

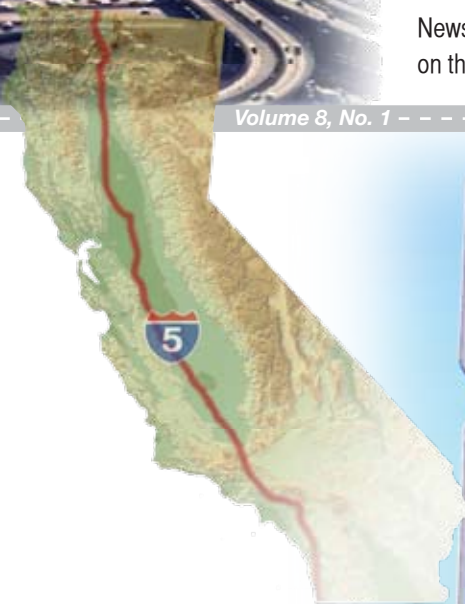
Interchange



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 8, No. 1

Winter 2010



Metro Sets the Stage to Send Truck Lane Funds to I-5

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Metro Board Approves 2009 Long-Range Transportation Plan That Calls for Funding of Interstate 5 Gateway Improvements



Cover Story, Page 3



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

“The first priority for the coming year is the economy and jobs...”
— **Gov. Arnold Schwarzenegger**

“The Governor hit the nail on the head when he said job creation is California’s No. 1 priority.”
— **State Sen. George Runner.**

“I agree with (the Governor) that putting California jobs first must be a top priority....”
— **Assemblyman Cameron Smyth**
(R-Santa Clarita)

Our governor, Santa Clarita Valley’s state senator and our assemblyman unequivocally agree on one thing: Creating jobs for Californians is job No. 1 — even while California’s budget is scheduled for major surgery.

The Governor’s state of the state speech was a pretty good one, according to a cross section of pundits, supporters and even one or two detractors. But, alas, I could not



Victor Lindenheim

find the word “transportation” in the text of the Governor’s state of the state remarks.

I forgive him. He obviously has other things on his mind.

I would, though, like to take the opportunity to talk about one thing he did mention that he thought was important:

jobs. We at the Gateway Coalition think jobs are important, too.

And, the freeway improvement project we have been advocating will create jobs. Lots of them.

In fact, just the first phase of the project — extending the I-5 truck lanes over the Newhall Pass — will directly generate 2,100 full-time jobs and \$87 million in wages. And that is less than 30 percent of the total project investment going forward, which will create even more jobs.

The construction jobs will be filled by Southern California workers. And some local manufacturing and supply industries will be providing materials; some local service companies will be supplying serv-

‘Just the first phase of the project — extending the I-5 truck lanes over the Newhall Pass — will directly generate 2,100 full-time jobs and \$87 million in wages. And that is less than 30 percent of the total project investment going forward.’

ices. Those construction workers and suppliers may want to grab a sandwich or buy a toy for the kids from a store near the freeway construction site. There is even a probability of some localized sales of cars and homes to participants in this major freeway construction project who may have been looking elsewhere.

If you don’t think the I-5 Gateway Improvement project is good for job creation and California’s economy, I think I know why.

You probably work for the state of Nevada.



Trucks Headed for New Lanes

By **Tim Whyte**
Interchange Editor

When significant funding gets allocated, a project starts to seem less like a concept and more like a reality.

That's what's up next for the Interstate 5 Gateway Improvement Project, after the Board of Directors of the Los Angeles County Metropolitan Transportation Authority — more commonly known as Metro — approved a long-range transportation plan for the entire region.

Within that plan, approved Oct. 22, was a commitment to allocate \$56 million of Measure R transportation funding to finance the construction of new truck lanes on I-5 between State

L.A. County Metro's New Long-Range Plan Sets Stage for Allocation of Measure R Funds to Build Truck Lanes from State Route 14 to Lyons Avenue

Route 14 and Lyons Avenue/Pico Canyon Road.

"This is a significant step in the process of securing the funding for this important freeway improvement project," said Victor Lindenheim, executive director of the Golden State Gateway Coalition. "With these Measure R funds headed for the Gateway Improvement Project in 2012 through

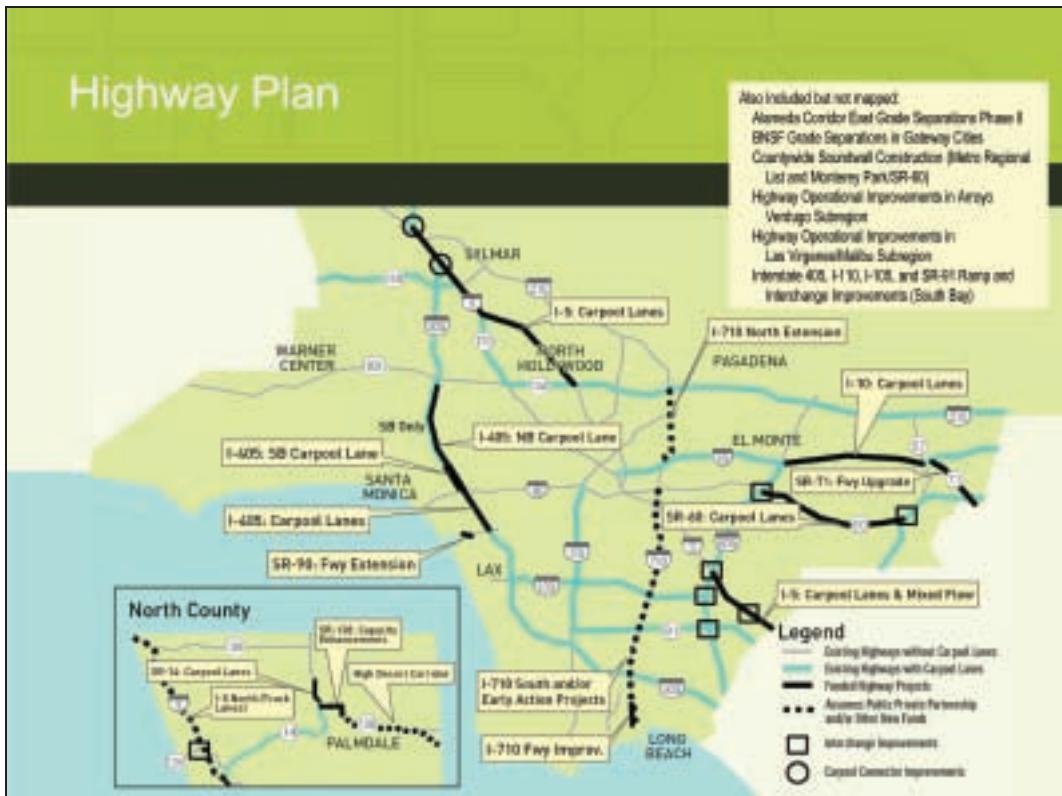
2015, it reinforces the efforts of the Coalition to forge public-private partnerships to make much-needed improvements to this vital transportation corridor."

The 2009 Long Range Transportation Plan (LRTP) adopted by Metro is a 30-year blueprint for Los Angeles County's transportation future. It forecasts transportation improvements from now through 2040, a period of time during which the county is expected to experience major growth, with a countywide population increase of as many as 3 million people.

See LRTP, page 4



Metro



Map: An excerpt from Metro's Draft 2009 Long Range Transportation Plan

The 2009 Long Range Transportation Plan approved by the Metro Board of Directors includes the truck lane portion of the Interstate 5 Gateway Improvement Project as well as several other transportation improvement projects in northern Los Angeles County.

LRTP

Continued from page 3

“(The LRTP) examines the impacts this growth will have on the mobility of the county, which includes increasing demand on streets, highways, buses and trains, and it recommends what can be done to address those impacts within anticipated revenues,” said a Metro statement released after the board’s approval of the LRTP.

Metro crafted the LRTP in anticipation of the collection and distribution of approximately \$298 billion in transportation funds countywide over the next 30 years. The funds will come from a variety of sources, including Measure R (a voter-approved half-cent sales tax in L.A. County), and federal stimulus funds through

the American Recovery and Reinvestment Act of 2009 (ARRA), as well as other local, state and federal transportation funding sources.

The LRTP sketches out how those funds will be used for transit services, highway maintenance, and to develop transit and highway improvements throughout the county.

Bus and rail operations and capital improvement projects are expected to receive approximately 55 percent of the funds countywide. Highway maintenance and improvement projects are expected to receive approximately 32 percent, with the remainder of the revenue covering other uses such as debt service.

The Metro plan does not spell out all the precise details of how every penny will be allocated over the next 30 years because it is intended to be a

living document that can change over time.

“The LRTP is a framework to guide Board decisions and funding allocations,” said the Metro staff’s report to the board. “The Board can make adjustments, for example, to schedules and funding allocations, as needed to reflect the

most current conditions with respect to project costs and readiness, annual revenue receipts, availability of state and federal funds, etc.

“The LRTP is intended to be periodically updated to reflect changes in revenues, costs and other factors that may be different from what we are forecasting at this time,” the report said.

Why It's Important to the I-5

The initial funding allocations approved by the Metro board as part of the LRTP process included the \$56 million in funds for the I-5 truck lanes, which are now in the design phase with construction expected to begin within the next couple of years.

The Metro-approved funding will be derived over the next several years from Measure R, which was approved by the county’s voters in November 2008 to generate a projected \$40 billion for traffic relief and transportation upgrades throughout the county over the next three decades.

According to estimates by the nonprofit Los Angeles County Economic Development Corporation, Measure R will create more than 210,000 construction jobs and inject an estimated \$32 billion into the

See Metro, page 5





I want clean and safe goods movement.

- Our local ports are the busiest container ports in the country.
- Traffic volume in the County is projected to grow by 33 percent in our crowded freeways by 2030.
- Our freeways will see more trucks on them in the future. The 57th Freeway alone carries over 6,000 trucks each day.
- This draft draft Plan will support improved operational practices and will allow the most efficient and environmentally friendly means of transporting goods destined for consumption within and outside the County.
- A regional action plan is being developed that will help our environment, economy and transportation system prosper and ensure that goods make it to market on time.

Above: An excerpt from Metro's Draft 2009 Long Range Transportation Plan

Improving goods movement, one of the goals of the Metro Long Range Transportation Plan, is one of the benefits of the Interstate 5 Gateway Improvement Project.

Metro

Continued from page 4
county's economy.

In approving the funds to go toward construction of the I-5 truck lanes, Metro recognized the importance of these lanes to improving traffic flow and goods movement in northern Los Angeles County.

By removing truck traffic from the regular vehicle lanes, the project will improve the overall flow of traffic, reducing commute times, boosting the movement of goods through one of the nation's busiest commercial corridors and reducing air pollution.

"We are very pleased that Metro agreed the I-5 project is an important step in improving transportation through the Golden State Gateway corridor," said Lindenheim. "This approval is a tremendous shot in the arm for the project."

What's Next for the LRTP

The Metro board's approval of the LRTP establishes the framework for future decisions on transportation issues, but it's not yet the final word for many future projects.

"The approval of the 2009 LRTP does not constitute final Board action on individual projects," said Metro's statement on the LRTP. "Projects will return to the Board for further action at key milestones in the planning, environmental and project development process."

The LRTP will now be submitted to the Southern California Association of Governments (SCAG) for inclusion in SCAG's Regional Transportation Plan, which demonstrates how Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial counties will meet federal will meet federal air quality mandates and provides future federal funding needs estimates for transportation.

What Else Is Included

Below is a sampling of other projects included in the LRTP:

Highway Projects

- I-405 northbound carpool lane from I-10 to US-101
- I-405 carpool lanes from SR 90 to I-10
- I-5/State Route 126 interchange reconstruction phase I & II
- SR-60 carpool lanes from I-605 to Brea Canyon Road
- I-5/SR-14 carpool lane direct connector
- I-5 carpool lanes from SR-118 to SR-170
- I-5 carpool lanes from SR-134 to SR-170
- I-5 carpool and mixed flow lanes from I-605 to Orange County Line
- I-710 South and Route 710 North Gap Closure projects

Transit Projects

- Completion of the Eastside light rail project
- Completion of Exposition Light Rail project to Culver City
- Phase II Exposition light rail to Santa Monica
- San Fernando Valley North/South Metro Orange Line Canoga Extension
- San Fernando Valley East North/South Rapidways
- Gold Line Foothill Light Rail Extension
- Green Line Extension to LAX
- Westside Subway extension to Fairfax/Century City/Westwood
- San Fernando Valley I-405 Corridor Connection
- California High Speed Rail (Los Angeles County)

The Case for I-5: Homeland Security and Strategic Importance

Interstate 5 Can Make a National Difference

By Tim Whyte
Interchange Editor

All it takes is a quick look at a map to realize the strategic importance of the Interstate 5 Gateway in North Los Angeles County — and like so many real estate matters, it boils down to three things:

Location, location, location.

Interstate 5 in North Los Angeles County is in close proximity to — and a direct link between — various locations that are strategically important for the entire nation.

For example, the ports of Los Angeles and Long Beach are the two busiest in the United States, and access to them is important not just for movement of goods by commercial enterprises, but also for government agencies.

Further, the I-5 Gateway is a vital



Access to ports and goods movement are not only important economically, but also in the interest of homeland security and operational success for the military and defense contractors.

point of access for numerous defense contractors, aerospace companies and suppliers not only in the Santa Clarita Valley, but also nearby in the Antelope Valley.

The Antelope Valley is also home to Edwards Air Force Base, one of several military installations within a 50-mile radius of the I-5 Los Angeles-Santa Clarita Gateway.

Defense-related firms, the military and other government agencies charged

See Security, page 10

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 (Spring 2008)
2. Public safety (Summer-Fall 2009)
3. To facilitate goods movement (Winter 2008)
4. Jobs and economic development (Winter 2009)
5. To accommodate growth in commerce and population
6. Air quality and pollution abatement (Spring 2009)
7. Energy conservation (Summer 2008)
8. **THIS ISSUE:** 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

HOMELAND SECURITY THREAT ADVISORY LEVEL

SEVERE	MARSEC LEVEL III <small>Risk of Terrorist Attack</small>	
HIGH	MARSEC LEVEL II <small>Risk of Terrorist Attack</small>	
ELEVATED	MARSEC LEVEL I	<div style="font-size: 2em; font-weight: bold;">PRESENT LEVEL</div> <div style="font-size: 3em; font-weight: bold;">→</div>
GUARDED	<small>Risk of Terrorist Attack</small>	
LOW	<small>Risk of Terrorist Attack</small>	<div style="background-color: yellow; padding: 5px; border: 1px solid black;">MARSEC LEVEL I</div>

Vehicles and Passengers May be Subject to Search and /or Show a Photo I.D.

General Statute #GS 136-82 143 B-10 (J)

From Bus Operator to CEO

Metro's Chief Executive Knows the Transportation Profession from 38 Years of Experience in a Variety of Roles

Source: Los Angeles County Metropolitan Transportation Authority (Metro)

He started his transportation career on the front lines: Art Leahy was a bus operator. Now, nearly 40 years later, Leahy has built on his education and practical experience — from the driver's seat to the boardroom — to become one of Southern California's key transportation leaders.

Leahy, 60, was hired last year by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) to become the agency's new chief executive.

For the previous eight years Leahy headed the Orange County Transportation Authority (OCTA), where he oversaw planning, financing and coordination for Orange County's freeway, street and transit development as well as managing the 12th busiest bus system in the country along with commuter rail and paratransit services for the disabled, among other transportation programs.

Leahy spearheaded such major highway projects as the \$550 million widening of the Garden Grove Freeway (SR-22). He also directed OCTA's purchase and operations of the 91 Express Lanes toll road and aggressive work to widen the Riverside Freeway (SR-91), Southern California's most-congested highway.

He also successfully led voter renewal of Orange County's Measure M, a \$12 billion transportation sales tax measure that will fund a variety of local highway and transit projects.

Prior to OCTA, Leahy served as general manager of the transit agency in Minneapolis-St. Paul between 1997 and 2001. Under his leadership, both agencies as well as Leahy, himself, garnered top national transit industry honors.

Leahy began his transit career in 1971 driving a bus for the Southern California Rapid Transit District, a predecessor of Metro, while attending college. He worked his way up through the ranks to head operations for Metro, overseeing bus operations and activation of the Metro Blue Line, before taking the Minneapolis chief executive job.

Transportation Leader Profile

This issue:

Art Leahy
Metro CEO



Metro photo

Art Leahy has spearheaded major highway projects during his career as a transportation executive, including the widening of the Garden Grove Freeway. Leahy took over as chief executive officer of Metro last year.

“We conducted a nationwide search to find the brightest and most innovative leaders in transportation,” said Los Angeles Mayor and Metro Chairman Antonio Villaraigosa. “I am happy to say that we have found that leader in Art Leahy. Art will lead the efforts to reduce congestion and expand public transportation in Los Angeles County, and ensure that funding from the federal stimulus package and Measure R goes towards creating a sustainable future for Los Angeles.”

Los Angeles County Supervisor and Metro Board Vice Chair Don Knabe also has high praise for Leahy. “I have known and worked with Art Leahy for nearly 25 years and know his extensive knowledge of the transportation needs and issues facing Southern California will benefit him greatly,” Knabe said.

Upon accepting his new job at Metro last year, Leahy said it
See Leahy, page 11

By the Numbers

■ **\$40 Billion** — The annual cost to motorists of deficient roads, bridges and transit systems throughout California.

■ **\$2,462** — The cost borne by each average Los Angeles motorist due to higher vehicle operating costs, crashes and congestion-related delays due to roads and highways that are deficient or congested.

Source: TRIP, a Washington, D.C., based national transportation organization. (See story, page 10)



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

Coalition Members Renewing Support

Following a year of substantial progress, 2010 Gateway Coalition member renewals have started coming in. We would like to acknowledge and thank the following organizations for their early continued support:

Automobile Club of Southern California
Chiquita Canyon Landfill
Centennial Founders
Newhall Land
Quinn Company

The Coalition's work — advocating for the I-5 Gateway Improvement Project and related roadway improvements in north Los Angeles County — will continue with your support. Please take the time to invest in these critical transportation improvements by sending your 2010 contribution today.

Thank you.

— *Golden State Gateway Coalition*

Transportation Appropriations Act Signed

Congress approved the 2010 Transportation, Housing and Urban Development Appropriations Act (HR 3288), and it was signed by President Barack Obama in December.

The list of California Earmarks includes \$750,000 for the I-5 Santa

Clarita-Los Angeles Gateway Improvement Project as sponsored by Rep. Buck McKeon and supported by Sen. Barbara Boxer, with an assist from Sen. Dianne Feinstein.

The funds are expected to be available for Caltrans/Metro this year.

I-405 HOV Lane Project Begins Construction

Source: Los Angeles County Metropolitan Transportation Authority (Metro)

The Interstate 405 Sepulveda Pass Widening Project has officially begun construction. The 10-mile carpool lane project will complete the last remaining gap of the I-405 carpool lane system that does not yet exist between the I-10 and U.S. 101 Freeways.

Scheduled for completion in 2013, mo-

torists will be able to use the carpool lane in both directions of I-405 from the San Fernando Valley to Orange County.

The I-405 Sepulveda Pass Widening Project will add a 10-mile HOV lane and improve supporting infrastructure such as ramps, bridges and sound walls on the San Diego Freeway while widening lanes from the Santa Monica Freeway (I-10) to the Ventura Freeway (US-101).

Santa Clarita Wins 'Project of the Year' Award

Courtesy of the City of Santa Clarita

The City of Santa Clarita was recognized at a special luncheon hosted by the Southern California Chapter of the American Public Works Association for its work on the Magic Mountain/Interstate 5 Expansion Project, naming it the "project of the year."

City Manager Ken Pulskamp, Public Works Director Robert Newman, project manager James Tong and assistant engineers Terry Brice and John Spalione received the prestigious award which was presented at a

luncheon event in Lakewood.

The Magic Mountain/Interstate 5 expansion project was a complex construction project involving the relocation of the Chevron gas station on the corner of the Old Road and Magic Mountain Parkway, relocation of several utilities, expansion of on and off ramps for the Interstate 5 freeway at Magic Mountain, plus expansion of lanes, hard and landscaping. The project was completely funded by Newhall Land, the County of Los Angeles,

See Award, page 10

New Roles for Respected Transportation Leaders

Several respected transportation leaders — and valued friends of the Interstate 5 Los Angeles-Santa Clarita Gateway Improvement Project — have taken on new roles over the past several months.

Last summer, Will Kempton resigned as director of Caltrans and took on a new role as chief executive officer of the Orange County Transportation Authority.

Gov. Arnold Schwarzenegger appointed Randell H. Iwasaki to replace Kempton at the helm of the state's transportation agency.

And, Doug Failing departed from his role as director of Caltrans District 7 to take on a new role overseeing highway programs for the Los Angeles County Metropolitan Transportation Authority (Metro).

"As we have worked in advocacy of the I-5 Gateway Improvement Project, we have been truly fortunate to



Randell Iwasaki



Will Kempton



Doug Failing

encounter such top-notch leaders who care so much about improving our state's transportation system," said Victor Lindenheim, executive director of the Golden State Gateway Coalition.

In announcing the appointment of Iwasaki to the Caltrans helm, Gov. Schwarzenegger also commended Kempton for his dedicated service to the people of California.

"Will has been an incredible driving force behind rebuilding California's infrastructure and especially

instrumental in quickly moving federal stimulus dollars out the door to transportation projects around the state," Schwarzenegger said in a statement. "I want to extend my sincere gratitude to Will for his incredible work and service to the people of California, and I wish him the very best in all his future endeavors."

The governor also expressed a high level of confidence in Iwasaki, who has held several engineering and managerial positions at Caltrans over the past 26 years.

"Randy brings a tremendous amount of knowledge and practical experience at Caltrans to this position and I am confident he will be an effective director," said Schwarzenegger. "He shares my commitment to updating and investing in our state's infrastructure to meet California's growing needs and to create jobs at a time when we need them most."

Iwasaki has served as the chief deputy director since 2005 and previously held the positions of acting chief deputy director from November 2004 to January 2005 and interim director from July 2004 to November 2004.

"I am incredibly honored Gov. Schwarzenegger has asked me to take on this position and lead Caltrans," said Iwasaki, 49. "I look forward to continuing to work with the Governor and his Administration to advance the state's leading position in global commerce and enhance the quality of life of all Californians."

During his Caltrans career, Iwasaki has spearheaded a number of transportation engineering innovations in California including the use of old tires in rubberized asphalt, the installation of LED red lights saving the state taxpayers more than \$2 million a year in power costs, and conversion of the Caltrans equipment fleet to clean burning fuels, said the statement from the governor's office.

Under the Business, Transportation and Housing Agency, Caltrans constructs, operates and maintains the state's highway and freeway lanes. The department also provides intercity rail passenger services under contract with Amtrak and assists local governments with the delivery of transportation projects, as well as other transportation-related activities.

The Caltrans director is responsible for managing the day-to-day operations of California's state transportation system, including more than 50,000 lane miles of state highways stretching from Mexico to Oregon and from the Pacific Ocean to Nevada and Arizona.

Kempton, a 35-year veteran
See Faces, page 11

'As we have worked in advocacy of the I-5 Gateway Improvement Project, we have been truly fortunate to encounter such top-notch leaders who care so much about improving our state's transportation system.'

— **Victor Lindenheim**
Executive Director
Golden State Gateway Coalition

TRIP Report: Deficient Roadways Cost Average L.A. Motorist \$2,500 Annually

Courtesy of TRIP

Roads, bridges and transit systems that are deficient, congested or lack desirable safety features cost the average Los Angeles motorist a total of \$2,462 each year, a total of \$40 billion statewide, due to higher vehicle operating costs, traffic crashes and congestion-related delays.

An increased investment in transportation improvements at the state and federal level could relieve traffic congestion, improve road, bridge and transit conditions, boost safety and support long-term economic growth in California, according to a new report released in December by TRIP, a Washington, D.C., based national transportation organization.

Despite the short-term boost provided by the federal stimulus program, California faces



According to a report released by the transportation organization TRIP, deficient and congested roads cost Californians \$40 billion annually.

an annual surface transportation funding shortfall of \$10.9 billion. While the state will have \$1.5 billion available this year to make needed roadway improvements and rehabilitate bridges and major roadways, this figure is far outstripped by

the estimated \$5.5 billion in annual transportation funding needs. Current transit needs are \$8.6 billion annually, while transit funding is \$1.7 billion a year.

“We are short upwards of \$10 billion annually to meet

our transportation needs,” said Transportation California Executive Director Mark Watts. “This report shows that our failure to close this transportation investment deficit is costing us nearly four times that much.”

The TRIP report, “Future Mobility in California: The Condition, Use and Funding of California’s Roads, Bridges and Transit System,” finds that Los Angeles roads are the roughest in the nation, with 92 percent of major roads in the metro area in poor or mediocre condition.

Among the most deteriorated roads in the Los Angeles area are Highland Avenue from Santa Monica Boulevard to Franklin Avenue in Los Angeles, and Interstate 5 from Beach Boulevard to the Los Angeles County Line in Buena Park.

Security

Continued from page 6

with security-related work must move people and materiel through this region on a routine basis, and of course during times of crisis. A smooth-flowing Interstate 5 is a crucial operational factor for all of them.

“Literally everyone depends on the safety and efficiency of Interstate 5,” says Victor Lindenheim, executive director of the Golden State Gateway Coalition. “The addition of dedicated truck climbing lanes and high occupancy vehicle lanes to this important segment of I-5 will help ensure a smooth flow of routine traffic as well as provide improved access during extraordinary situations.”

As it is, the I-5 in North Los Angeles County carries more than 200,000 ve-

hicles every day, including more than 19,000 trucks. That’s more than 73 million vehicles a year, with traffic expected to increase by 65 percent over the next decade.

The I-5 Gateway Improvement Project would help ensure that not only will I-5 better handle the burden of increased traffic, but also that it will be a reliable transportation corridor for those who are tasked with protecting our nation and its interests.

“The project would enhance public safety and security through the improvement of driving conditions,” concludes the Draft Environmental Impact Report/Environmental Assessment for the project.

In short, the I-5 Los Angeles-Santa Clarita Gateway Improvement Project will certainly improve your commute — and it’s about a whole lot more than that, too.

Award

Continued from page 8

METRO, with support from Caltrans, at a cost of \$48 million, and was completed over a three-and-a-half year period.

The Magic Mountain/I-5 Expansion Project updates and improves Santa Clarita’s transportation system by improving mobility, enhancing safety, alleviating congestion, and increasing the capacity of the interchange and local roadways.

“I am very proud of our City staff that made this very complicated project a reality, solving serious congestion issues at this busy area of our community. This is the type of professionalism and expertise our City staff is widely known for and on behalf of the City Council, I congratulate them on this monumental effort,” said Laurene Weste, Mayor for Santa Clarita.

Faces

Continued from page 9

eran of the transportation industry, earned a high level of respect among industry professionals and government leaders for his broad understanding of transportation programs and policies during his tenure with Caltrans.

One of Kempton's greatest accomplishments while with Caltrans was quickly completing the high-profile reopening of a freeway overpass in Oakland after it closed in 2007 for repairs due to a disaster involving a tanker truck.

OCTA Chairman Peter Buffa said Kempton, 62, would be a great addition to the Orange County agency.

"This is a very challenging time for every public agency in California. Finding a new CEO for OCTA with Will Kempton's transportation knowledge and experience at a time like this is a grand-slam home run for us and for everyone in Orange County," Buffa said in a statement. "Will is one of the most respected leaders in transportation in the country, with a rock-solid

reputation that will serve us well."

Schwarzenegger had previously appointed Kempton to run Caltrans and oversee 50,000 lane miles of state highways, an annual budget of nearly \$14 billion with \$10 billion worth of transportation improvements under construction and approximately 22,000 employees.

"I'm exceptionally proud of what Caltrans has accomplished over the past five years and it's been an honor to serve the people of California under the leadership of Gov. Schwarzenegger," Kempton said in a news release announcing his resignation. "During my tenure at Caltrans, I have worked in partnership with OCTA many times and I am looking forward to the opportunity to join an agency that is on the leading edge of transportation innovation."

Meanwhile, Failing departed Caltrans but will continue to be a familiar face for supporters of the Golden State Gateway Improvement Project in his new role with Metro.

Failing told the Los Angeles Times that he was excited about the new opportunity.

"I have a chance to do some really

great things over there and I'm really excited," he said in an interview with the newspaper.

The Times also quoted a memo from Metro Chief Executive Art Leahy in which Leahy told his staff and the Metro board that Failing "has been committed to new and innovative transportation-related ventures for Caltrans, including mentoring programs for both staff and students, developing safe bicycle routes and lanes, and procurement fairs to help small businesses succeed in providing goods and services to the department."

Lindenheim wished all three executives well in their new roles.

"Will Kempton has always been a well-liked and respected friend of the Interstate 5 Gateway Improvement Project, and we'll miss him," said Lindenheim. "At the same time, we're excited to be able to continue working with Doug Failing in his new role at Metro, and we welcome Randell Iwasaki as the new chief of Caltrans."

He added: "These moves are all significant not only for the individuals involved, but also for California transportation as a whole."

DiPrima

Continued from page 12

included in the current federal budget.

Also, a Metro application for TIGER grant funds for the project is pending with the Secretary of Transportation.

But to insure we can see some or all of these potential funds, our voice must be heard and that will take all of our continued support.

There is still some work to be done before the project can get to construction, and this is not the time to slack off or slow down. We have the opportunity to build on last year's progress and get the job done.

Our elected leadership and our partners at Caltrans and Metro have demonstrated their commitment to working with the Golden State Gateway Coalition to move our project toward completion. We are now closer

than ever to seeing this project go from concept to approval, approval to design and soon to construction.

Your ongoing support to make this project a reality is greatly appreciated.

Now more than ever we need to preserve our commitment as we grow closer to seeing our vision go from conception to completion.

I thank you for your continued support, and we look forward to more great progress in 2010.

Leahy

Continued from page 7

was a welcome homecoming.

"I am excited to return to Los Angeles, where I began my career nearly 38 years ago," Leahy said at the time. "I am looking forward to helping deliver on the promise to voters when they supported investment with Measure R – to make transportation improvements by delivering more mass

transit options, repairing streets, reducing congestion on freeways and maximizing carpool lanes."

Both of Leahy's parents and his wife and brother worked for Los Angeles public transit agencies, and he started his transit career in Los Angeles almost four decades ago, so he's come full circle.

Leahy earned a bachelor-of-arts degree in political science from California State University, Los Angeles and a master's degree in public administration from USC.

Metro is the third largest public transportation agency in the United States. It has a \$3.4 billion annual budget and more than 9,000 employees. It operates approximately 200 bus routes serving a 1,433 square mile service area and five subway and light rail lines that crisscross Los Angeles County. Metro is also the lead transportation planning and programming agency for the county and funds construction of numerous street, highway and transit improvements.

From the **Chairman**

Looking Back and Looking Ahead

By **Tom DiPrima**
Chairman,
Golden State Gateway Coalition

2009 has come to a close and 2010 is beginning. Many, if not all of the Coalition's private sector members have felt the market downturn directly and profoundly, in stark contrast to the prosperity of prior years.

Still, most of our members hung in there with their support for the Gateway Coalition and our goal of adding freeway capacity to North Los Angeles County's Interstate 5 corridor, improving goods movement, and improving our quality of life while providing new job growth and revenue that are much needed in this economy.

Ironically, the Golden State Gateway Coalition made more progress in 2009 in moving the I-5 project forward than in any previous year of its existence.

The project, as you may recall, proposes to extend the existing truck lanes approximately 3.5 miles north beyond the I-5/State Route 14 interchange in both directions (northbound and southbound), and add 13.6 miles of high occupancy vehicle (HOV) lanes (northbound and southbound) between the interchange and Castaic.

The environmental studies and documentation for the project have been completed, and were approved by Caltrans. The truck climbing lanes are now in design at Caltrans.

Substantial state and local funding has been identified for design and construction of the truck climbing lanes — the first phase of the project.

Thanks to the leadership of, and cooperation between, U.S. Sen. Barbara



Tom DiPrima

'Ironically, the Golden State Gateway Coalition made more progress in 2009 in moving the I-5 project forward than in any previous year of its existence.'

Boxer and U.S. Rep. Howard "Buck" McKeon, a Department of Transportation allotment for the project has been
See DiPrima, page 11

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