAREMONT VILLAGE



POMONA FAIRPLEX



HIKING IN THE SAN GABRIEL MOUNTAINS



UNIVERSITY OF LA VERNE

To stay updated on the Foothill Gold Line: www.foothillgoldline.org.



GOLD LINE journey continues

The Foothill Gold Line Construction Authority began its work in 1999. Since that time, we have added more than 25 miles and 19 stations to the Los Angeles County rail network. We have completed two of the three project segments – both, on time and on budget; and delivered high quality work that has changed the fabric of the San Gabriel Valley by spurring growth and providing a safe, reliable and environmentally sustainable travel option for tens of thousands of residents, workers and students.



Habib F. Balian
CEO, Foothill Gold Line
Construction Authority

While we celebrate the success of the recently opened second Foothill Gold Line segment from Pasadena to Azusa, which has brought ridership on the line to historic highs, the Construction Authority is now focused on finishing the job.

The agency is on schedule to break ground on the 12.3-mile, six-station Glendora to Montclair segment as early as next year. Advanced conceptual engineering is underway to provide a detailed understanding of the light rail extension and reduce unknowns for prospective design-build teams. The current work includes close coordination with each of the six corridor cities, two counties, Caltrans, the California Public Utilities Commission, permitting agencies, Metrolink and BNSF (with whom we share the entire segment), and others; while we simultaneously seek the \$1.2 billion needed to build the line.

As currently proposed, the majority of the funds needed will come from the Los Angeles County Traffic Improvement Plan, a half-cent sales tax proposed by Los Angeles County Metro for the November 2016 ballot. The Traffic Improvement Plan earmarks construction funds to build the Foothill Gold Line to the county line in Claremont and fulfills Metro's commitment to complete the line as a top priority. If approved by voters this November, the Foothill Gold Line is one of the first projects to break ground under the ambitious plan that includes nearly 100 projects county-wide.

As we ready the Foothill Gold Line's next segment, the need for the line only grows. More and more people are living and working along this light rail corridor, with more than 50,000 new residents and 15,000 new jobs projected for the corridor cities in the next decade alone. It is time to finish what we started 17 years ago and provide a better alternative to the congested 210 Freeway for those living, working and going to school in the San Gabriel Valley. ○

The Journey Continues.



Foothill Gold Line

WHO WE ARE, WHAT WE DO, WHY WE DO IT

As the Board of Trustees of the Southern California Partnership for Jobs, we want to see the Golden State be all it can be, specifically here in Southern California.

To get there, we believe California needs to invest its tax dollars on fixing our aging transportation network, as well as water, sewer and storm drain systems that improve our quality of life, create American jobs, better the environment and strengthen the economy.

We joined forces in 2014 to promote advocacy and educate the public on the need to continuously invest to maintain and improve our infrastructure.

We support the efforts of public officials to see that California invests in much-needed infrastructure projects – from roads and highways to ports, airports and water and sewer systems.

The construction industry creates well-paying jobs – and jobs that cannot be exported abroad. We build our product right here, with local labor, local supplies and we benefit the local economy.

We, the Board of Trustees, represent organized labor and construction management. Our member organizations include Associated General Contractors of California, Building Industry Association of Southern California, Engineering Contractor's Association, International Union of Operating Engineers Local 12, Southern California Contractors Association, and Southern California District Council of Laborers.

At the heart of this issue is the construction industry in California, which employs 5 percent of the private workforce and produces 3 percent of the gross state product. That puts it in the top 10 economic components in the state.

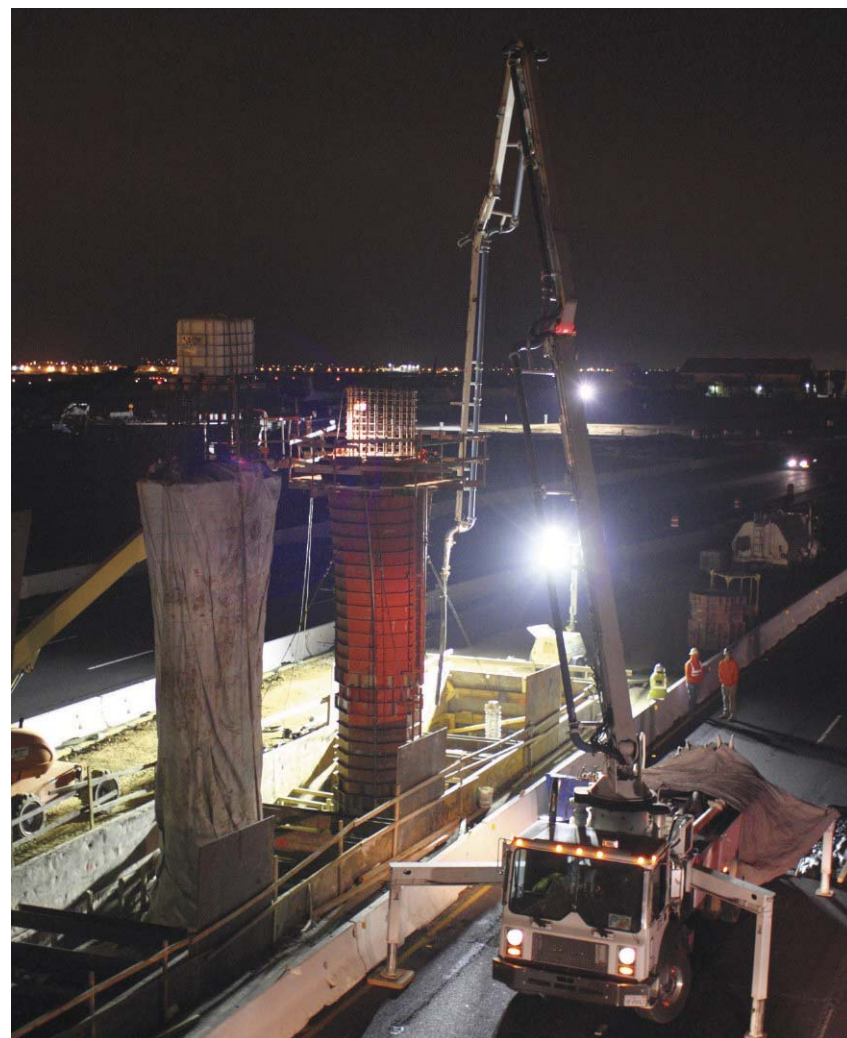
The construction industry creates well-paying jobs – and jobs that cannot be exported abroad. We build our product right here, with local labor, local supplies and we benefit the local economy.

Building and maintaining our public roadways is the best investment, we believe, that taxpayers can make.

As our region grows in population, our transportation networks are becoming crowded, ineffective and inefficient in their use of energy and time.

The Southern California Partnership for Jobs is committed to finding the resources to properly fund the construction, maintenance and operation of the transit infrastructure we need to keep California moving safely and securely into the 21st Century.

We hope you'll join us in that effort.



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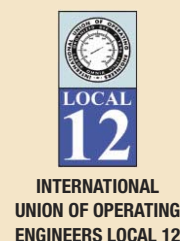
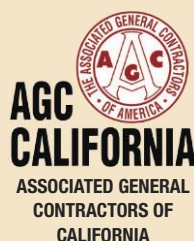
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The Nogales Street underpass opened to traffic on June 17. ACE has been charged with constructing 20 such grade separations, where the road goes under or over the railroad.

ACE Makes Progress Through Busiest Phase Ever

By the Hon. Jack Hadjinian

*Chair, Alameda Corridor-East Construction Authority
Councilman, City of Montebello*

Rail is generally a safe and efficient way to move people and goods through Southern California, helping to preserve both a quality of life we cherish and an industry we depend on. Directly or indirectly, goods movement accounts for one-third of all jobs and economic activity in Southern California.



Jack Hadjinian

But while trains reduce the number of large trucks on our congested highways, they also block traffic at crossings and can result in collisions.

To resolve the community impacts arising from more frequent and longer freight trains on the transcontinental railroad routes in the San Gabriel Valley, local governments established the Alameda Corridor-East

Construction Authority (ACE) in 1998. ACE has been charged with constructing 20 grade separations, where the road goes under or over the railroad, at

the most congested and hazardous crossings in the San Gabriel Valley, as well as safety improvements at the remaining crossings.

I am proud to report ACE has made significant progress. Just last month, we opened a ninth grade separation to traffic. Seven grade separations are in active construction, as well as a rail line relocation project to eliminate trains from two crossings. Another four grade separations are in various stages of design, along with enhanced safety gate systems at five crossings. To date, safety improvements have been completed at 40 at-grade crossings.

We could not have made this progress without the support of our local, state and federal funding partners and representatives. More than \$1.65 billion in transportation grant funding has been secured for the ACE program. To complete all projects, an estimated \$36 million to \$75 million in additional funds are needed – the final number to be determined during the design process.

Federal, state and local funding programs for freight projects are sorely needed, especially for Southern California – the nation's leading trade gateway and inland corridor. We are pleased that Congress authorized and the Obama Administration is implementing new federal surface transportation programs that will provide up to \$2 billion a year, mainly for highway freight and grade separation

projects. In Sacramento, legislators and Governor Brown have proposed new revenues to replenish the Trade Corridors Improvement Fund, the most significant source of funds for the ACE projects. In this region, our strong funding partner, the Los Angeles County Metropolitan Transportation Authority, is considering a proposed ballot measure this November which could provide new revenues for many transportation projects and programs, including the ACE projects.

The prospects appear good for additional funding for the ACE projects. Without the ACE projects,

... ACE has made significant progress. Just last month, we opened a ninth grade separation to traffic.

vehicle-hours of delay at San Gabriel Valley rail crossings are projected to double or triple over the next decade as traffic

increases and the number of freight trains nearly doubles to more than 125 per day. With community and stakeholder support, we can deliver the ACE grade separation projects to improve mobility and safety while eliminating locomotive horn noise and reducing vehicle emissions in our region.

For more information about the ACE projects, please visit www.theaceproject.org or call the ACE Helpline at (888) ACE-1426. ○



Officials Dedicate Roadway Underpass to Replace Hazardous & Congested Railroad Crossing

Nogales Street grade separation project eliminates crossing collisions, traffic delays, locomotive horn noise and reduces emissions

Federal, state and local officials on June 17 marked the opening of a six-lane roadway underpass at a once-hazardous and congested railroad crossing on Nogales Street north of the Pomona (60) Freeway.

Located on the transcontinental Alameda Corridor-East (ACE) corridor – among the busiest freight rail lines in the nation – the Nogales Street crossing was a top priority for grade separation. During the decade before construction began in March 2014, 10 crossing collisions were recorded. The roadway carried more than 40,000 vehicles a day and was blocked by 49 trains a day, a number that is projected to increase to 91 trains per day by 2025.

“The Nogales Street project eliminates the potential for train-vehicle collisions, delays for emergency responders, locomotive horn noise and reduces emissions,” Montebello Councilman Jack Hadjinian, Chair of the ACE Construction Authority Board of Directors, said during dedication ceremonies. “We appreciate the support of our partner agencies for providing the funds needed to complete this important project.”

The \$118.2 million project was completed using funding from California state transportation bonds, the Los Angeles County Metropolitan Transportation Authority, the federal government and contributions from the City of Industry and Union Pacific Railroad.

“The ACE grade separations to address the community impacts of goods movement along transcontinental freight rail lines merit strong federal support,” said U.S. Rep. Grace Napolitano, California’s ranking member on the Transportation and Infrastructure Committee of the U.S. House of Representatives. “That is why I successfully advocated for the establishment of new national

freight programs to provide \$2 billion a year to support projects like the ACE grade separations and have urged the U.S. Department of Transportation to award discretionary freight grant funds to ACE.”

“I strongly support the applications submitted by the ACE Construction Authority seeking federal freight funds,” said U.S. Rep. Judy Chu (CA-27th District). “New national programs established just this year will provide significant federal funding for freight projects to help our nation remain competitive in global markets while also supporting projects like the ACE grade separations to improve community safety and quality of life.”

Said State Senator Bob Huff, Vice Chair of the San Gabriel Valley Legislative Caucus in Sacramento, “As founding Board Chairman of the ACE Construction Authority, I strongly support the ACE program. ACE is a success story for the San Gabriel Valley and has the united support of the region’s state representatives in Sacramento.”

“The goal with this project is to ensure the safe and efficient travel of goods and people in Southern California,” said Deputy Federal Highway Administrator David S. Kim. “We need more projects like this nationwide that balance the needs of local residents and the business community.”

“With international trade flourishing and rail projects being advanced at the Ports of Los Angeles and Long Beach, local communities will see a steady increase in freight trains along the rail mainlines in Los Angeles County,” said Los Angeles County Supervisor Hilda Solis. “The ACE grade separations are integral to Los Angeles County’s strategy to enhance safety, reduce local congestion and improve the efficiency of goods movement throughout the region.”



“To improve mobility, air quality and safety, ACE continues to efficiently and effectively deliver vital grade separation projects like this one,” said Supervisor Michael D. Antonovich who serves on the ACE Board of Directors. “Dividing streets from tracks will result in safer crossings, pollution reduction, and improved travel times for our local residents and the entire region.”

“Los Angeles County Metro is a major funding contributor to the ACE grade separation program,” said Duarte Councilman John Fasana, Chairman of Metro’s Board of Directors. “The success of the ACE program highlights the critical importance of LA County Metro’s voter-approved sales tax measures in delivering priority transportation improvement projects and programs in Los Angeles County.”

“The City of Industry places a high priority on providing the best quality infrastructure to sustain our vibrant business sector, an economic engine of the San Gabriel Valley. We are pleased to work closely with the ACE Construction Authority to deliver the ACE grade separations and associated roadway projects,” said ACE Board member and City of Industry Mayor Mark Radecki. ○



Metro Redline station.

Government

FROM PAGE 2

Guess what they found the public wants?

- Accelerate rail projects
- More reliable bus service
- Increase funding for seniors, disabled people, students and Metrolink
- Build in funding for safety, security and technology
- Repair potholes, earthquake-retrofit bridges, improve freeway traffic flow
- Continue to keep the system in good working condition

The overall goals are...

- Ease congestion
- Increase service to those dependent on transit, bicyclists, young people, pedestrians, seniors, the disabled
- Improve safety
- Grow economic benefits (create jobs, increase the movement of goods)
- Enhance our quality of life (reduce greenhouse gases, improve air quality, positive impact public health)

It seems like a small price to pay for a large payoff.

If L.A. County voters approve this ballot measure to implement the L.A. County Traffic Improvement plan, then we can affirmatively take control of our transportation future.

If we don't begin to think about tomorrow's transportation needs today, the future of our transportation infrastructure will suffer, along with our economy and quality of life.

Let's embrace innovation, look confidently to the future, and leave an infrastructure "inheritance" for future generations.

It's the right thing to do. ○



CALIFORNIA ROAD CHARGE PILOT

Volunteers testing new highway funding program

By Elaine Regus
Special Sections Writer

California motorists are being recruited to test drive a pilot program that could revolutionize funding for the maintenance and repair of the state's aging highway system.

The pilot Road Charge for California program kicked off in July to study the feasibility of implementing a road charge based on miles driven. The program would replace the current 18-cents-a-gallon gas tax, which has proven insufficient to meet existing and future demands.

"The California Department of Transportation will need approximately \$80 billion over the next ten years to address current and future needs of the state highway system..."

Gas tax revenues have declined each year since 2007 as the number of fuel-efficient cars in California has grown. At the same time, more cars are navigating California highways contributing to wear and tear on the roads and on individual vehicles, which is costing the average driver \$762 a year in vehicle operating and repair costs.

The California Department of Transportation will need approximately \$80 billion over the next ten years to address current and future needs of the state highway system – a projected funding shortfall of nearly \$57 billion in available revenue, according to the 2015 Ten-Year State Highway Operation and Protection Program Plan.

Under the pilot Road Charge for California program, an estimated 5,000 volunteers representing the geographic, demographic and socioeconomic diversity

of California will test several different manual and automated options for tracking and reporting their mileage. Participants will have the choice of submitting a simulated payment via mail or a secure website for testing purposes. There is no cost to participants and strict data security and privacy requirements are employed to protect drivers' personal information.

At the conclusion of the nine-month field test, the State Transportation Agency will make its recommendations to the California Transportation Commission and the Legislature by June 30, 2017. The Legislature will make the final decision on whether and how to enact a full-scale permanent road charge program.

California is one of at least 22 states that is struggling with shortfalls in its transportation funding. States such as Oregon that have studied the road charge model have found that it has the potential to deliver reliable, long-term funding that is fair and equitable.

Anyone interested in volunteering for the program should go to www.CaliforniaRoadChargePilot.com and follow the step-by-step process. ○



Road Charge Activity Timeline

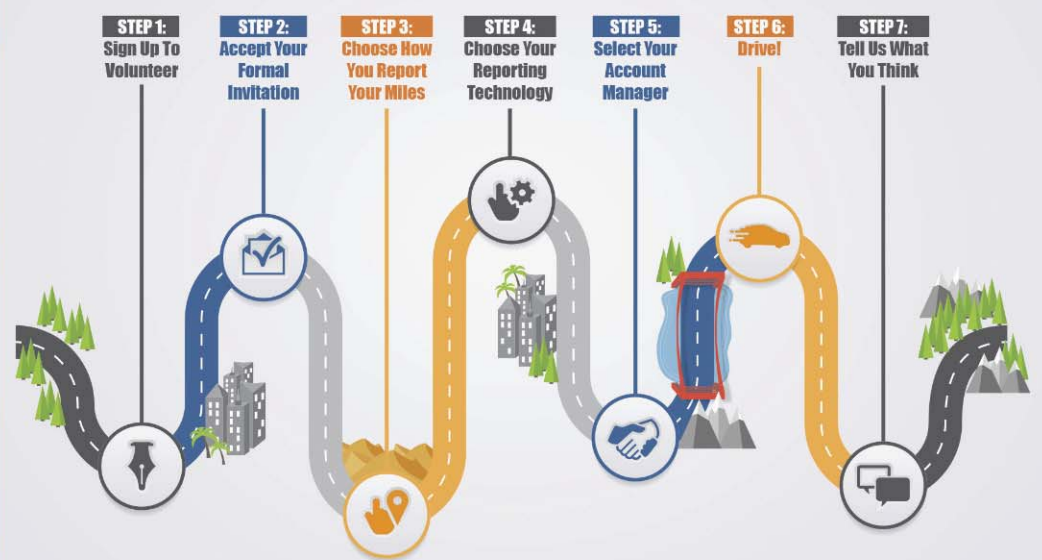
Pilot Development
January 2016

Live Pilot
July 2016

Final Report
to Legislature
June 2017

Recommendations
to Legislature
December 2017

A STEP BY STEP PROCESS FOR VOLUNTEERS





Since 1923



Spadra Landfill Tip Area, circa 1950



Construction of 12 ft. diameter tunnel



First activated sludge units

Approximately 1,400 miles of main trunk sewers, 50 pumping plants, and 11 wastewater treatment plants convey and treat about half the wastewater in Los Angeles County. The Sanitation Districts' solid waste management sites provide about one fourth of the countywide solid waste management needs. The Sanitation Districts operate three sanitary landfills, four landfill energy recovery facilities, two recycle centers, three materials recovery/transfer facilities, and participate in the operation of two refuse-to-energy facilities.

Going The Distance



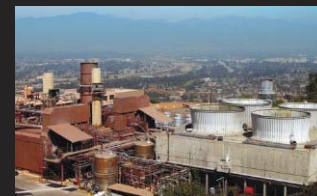
Puente Hills Materials Recovery Facility



Recently upgraded Total Energy Project at JWPCP



sampling of ocean water



Puente Hills Gas-to-Energy Facility online since 1987



Installation of sewer upgrades



Recycled water from San Jose Creek Water Reclamation Plant



SANITATION DISTRICTS OF LOS ANGELES COUNTY

Converting Waste Into Vital Resources

For More Information Call (562) 908-4288 Ext. 2301 or visit www.lacsd.org