

Interchange



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

Volume 7, No. 2

Summer/Fall 2009

LRTP: Part of the Solution

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Second, a Mobility Index of passengers through the system in moving to the 2030 "No Build" improves the Mobility Index.

Air Quality
A transportation congestion should source emissions. First, mobile sources. By cutting this Draft 2008 that contribute reactive organic often caused by speeding carbon motor.



I want a mobile future.

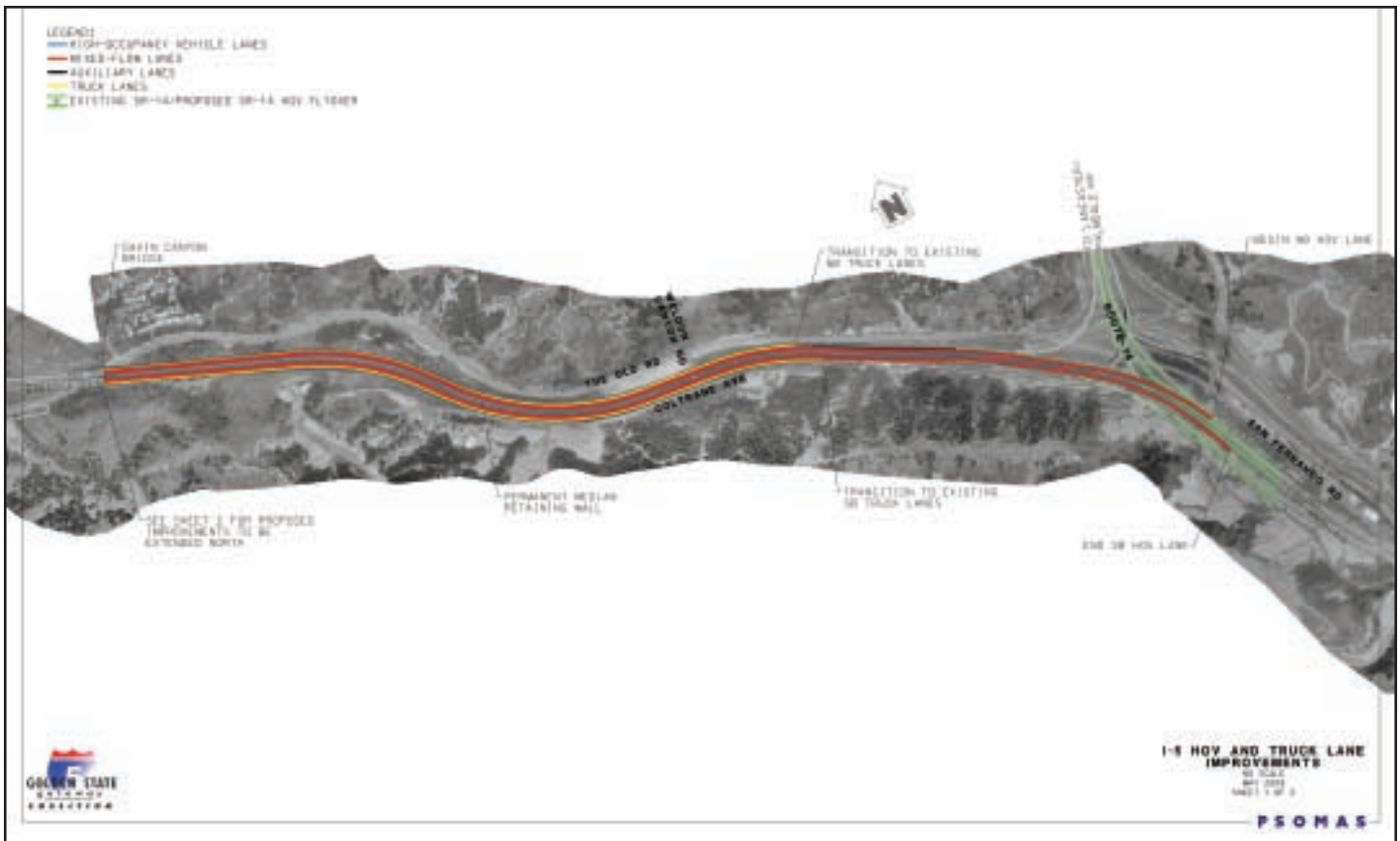
2008 Long Range Transportation Plan DRAFT



I-5 Gateway Improvements Included in Metro's Long-Range Plan

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From the **Executive Director**

Why Truck Climbing Lanes?

By **Victor Lindenheim**
*Executive Director,
 Golden State Gateway Coalition*

Designated truck lanes, also called truck climbing lanes, are designed to improve freeway operations by providing additional throughways for trucks and other slow-moving vehicles that face challenges on steep grades, especially in congested areas where they are competing for space with other vehicles.

By separating large, slow-moving trucks from other vehicles, designated truck lanes greatly ease overcrowded roadways, increase mobility, improve air quality and enhance goods movement. By design, the beginnings and ends of designated truck lanes are generally long enough to allow for the weaving of traffic so there is no congestion caused by the truck lane itself.

The Interstate 5 Santa Clarita-Los Angeles Gateway Project proposes the addition of one northbound and two



Victor Lindenheim

southbound truck lanes along the I-5 between State Route 14 and the Pico/Lyons Interchange in north Los Angeles County (see map above). There are no adverse merging or diverging impacts from this project.

In the southbound direction, each of the truck lanes begins by starting a new lane where existing on-ramps exist (Pico/Lyons and Calgrove). Trucks simply move over to the right to begin travel in the designated truck lanes. Near State Route 14, these downgrade southbound truck lanes will connect into existing separated truck lane facilities. Because the proposed southbound truck lanes are not barrier-separated, there are several miles to allow the weaving of traffic without causing additional congestion.

In the northbound direction, there are

‘By separating large, slow-moving trucks from other vehicles, designated truck lanes greatly ease overcrowded roadways, increase mobility, improve air quality and enhance goods movement.’

existing truck lanes that currently end and merge with a mixed-flow lane. This is an upgrade that also merges with traffic coming off of State Route 14 from the east. The proposed northbound truck lane would extend the existing truck

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Metro's LRTP: L.A. County's Transportation Future

I-5 Gateway Project Gets a Priority Nod in Metro's Vision for a Future System that Improves Mobility.

By Victor Lindenheim
Executive Director,
Golden State Gateway Coalition

Visualize Los Angeles County in 2030. More people? More cars? More trucks?

Definitely.

High speed rail? Magnetic levitation trains? Fixed guideway bus systems?

Probably.

Alternative fuel vehicles? Transit-oriented development?

Likely.

Dedicated truck lanes? Inland ports? More freight-by-rail?

I think so.

Metro (the Los Angeles County Metropolitan Transportation Authority) is the agency charged with thinking about the County's transportation future, planning for it, and funding and implementing the programs that will create our "mobility reality" and, by doing so, affect our quality of life here in a big way.

Metro is led by a 13-person Board plus one non-voting member (Caltrans Director Doug Failing) appointed by the Governor. The Board is currently chaired by Glendale Councilman Ara Najarian, and Metro operations are run by CEO Art Leahy.

The Board members, from communities
See LRTP, page 4



Metro's Long Range Transportation Plan takes on the task of envisioning Los Angeles County's future transportation system, and planning for it to give residents improved mobility.



Map: An excerpt from Metro's Draft 2008 Long Range Transportation Plan

Metro's Long Range Transportation Plan ranks the Golden State Gateway Improvement Project among the Tier 1 Strategic Unfunded highway projects in the current draft of the Long Range Transportation Plan, a blueprint for Los Angeles County's future transportation system. The Gateway project, when completed, will add high occupancy vehicle (HOV) lanes and truck climbing lanes to Interstate 5 from just north of the I-5/State Route 14 interchange to Castaic.

LRTP

Continued from page 3

throughout the county, represent the geographic, ethnic and political diversity that is Los Angeles County today and tomorrow. Monthly Board meetings are as often spirited as they are routine, depending on the matter being considered at the moment. There are colorful audience "regulars" who take their free speech rights very seriously, offering commentary and digression on both mundane and controversial agenda items.

But I digress.

The last Long Range Transportation Plan (LRTP) was done in 2001. The current LRTP is a 2008 draft. It is the embodiment of Metro's thinking and the planning

blueprint to address the County's transportation issues and opportunities for the next 20 years. It has been subjected to public review and vigorous debate.

Now, it is about to be approved as the plan that, at its core, will improve the way people, services and goods are moved in and through Los Angeles County for the foreseeable future.

What is a Long Range Transportation Plan?

Metro's Long Range Transportation Plan (LRTP) takes a look ahead about 20-25 years to determine what transportation options the county's residents and businesses will need to ensure safe, effective and efficient mobility.

The Draft 2008 LRTP, currently under consideration for Metro Board approval,

will update changes that have occurred since the 2001 LRTP, including growth patterns, the latest technical assumptions, climate change issues, and the substantial shortage of transportation funding in today's environment.

It will also make recommendations on transportation projects that can be implemented through 2030, and other projects that could be funded if new revenue sources become available.

What is the scope of the plan?

What are the main considerations?

According to Brad McAllister, Metro's Executive Officer for county-wide planning, the plan has four major themes: mobility, environmental impact, goods movement and funding.

See Metro, page 8

Mobility 21: A Summit and a Crossroads

The Golden State Gateway Coalition is proud to participate in and support Mobility 21, the 8th Annual Southern California Transportation Summit, scheduled Monday, Sept. 21, at the Westin Bonaventure Hotel & Suites in Los Angeles.

We encourage all Coalition members and anyone who supports our vision of improved mobility in northern Los Angeles County to attend and participate in Mobility 21. Details on the event are available at www.mobility21.com.

Also, the following is an excerpt from the Mobility 21 event brochure:

Southern California is at a crossroads. We have a once-in-a-generation opportunity to shape our transportation future, escape gridlock, protect our environment and improve our quality of life. However, without champions for transportation in the state and federal legislatures, and without a vision of how we can achieve this 21st century transportation network, we will be left with a system that does not meet our needs.

Sustainable, innovative solutions are on the horizon, funding reforms are being considered and regional cooperation is improving the way our transportation network serves residents and commerce alike. What's missing is a groundswell of support for investing the needed capital and the flexibility for implementing these innovations.

On September 21, 2009, join transportation providers, businesses, elected officials and others to develop Mobility 21's action plan to advocate for Southern California's transportation future in Sacramento and Washington, D.C. ...

Founded in 2002 as a joint initiative of business and transportation providers in Los Angeles County, Mobility 21 has grown to become Southern California's premier transportation advocacy organization. Representing six counties – Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura – Mobility 21 convenes business and civic leaders, transportation providers and policy makers to



8th Annual Southern California Transportation Summit

Making it Work: Planning and Funding Southern California's Transportation Future

Monday, September 21, 2009
Westin Bonaventure Hotel & Suites

HOSTED BY

Automobile Club of Southern California
Greater Riverside Chambers of Commerce
Inland Empire Economic Partnership
Los Angeles Area Chamber of Commerce
Los Angeles County Metropolitan Transportation Authority
Orange County Business Council
Orange County Transportation Authority
Riverside County Transportation Commission
San Bernardino Associated Governments
Southern California Association of Governments
Ventura County Federated Chambers of Commerce
Western County Transportation Commission

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Metrolink
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San Diego Association of Governments
Transportation Corridor Agencies

Mobility 21

THE SOUTHERN CALIFORNIA
TRANSPORTATION COALITION

One Region. One Voice. One Future.

bring about tangible improvements in our transportation network.

Mobility 21 is comprised of 12 partners and five associate partners, the hosts of the 2009 Southern California Transportation Summit. Membership in the coalition is free and open to the public.

Funding for Mobility 21's year-round advocacy is directly derived from the Annual Summit.

Mobility 21 seeks to educate the public and elected leaders at the local, state and federal levels about the benefits and urgency of increased investment in our transportation infrastructure.

The Coalition tackles issues across modes of transportation from bicycling to buses, from moving goods to moving people, from highways to railways, from trucks to trains. Mobility 21 represents Southern California's 21 million residents, championing solutions to transportation challenges facing the region. We are passionate about bringing funding to our region for transportation.

For more information on Mobility 21, visit www.mobility21.com or contact Executive Director Marnie O'Brien Primmer at 213.580.7549 or mprimmer@mobility21.com.

The Case for I-5: Public Safety



Smoother Traffic Flow Will Help Prevent Crashes and Improve Access in Emergencies

By **Tim Whyte**
Interchange Editor

Seconds count. Perhaps more so than in any other situation, time is a crucial factor in emergencies. The more quickly emergency crews get to the scene of a crash, the more quickly they are able to control traffic to prevent additional collisions, perform triage, provide initial treatment to victims and transport them to hospitals.

And, once victims are loaded into ambulances, every second matters as they make their way to the nearest hospital.

That's why public safety is such an important factor in the plan to add high occupancy vehicle and truck climbing lanes to Interstate 5 between the Newhall Pass and Castaic.

"Ground transportation is very important to our trauma victims," said Andie Bogdan, spokeswoman for Henry Mayo Newhall Memorial Hospital, in testimony expressing the hospital's support of the Golden State Gateway Improvement Project in a February public hearing. "I would like to recognize and express some appreciation of the safety features that you have put into this project,

and also in terms of the congestion relief. Very, very important because we're a trauma center."

In addition to improving public safety once a collision or other medical emergency has occurred, the project also could help make collisions less likely to occur in the first place.

According to a 2003 study by the Institute of Transportation Studies at the University of California, Irvine, smooth traffic flow equals safe traffic flow.

"Reduced congestion and smoothed traffic flow are also likely to improve safety, as well as reduce psychological stress on drivers," the study concluded.

The draft Environmental Impact Report/Environmental Assessment for the Gateway Improvement Project reinforces the notion:

"The No Build Alternative would not provide any road improvements on the project segment of I-5. As a result, traffic congestion would continue to increase along I-5," the report states. "These future conditions would potentially result in increased delays for the fire, law enforcement, and emergency service providers and their ability to respond to emergency situations."

Top Ten Reasons to Support Improvements to Interstate 5

The Golden State Gateway Coalition believes there are many great reasons to favor I-5 improvements in Northern Los Angeles County, and these are the Top 10. We take a closer look at one in each issue of Interchange:

1. Relieve congestion and improve mobility
2. **THIS ISSUE:** Public safety
3. To facilitate goods movement
4. Jobs and economic development
5. To accommodate growth in commerce and population
6. Air quality and pollution abatement
7. Energy conservation
8. Homeland security and strategic importance
9. Facilitate access to basic services: health care, education, police and fire department
10. Improve the quality of life for Californians and everyone who uses the I-5

Those delays could mean precious seconds lost for emergency crews — and those needing urgent medical attention.



Left: Los Angeles County Supervisor Michael D. Antonovich speaks at the groundbreaking for a high occupancy vehicle lane project on the Pomona Freeway. Bottom: Antonovich and Caltrans District 7 Director Doug Failing chat after the groundbreaking for the HOV connector from State Route 14 to Interstate 5. Antonovich is a strong advocate for transportation improvements in northern Los Angeles County, including the Golden State Gateway Improvement project.

Antonovich Seeks Big-Picture Improvement

By **Tim Whyte**
Interchange Editor

As a member of the Golden State Gateway Coalition’s Leadership Council, Supervisor Michael D. Antonovich understands how important improvements to Interstate 5 are to residents and businesses in northern Los Angeles County. And, as the elected leader of the county’s Fifth Supervisorial District, he also acutely recognizes just how vital those north county improvements are for all of Los Angeles County and beyond.

“Supervisor Antonovich is not only a valuable ally for the Interstate 5 Improvement Project,” said Victor Lindenheim, executive director of the Golden State Gateway Coalition. “He’s also a big-picture thinker who has a strong grasp of the role these improvements will play in the regional, statewide and national picture.”

In addition to advocating for the I-5 Gateway project, Antonovich has a host of transportation issues on his list of priorities. For example, Antonovich is a leader



in advocating for improvements in the way freight is transported in and through Los Angeles County. He’s spearheading the Metro Board’s effort to expand freight capacity, which will help reduce traffic congestion and pollution in communities through which freight moves.

The twin seaports of Los Angeles and Long Beach represent the fifth largest port complex in the world for container cargo — and more than 40 percent of all goods entering or exiting the country by seaport moves through these two ports. This national demand, in turn, places a tremendous burden on the region’s highways and rail systems.

Container traffic at the ports is expected to triple by 2035, potentially crippling our highway and rail networks. Antonovich is committed to re-thinking how we move freight, and he recognizes that separating trucks from cars by constructing truck lanes will improve safety, increase capacity, reduce congestion and pollution, and alleviate major truck chokepoints on Interstate 5 through Santa Clarita and in other parts of the County.

In addition to these improvements, other regional improvements advocated by Antonovich include:

- Construction of the High Desert Corridor

Transportation Leader Profile

This issue:

Michael D. Antonovich *County Supervisor*

dor to connect Interstates 5 and 15 via Palmdale Airport. This expressway will provide a much-needed bypass for truck movement between the Port of Oakland/San Joaquin Valley along I-5 and I-15/destinations east and northeast.

- Linking the seaports by rail to an Inland Intermodal Freight Transfer Facility in the Antelope Valley along the High Desert Corridor.

- Connecting the California High Speed Rail to the DesertXpress between Victorville and Las Vegas.

- Expanding our light rail system to connect all parts of the County to job centers, universities and airports.

All of these improvements, and more, are part of Antonovich’s efforts to not just improve transportation in any one area, but throughout the “big picture” of Southern California.





Charts: Excerpt from Metro's Draft 2008 Long Range Transportation Plan
Metro's Long Range Transportation Plan includes not only information on future changes to the transportation network, but also information on how these improvements could affect residents' mobility, air quality and other quality-of-life factors. For example, the above charts show how the improvements envisioned in the LRTP could improve the mobility and air quality outlooks in 2030.

Metro

Continued from page 4

Moving forward, the agency's thinking is guided by questions derived from these themes:

How do we get the most mobility from our transportation system? How do Metro projects affect the environment, particularly air quality and greenhouse gas emissions? How can we make goods movement more efficient while being mindful of safety concerns, the need for congestion relief and community impacts?

Finally, there is the bottom line: *How do we pay for Los Angeles County's transportation infrastructure plans and programs for the next two decades?*

What are the major challenges faced?

We all want faster travel, more transporta-

tion options and less traffic... and, in short, a resulting better quality of life in Los Angeles County. However, according to Metro, traffic speeds could drop an average of 14 miles per hour by 2030, largely because of population and employment growth. Truck miles traveled in the County are projected to grow by 33 percent by 2030.

Then there is the cost: the draft plan calls for an investment of \$152 billion over the next 25 years to develop what it calls a "balanced transportation system."

What are some of the broad solutions envisioned?

The core multi-modal framework to address Los Angeles County's future transportation challenges are contained in the details of the plan. As for funding, Measure R, passed in 2008, adds a half-cent on the dollar to sales tax revenue in Los Angeles County. That is **See Plan, page 9**





I want a better commute.

- Whether you're going to work or to the grocery store, increasing water efficiency, smart transportation systems, and more helps.
- Increased transit capacity could bring an average of 1.5 million people to work, largely because of population and employment growth.
- This Draft could also save more than \$100 million over the next 30 years by driving a reduction in congestion-related business loss and providing new options for travel.
- This Draft could also save for transportation to expand the library but savings by another 10 million and build up more miles of regional lanes.
- This Draft could also save additional for and implement local and alternative to encourage alternatives to driving alone.

Above and below, right: Excerpts from Metro's Draft 2008 Long Range Transportation Plan

Plan

Continued from page 8

expected to contribute as much as \$40 billion to transportation funding over the next 30 years.

Going beyond the plan, Metro envisions imaginative approaches to finding new funding sources, including public-private partnerships, congestion pricing strategies, congestion mitigation fees and localized self-help programs. Metro has also, to its credit, aggressively pursued federal funding for transportation system improvements and leading edge innovations.

What's in the latest draft of the plan?

The current plan (2008 Draft) calls for investments to expand the Metro Rail system by another 32 miles and build

160 more miles of carpool lanes.

The plan also advocates for, and implements, incentives and disincentives to encourage alternatives to driving alone.

What's in the plan for Northern L.A. County?

There is a "Strategic Un-funded" category in the plan that includes I-5 HOV and Truck Lane Improvements from SR-14 to the Kern County Line — with an assumption that there would be partial funding by fees, public/private partnerships or tolls.

No timetable is specified; however, \$410 million is allotted for this project in the Measure R expenditure plan.

Some of the LRTP highway projects recently completed, planned and under way will benefit residents and south-bound commuters in the Santa



- Clarita and Antelope Valleys:
- I-5/SR-14 Carpool Lane Direct Connector
 - I-5/SR-126 Interchange Reconstruction
 - I-5/I-405 Carpool Lane Direct Connector
 - I-5 Carpool Lanes (I-5/SR 14 to SR 134)

- SR-138 Widening
- SR-14 Carpool Lanes
- I-405 Carpool Lanes

There is also a \$4.6 billion proposed allotment in Caltrans-administered SHOPP (highway maintenance) funds in the LRTP through which

See Mobility, page 11

By the Numbers

■ **83 percent** — The percentage of Los Angeles County residents surveyed in 2007 who agree that air pollution is a serious problem, and the threat of climate change to the economy and our quality of life is serious.

■ **33 percent** — The percentage by which truck miles traveled in the County are projected to grow on our crowded freeways by 2030.

Source: Metro Long Range Transportation Plan



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

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

www.goldenstategateway.org

QuickTrips

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

Broad Support for Moving Forward with Interstate 5 Truck Climbing Lanes

Caltrans and L.A. Metro are aggressively pursuing state, federal and local funding sources for construction of the first phase of the Los Angeles-Santa Clarita I-5 Gateway Improvement Project: truck climbing lanes over the Newhall Pass, just north of the I-5/SR-14 Interchange.

The members and Board of Directors of the Golden State Gateway Coalition would like to thank the following individuals and organizations for their recent letters of support for funding the project, directed to Department of Transportation Secretary Ray LaHood:

- Congressman Kevin McCarthy
- Congressman Howard P. "Buck" McKeon
- Congressman Brad Sherman
- State Senator George Runner
- State Senator Tony Strickland
- Assembly Member Michael Eng
- Assembly Member Michael Feuer
- Assembly Member Cameron Smyth

- L. A. County Supervisor Mike Antonovich
- L.A. Metro
- Mayor Frank Ferry and the City of Santa Clarita
- Mayor Jim Ledford and the City of Palmdale
- Associated General Contractors of California
- Building Industry Association – Antelope Valley
- Building Industry Association – Los Angeles/Ventura
- College of the Canyons
- Henry Mayo Newhall Memorial Hospital
- National Construction Alliance II
- SCV Chamber of Commerce
- Southern California Edison
- West Ranch Town Council
- Valley Industrial Association of Santa Clarita
- Valley Industry & Commerce Association

Senate Panel Approves SAFETEA-LU Extension

On July 15, the Senate Environment and Public Works Committee approved an 18-month extension of federal highway programs at their current funding levels, opting to wait to do a comprehensive overhaul of the programs. The committee, chaired by Sen. Barbara Boxer, approved a draft extension bill by an 18-1 vote. The extension would go into ef-

fect when the current programs expire Sept. 30, authorizing \$41 billion in fiscal year 2010. The Federal Highway Trust Fund is expected to run out of money sometime this year.

A House Transportation and Infrastructure subcommittee has already approved a multi-year, \$500 billion reauthorization bill. Funding for the bill is unresolved.

City, County Succeed in Metro Call for Projects

Transportation officials from the City of Santa Clarita and Los Angeles County are reporting local success in the Los Angeles County Metro Call for Projects process, through which Metro allocates discretionary federal, state and local transportation funds.

Metro officials now plan to allocate \$36.7 million in funds for transportation improvements in northern Los Angeles County.

Ian Pari, a senior traffic engineer for the City, says five out of Santa Clarita's 10 proposals have been successful. These projects include: \$3.7 million for a McBean Parkway

gap closure and widening over the Santa Clara River; \$3 million for signal synchronization and the Incident Traveler System; \$1.5 million for seven new city CNG buses; \$700,000 for a roundabout at Newhall Avenue and 5th Street; and, \$217,000 for a wayfinding program for pedestrians and bicyclists.

Richard Yribe, of the County Public Works Department, reports the county's successful applications included \$15 million for widening The Old Road between Magic Mountain Parkway and Turnberry Lane, as well as \$1.2 million for north county bikeway improvements.



Photo: Excerpt from Metro's Draft 2008 Long Range Transportation Plan

“The plan looks 20 years into the future and identifies a range of options for improved mobility in all modes, in all parts of the county, including aggressive goals for improving our air quality and environment.”

— Roger Snoble
Former Metro CEO

Let's get moving.

Mobility

Continued from page 9

north Los Angeles County shares some benefit, as well as allotments for soundwalls, contingencies, Freeway Service Patrol and safety programs.

What about public input?

Metro has done a good job over the last

few years in getting word out on the LRTP through public forums, briefings for business organizations, targeted communications, its website and printed collateral materials.

Where are we in the current LRTP process?

There was discussion of the current LRTP draft at the July 23, 2009, Metro Board meeting, in contemplation of a vote

to approve the plan.

The plan, as presented, was deemed incomplete, since specific timeframes for funding were attached to a few major transit projects, while funding specifics and construction timeframes on other projects were lacking.

The transit project proponents on the Board argued that they needed immediate approval of the LRTP to pursue federal funding opportunities in a timely manner; other Board members wanted to see a complete plan before an approval vote was moved.

What are the next steps towards approval of the LRTP?

The next Metro Board meeting where the plan will be discussed is scheduled for September 24.

For more information on the Long Range Transportation Plan, check out the following pages of the Metro website, www.metro.net:

Metro LRTP:

http://www.metro.net/projects_studies/lrtp/lrtp.htm

Metro Board Agenda:

<http://www.metro.net/board/mtgsched.htm>

Lindenheim

Continued from page 2

lane up and over the hill and end at the Calgrove off-ramp. The project, therefore, moves the merge point of the truck lanes away from the current merge point with SR

14 traffic and also allows the trucks to merge on the down-grade before Calgrove Boulevard. when they should be up to the speed limit. There would be no additional congestion created by this proposed truck lane project in either direction.

The Interstate 5 Santa

Clarita-Los Angeles Gateway Project also proposes the extension of existing high occupancy vehicle (HOV) lanes for about 13 miles within the I-5 median starting from the I-5/SR-14 Interchange. While the truck climbing lanes alone will provide significant conges-

tion relief, extension of these HOV lanes will be critical to long-term traffic congestion relief during peak hours.

Thanks to Eileen Reynolds and Tony Harris for technical assistance on this column and Psomas for the accompanying map.

From the **Chairman**

The Rewards of Persistence

By **Tom DiPrima**

Chairman,

Golden State Gateway Coalition

“Nothing in the world can take the place of persistence.”

— **Calvin Coolidge**

The Gateway Coalition has seen its share of challenges in the six-plus years of its existence.

Charged with improving roadway transportation in north Los Angeles County, we have seen the possibility for improvements in the I-5 corridor go from slim to a reasonable probability of moving forward.

I’m cautiously optimistic because of the persistence that I have seen in my colleagues on the Coalition Board, the membership, the staff and our consultants.

Against the background of a still difficult economic environment, we continue to see evidence of real

progress. I look forward to some potentially dramatic leaps forward on the I-5 project before the year is out.

And, speaking of persistence, congratulations to Mobility 21 on its 8th Annual Southern California Transportation Summit.

This important event brings together transportation providers, businesses, elected officials and others to establish the region’s collective transportation priorities and advocacy plans.

The Golden State Gateway Coalition is proud to have participated in and supported this event over its lifespan.

Mobility 21 — representing the interests of six counties — has been an important unifying force in advocat-



Tom DiPrima

‘Mobility 21, representing the interests of six counties, has been an important unifying force in advocating for Southern California’s transportation needs, and an important ally for the Gateway Coalition.’

ing for Southern California’s transportation needs, and an important ally for the Gateway Coalition. We wish them success in their endeavors.

On the Web: www.goldenstategateway.org

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