

Metro's New Chairwoman | Foothill Transit Brings Back Double-Deckers | Reminiscing Along PCH | Gold Line On Track

MOBILITY

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The Price for a Civilized Society

I really don't enjoy paying taxes. When I go out to dinner with friends and the bill comes, you can count on me to jokingly ask, "Who ordered the tax!"

Why do we pay taxes?

First, some history. The word tax comes from the Latin word *taxare*, but the Romans were not the first or only civilization to impose taxes on their people. The ancient Greeks and Egyptians levied taxes on their own citizens and foreigners, and so did the Hebrews.



Chris Lancaster

So why do we pay taxes? We pay taxes because that is the price we pay to have a civilized society. A civilized society requires a well-funded government to provide essential community and public services including police and fire, parks, libraries, clean water, roads, highways and public transportation, to name a few.

Taxes can be classified into two categories, regressive and progressive. If taxes negatively affect the poor they are considered regressive; if they negatively affect the rich more than they negatively affect the poor they are considered progressive.

An example of a progressive tax is the income tax. The more money you make the greater percentage of tax you pay. However, two taxes that are considered to be regressive are sales and gasoline taxes. They appear to be fair because they apply to all citizens, regardless of their income levels, but for the poor they require a greater percentage of their income. That being said, California has not been discouraged from moving forward to increase gasoline taxes and vehicle fees to meet the future needs of its transportation infrastructure.

Most recently Senate Bill 1, which passed in 2017, increased the gas tax an additional 12 cents per gallon and added a new transportation improvement fee based on a vehicle's value. As a result, the state of California will have an additional \$52 billion more

to improve and meet the state's transportation needs over the next decade.

Whether you like the tax or not (and many do not), I do have to credit our government and political leaders for thinking in terms of tomorrow. If California is going to continue be an economic powerhouse for the future and maintain our quality of life as

"I do have to credit our government and political leaders for thinking in terms of tomorrow."

we know it today, we have to have up-to-date and well-maintained roads and highways for the movement of goods and services, and to reduce traffic congestion. And as California's population is expected to increase by an additional 4 million people by 2030, a state-of-the-art transit system will be required to ensure riders can get to their jobs and access destinations to spend their money.

So ultimately why do we pay taxes? Because there are extraordinary benefits to living in a civilized society, and it's not free to do so.

Best Wishes,
Christopher W. Lancaster
Publisher



The Los Angeles County Metropolitan Transit Authority (Metro) continues to extend light rail lines throughout the county from the San Fernando Valley to the East San Gabriel Valley to Santa Monica and Long Beach. Perhaps someday the trains will be as ubiquitous as the California poppy in spring.

Chairwoman Kuehl Sets Priorities for Metro

By Elizabeth Smilor
Special Sections Writer

As the new chairwoman of the Metro Board of Directors, Sheila Kuehl will focus on three areas: equity, innovation and infrastructure.

"Measure M was a major accomplishment. It really was a vote of confidence from the public about the kind of work Metro had already begun," said L.A. County Supervisor Kuehl, who has been on the Metro board since 2015.

"I think over those three years, we built a really great foundation to the things I'm talking about emphasizing in my time as chair."

Infrastructure will continue to grow, as Measure M, which passed in November 2016, will fund 40 transit and highway projects over the next 39 years. Some of the projects moving forward in the next year include extensions of the purple, green and gold rail lines.

"We have so many projects that we've run out of colors for our train lines," exclaimed Kuehl, explaining that the board will be considering new options such as numbers or letters over the next few months. Kuehl represents L.A. County's Third Supervisorial District, which stretches from the ocean to Los Feliz and Venice to San Fernando.

In the area of innovation, Kuehl said she is impressed with Metro CEO Phillip Washington's ability to look to other places for ideas to implement here. She noted how

Publisher Chris Lancaster
Editor Elizabeth Smilor
Art Director Christie Robinson
Contributors Elizabeth Smilor
Grace Washburn

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



Newly appointed Metro Chairwoman Sheila Kuehl addresses a meeting as past Chairman and L.A. Mayor Eric Garcetti looks on. L.A. County Supervisor Kuehl's top priorities for Metro during her one-year tenure are concentrated in three areas: equity, infrastructure and innovation.



Phillip A. Washington
Metro CEO

Washington recently convened a roundtable with passenger railcar manufacturers to discuss the possibility of bringing a factory to the area. Metro also continues to partner with private industries to address transportation challenges.

"The area of innovation is really an area of opportunity for us," she said. "We're taking problems to incubators and asking them to create a solution."

Micro transit, such as vans, and on-demand transit is one area where Metro alongside private companies is experimenting with different approaches from bikes to scooters to on-demand cars and vans.

At the top of Kuehl's list of goals is equity. She is focused on improving ridership experiences for all as well as furthering equity in employment, especially for women in non-traditional career positions. In hiring, Metro is also focused on the future and is discussing the idea of a transportation industry magnet high school.

"Equity is different from equality. Equality is treating everybody alike. Equity takes differences into account in order to achieve a more equal outcome," Kuehl explained. "In transit, that means we really need to understand and deliberately

plan for the diverse populations. Women for instance make more stops than men. We are preparing a gender action plan that really takes that into account."

"L.A. has the highest transit ridership of any county in the state ... people are seeing L.A. as one of the fastest growing transit corridors in the world."

Sheila Kuehl
Metro Board Chair

She also noted that seniors and riders with disabilities have different needs. She is enthusiastic about Metro's ongoing NextGen Bus Study, as bus passengers account for 70 percent of Metro riders. This is the first major effort in 25 years to reevaluate the bus routes to make them relevant and attractive to current and prospective riders.

"We want to figure out how the bus system integrates with all the new ways people travel and where they need to go because that changes too," Kuehl said. "It's much more about routes for today."

The 13-member Board of Directors is comprised of the five Los Angeles County Supervisors, four members appointed by the Los Angeles County City Selection Committee and the L.A. Mayor and his three appointees. The position of board chair rotates between the three groups. Supervisor Kuehl will serve as

the board's chair through June 30, 2019.

"L.A. has the highest transit ridership of any county in the state, of course, since we're a quarter of the state's population, and the highest annual passenger miles. But we also have more than two-thirds of the state's most congested highways," Kuehl said. "There's a lot still to do. I think people are seeing L.A. as one of the fastest growing transit corridors in the world." ○



State Transportation Funds Boost L.A. County Transit, Highway Projects

By Grace Washburn
Special Sections Writer

Los Angeles County stands to gain billions of dollars from Senate Bill 1. The gas tax funds will accelerate the completion of numerous transportation projects and other local improvements that benefit residents and visitors, years before the 2028 Olympic and Paralympic Games in Los Angeles.

The looming Proposition 6 gas tax repeal measure on the November ballot would eliminate SB 1 funds and drastically reduce the pace of improvements, according to Los Angeles County Metropolitan Transportation Authority (Metro) officials.

In April 2017, the California Legislature passed SB 1, a long-term transportation reform and funding package to generate critically needed revenues to make road safety improvements, fill potholes and repair local streets, expand public transit, improve active transportation networks, improve highways and build bridges and overpasses. The legislation would provide \$5.2 billion per year statewide to fund these transportation improvements.

Over the next 10 years, Los Angeles County will receive about \$1 billion per year from the state gas tax and fees authorized by SB 1 to help galvanize its predominantly locally funded transportation projects, essentially adding the “jet fuel” to get many of these projects built as quickly as possible to help relieve congestion, improve air quality and create jobs.

“Californians and their families need the safer streets and highways, more affordable transportation, and good-paying careers that come with investing in the future of our infrastructure,” said Los Angeles Mayor Eric Garcetti. “California would lose billions in critical funding if SB 1 is repealed, and that would devastate our ability to fix our roads and create more sustainable transit — making traffic worse, polluting our air, and eliminating thousands of jobs that build up our middle class.”

L.A.’s own “Twenty-Eight by ‘28” list highlights several projects that could be delivered within the next decade if key funding sources such as SB 1 were available to accelerate project completion. Seventeen of those projects are already scheduled for completion by 2028, but there are eight deemed “aspirational” and three additional projects that would require additional funding sources to complete.

What are these projects that will greatly expand transportation options in both the short- and long-term? The list includes the Gold Line Foothill Extension to Montclair. Under current local funding, the rail line extension now under construction will only reach Claremont in L.A. County. SB 1 money would fund its continued extension to Montclair in San Bernardino County, getting the line ever closer to its envisioned terminus at Ontario International Airport.

“Californians and their families need the safer streets and highways, more affordable transportation, and good-paying careers that come with investing in the future of our infrastructure.”

Eric Garcetti
Los Angeles Mayor



At left, the Blue Line alongside buses in Long Beach. Above, L.A. Mayor Eric Garcetti views the Regional Connector construction. At right, a tunneling machine in place for the Purple Line extension. Far right, the final pieces of a tunneling machine for the Regional Connector are retrieved in downtown L.A.



SB 1 funding would also go toward building a new Crenshaw/LAX Line rail station at 96th Street, providing Olympic Games' attendees from all over the world with a direct transit connection to the future Los Angeles International Airport people mover at one of the busiest airports in the world.

Through its Transit and Intercity Rail Capital Program, SB 1 would speed up safety improvements for the Metro Orange Line and other projects such as light rail between Van Nuys and the Sylmar/San Fernando Metrolink Station, light rail between Artesia and downtown L.A., the Green Line extension to Torrance, the Orange/Red Line to Gold Line Bus Rapid Transit line and BRT on Vermont Avenue.

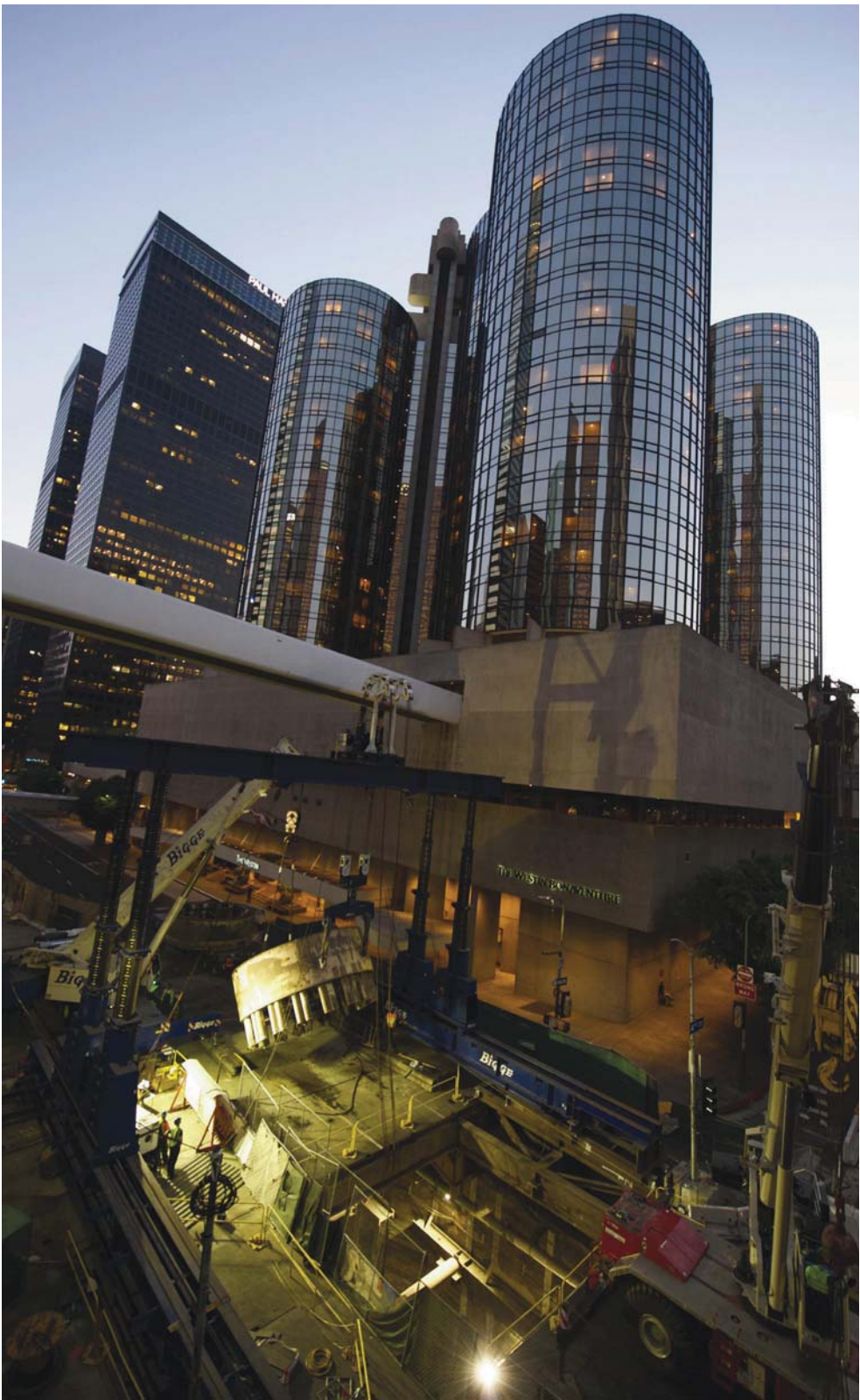
The infusion of both local and state transportation dollars for these and other projects will help keep Metro's ambitious Measure M Traffic Relief program on the fast track. More than a dozen Measure M projects are slated to receive SB 1 funding.

"Metro is now leading a transportation revolution in L.A. County thanks to our own locally funded Measure M and R programs," said Metro CEO Phillip A. Washington. "Our programs also depend on significant funding participation from both the state and federal governments. These SB 1 funds will help us leverage our local funding commitments to fully and quickly implement our region's most critically needed transportation improvements."

The buck does not stop at transportation projects. Municipalities will benefit from SB 1 proceeds for local street repairs that make conditions safer for all users from motorists to bicyclists to pedestrians. L.A. County's 88 cities and unincorporated areas will receive \$272 million per year in SB 1 funds. That amount will drop about 50 percent if the SB 1 gas tax does not stay in place.

Highway improvements also stand to benefit from gas tax funding. Approximately \$1.8 billion in maintenance and rehabilitation funds will go to state highway system improvements. Caltrans has pledged to repair or replace 17,000 miles of pavement, 55,000 culverts, 7,700 signals signs and sensors, and 500 bridges across California. Within Los Angeles County, Caltrans will utilize funds to ease congestion, improve interchanges, build more soundwalls and update freeway bridges.

L.A. County is also home to two of the nation's largest container ports at the Port of Long Beach and Port of Los Angeles. State gas tax funds will help increase



efficiency and access to the ports as well as build cleaner freight corridors. Metro's I-605/SR-91 Interchange Improvement project, for example, would upgrade this freeway interchange corridor to prevent slow traffic patterns on both freeways.

All told, Metro will invest \$1.7 billion into vital transportation projects that will promote regional connectivity and improve mobility in L.A. County. Funding will create 30,000 jobs, leverage almost \$7 billion in local and federal funding and eliminate 16 million cubic tons of greenhouse gas emissions from the air.

If repealed, the absence of state gas tax funding would delay existing Measure M and Twenty-Eight by '28 fast-tracked projects and take away money cities depend upon to maintain their roadway networks, Metro states. With 25 percent of the state's population and an onerous distinction as the most congested region in the world, Los Angeles County needs funding to improve the region's highways, fix long-standing bottlenecks, expand the transit network and help move freight through key trade corridors. ○



Federal, State and Local Officials Join Together in Dedicating Puente Avenue Grade Separation

New roadway underpass eliminates crossing collisions, traffic delays, locomotive horns and reduces emissions

Officials gathered for a ceremony on April 6 to mark the opening to traffic of a new four-lane roadway underpass on Puente Avenue in the City of Industry and Avocado Heights which replaces a congested railroad crossing.

The Puente Avenue grade separation project features new bridges for rail traffic and for vehicles on Valley Boulevard as well as a loop connector road to re-establish the connection between Puente Avenue/Workman Mill Road and Valley Boulevard. Major construction of the \$97.4 million grade separation project in the City of Industry and unincorporated community of Avocado Heights was completed in just over two years. The project was funded by state transportation bonds, Los Angeles County Metro funds provided from Proposition C and Measure R local sales taxes and contributions from Union Pacific Railroad.

Located on the high-volume transcontinental Alameda Corridor-East (ACE) Trade Corridor, five collisions have been recorded at the Puente Avenue crossing over a recent 10-year period, with one bicyclist killed and two pedestrians and one motorist injured. By 2025, rail traffic at the crossing is projected to more than double from 20 trains to 42 trains per day, with 31,073 daily vehicles increasing to 33,196 vehicles. ○



Trains Permanently Diverted from Rail Crossings near Cal Poly Pomona

New freight train diversion route spells end to blocked crossings, collisions and train horn noise at city's busiest street, campus gateway.

Government and Cal Poly Pomona officials gathered in early July to celebrate the debut of a new freight railroad diversion route across university farmland that will bring an end to blocked crossings, collisions and train horn noise at two existing crossings in the City of Pomona. The crossings are at Pomona Boulevard and at Temple Avenue, the busiest thoroughfare in Pomona with 33,800 daily vehicles and which serves as a campus gateway for 27,000 students and employees.

"We thank our partner agencies for providing the support to make the Temple Avenue Train Diversion Project possible," said San Gabriel Councilwoman Juli Constanzo, Chair of the Capital Projects and Construction Committee of the San Gabriel Valley Council of Governments, which oversaw the project as part of the Alameda Corridor-East (ACE) program. "Investment in the ACE projects highlights our commitment to improving safety and mobility along rail corridors and we are pleased to announce the opening of the diversion route to rail traffic."

The Temple Avenue crossing has had two train-vehicle collisions over the past 10 years. The total cost of the 2.3-mile rail diversion route was \$94.8 million, funded from federal (52%), Los Angeles Metro (40%), Union Pacific Railroad (7%) and state (1%) sources.

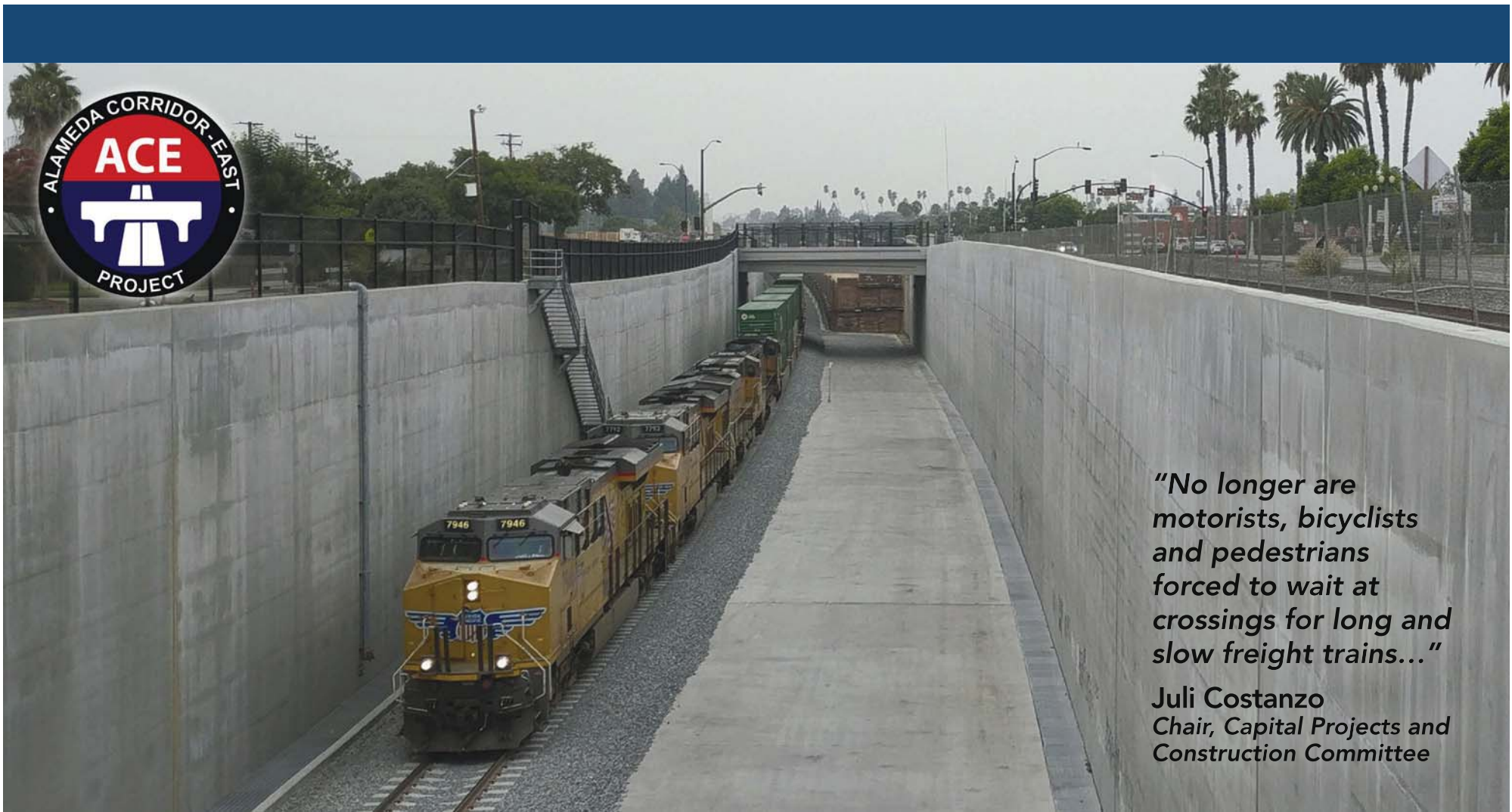
"The safety of motorists, cyclists and pedestrians is a top priority for the City of Pomona and by eliminating at-grade rail crossings, we take a significant step forward in ensuring public safety, air quality and congestion relief for our residents and visitors," said Pomona Mayor Tim Sandoval, a member of the Capital Projects and Construction Committee.

"The completion of the Temple Avenue crossing is a significant gamechanger for Cal Poly Pomona," said Cal Poly Pomona President Soraya Coley. "By eliminating collision hazards and blocked crossings, the train diversion makes it safer and easier to get to campus, and the end of the locomotive horn blasts will greatly improve the quality of life at the nearby student residences and for those who work in the area."

"I am pleased to have been a champion of this train diversion project," said Congresswoman Grace Napolitano, the ranking Californian on the House Transportation and Infrastructure Committee. "The ACE grade separations are a priority because they help sustain goods movement along a nationally significant trade corridor while addressing the community impacts of growing freight train traffic."

"Pomona is growing by leaps and bounds, and this project will make our community an even better place to call home. More and more jobs are coming to Pomona and the train diversion project prepares our communities for the growth that will follow," said Congresswoman Norma Torres, who represents the City of Pomona in the U.S. House of Representatives. "I am proud to be a supporter of this project, and will continue to fight for more infrastructure improvements throughout the Inland Empire."

"Investment in freight projects is critical to our country's economic vitality but must be accompanied by projects that mitigate the negative impacts of freight movement on our communities in Southern California. The train diversion project and the other ACE projects accomplish both goals and I am proud to be a supporter of the ACE Program," said Congresswoman Judy Chu, who represents the City of San Gabriel where the largest ACE project, the San Gabriel Trench, is nearing completion. ○



A Union Pacific train travels through the San Gabriel Trench.

San Gabriel Trench Project a Pinnacle Achievement

By the Hon. Juli Costanzo
*Chair, Capital Projects and Construction Committee
 San Gabriel Valley Council of Governments
 Councilmember, City of San Gabriel*

On September 10, we held a dedication ceremony for the San Gabriel Trench project. The trench is the single largest project in the Alameda Corridor-East (ACE) program and we are very proud to have delivered the project on time and under budget.



Juli Costanzo

Workers labored since 2012 to construct the 30-foot-deep, 65-foot-wide concrete walled railroad trench stretching for 1.4 miles through the City of San Gabriel and spanned by four roadway bridges. After trains began service in the trench last summer, four busy and hazardous at-grade crossings in the City of San Gabriel were able to be decommissioned. No longer are 90,000 daily motorists, bicyclists and pedestrians forced to wait at crossings for long and slow freight trains to pass by. Emergency responders can more quickly respond to calls on both sides of the tracks.

Gone are the disruptive locomotive horn blasts and the constant threat of deadly crossing collisions. As we wrap up work on the \$293.7 million San Gabriel Trench project, we are proud that the project was delivered under budget. Project cost savings totaling nearly \$99 million have already been recycled into other ACE grade separation projects in the San Gabriel Valley. Additional cost savings are anticipated as the project draws to a close. These savings, too, will be put toward completing the comprehensive ACE program of crossing improvements and rail-roadway grade separations. The ACE projects have been critical to enhancing mobility, quality of life and rail crossing safety and protecting jobs throughout the San Gabriel Valley – one of the most vital and nationally significant freight gateways in the United States. While we are celebrating the completion of the San Gabriel Trench project, our work on the ACE program is not finished. With the completion of the Trench, 14 ACE grade separations – where the road goes over or under the railroad – will have opened to traffic. And another roadway underpass project in the City of Pico Rivera is anticipated to begin construction this winter.

We were happy that two ACE projects in the final design stage, located on Montebello Boulevard in the City of Montebello and another on Turnbull Canyon Road straddling the City of Industry and community of Rowland Heights, were awarded a total of \$78 million in construction funding this spring. However, those funds are from the new California SB 1 gas tax revenues and a statewide ballot measure this fall threatens to rescind the new revenues. I am pleased to report that the San Gabriel Valley Council of Governments voted in July to oppose the repeal measure and preserve these much-needed transportation revenues. As with the San Gabriel Trench project, the remaining ACE projects to be funded from SB 1 are worthy investments of public funds that will deliver long-term safety, mobility, air quality and community benefits to our region, state and nation. ○ *Juli Costanzo is a Councilmember in the City of San Gabriel and Chair of the Capital Projects and Construction Committee of the San Gabriel Valley Council of Governments, which is responsible for the Alameda Corridor-East program. For more information about the ACE projects, please visit www.theaceproject.org or call the ACE Helpline at (888) ACE-1426.*

Foothill Gold Line is On Track

The Foothill Gold Line from Glendora to Montclair is the first major rail project funded by Los Angeles County's Measure M to begin construction. The project will add new Metro Gold Line stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair; and cross the county line for the first time. The extension will connect Los Angeles, the San Gabriel Valley and Inland Empire by light rail; and add stations within a short walk, bike or bus ride to two dozen more colleges and universities, the Los Angeles County Fairplex, historic downtowns, several regional hospitals and parks, and much more.

Since the historic project groundbreaking ceremony last December, the Foothill Gold Line Construction Authority (the independent agency responsible for planning, designing and building the line) has been relocating utilities, conducting pre-construction activities and finalizing thousands of pages of engineering and procurement documents. To complete the \$1.5 billion light rail extension, the Construction Authority will be awarding a total of three contracts over the life of the project.

The first contract was awarded in September 2017 to W.A. Rasic Construction Company (Rasic). Rasic was hired to relocate and protect strategically-located utilities that cross the railroad corridor and could result in schedule delays for the project. Rasic completed their contract under budget and ahead of schedule in late August; well-ahead of the project's main design-build team beginning work.

Procurement for the main design-build team – the Alignment Design-Build Contract (Alignment) – began last year and includes all elements needed to finalize design and construct the light rail extension (with the exception of the parking facilities). The multi-step, competitive procurement process for this contract began when the request for qualifications was issued to the industry last November. Seven teams submitted qualifications materials in response. Following review of each team's related project experience, staffing and organization structure, legal qualifications and financial qualifications by several committees of experts, four teams were deemed most qualified and shortlisted to compete for the work. Proposals were due in mid-September, and a contract award is anticipated by the end of the year.

Once the Alignment contractor is hired, one of their first tasks will be to create a project schedule. In the meantime, the Construction Authority anticipates major construction of the Foothill Gold Line will begin in early 2020, after about a year of final design and coordination. Project completion is anticipated in 2026.

The six-year timeframe is due to the Foothill Gold Line being two major projects in one – first, the Alignment contractor will need to relocate the existing freight and Metrolink tracks, which run the entire length of the project. Those existing tracks sit in the middle of the 100-foot-wide rail corridor and will need to be relocated within the corridor to make room for the light rail infrastructure. Along the project's path, dozens of street



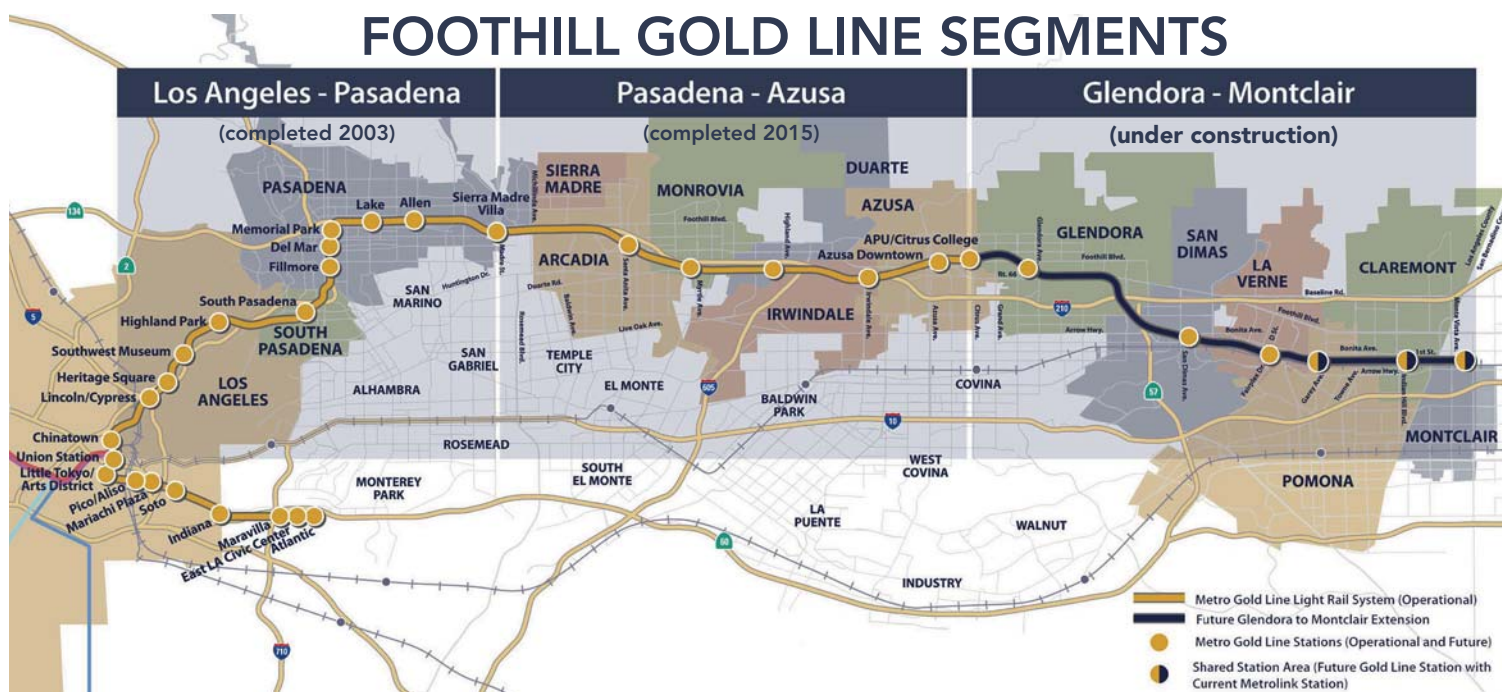
crossings will be upgraded with new utilities and safety equipment, 25 bridges will be built or renovated, and one Metrolink station will be relocated – to highlight just some of the major work ahead. Adding complication and time, all work will be done while not impacting freight or Metrolink operations.

Funding the Project

The Glendora to Montclair segment is being built through two counties and must be funded by both. The Los Angeles County portion (from Glendora to Claremont) will be mostly funded by the Measure M half-cent sales tax that was approved by voters in November 2016. About \$100 million of residual Measure R dollars unused from the Pasadena to Azusa project will also be used. San Bernardino County will be funding the portion of the project from Claremont to Montclair through Measure I, as well as other funding sources.

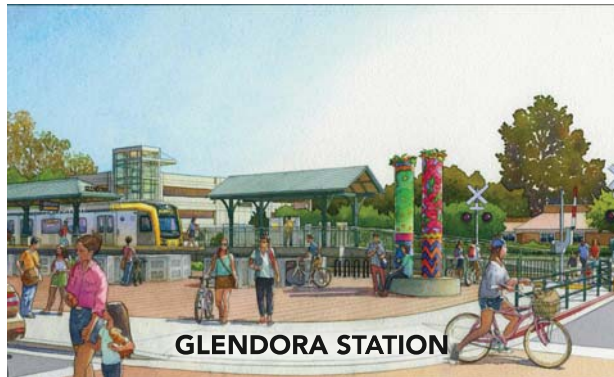
In April, the State of California awarded a grant of \$300 million to the Foothill Gold Line from the Transit and Intercity Rail Capital Program (TIRCP). These funds will be used to close the anticipated gap in funding needed by both counties to complete the project. Part of the SB 1 program, TIRCP uses proceeds from the State's Cap and Trade auction to support transformative transit and rail projects. ○

FOOTHILL GOLD LINE SEGMENTS

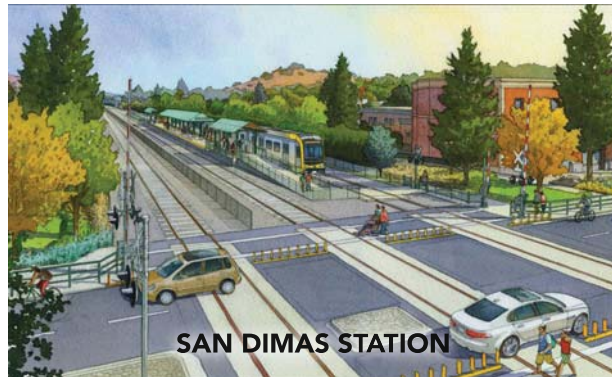




Above: Utility relocation work underway along the project corridor.
Left: Elected Officials celebrated the December 2, 2017 Groundbreaking.



GLENDORA STATION



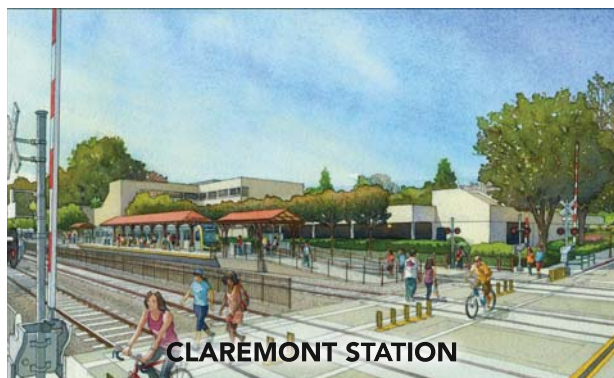
SAN DIMAS STATION



LA VERNE STATION



POMONA STATION



CLAREMONT STATION



MONTCLAIR STATION

To stay updated on the Foothill Gold Line, go to www.foothillgoldline.org and sign up to receive monthly E-News updates.
You can also follow the project on:



facebook.com/IWillRide



@IWillRide



www.IWillRide.org

INVESTING IN TOMORROW

The public investment to extend the Foothill Gold Line 12.3-miles will add six new stations from Glendora to Montclair and provide great rewards for the future of the San Gabriel Valley and the region. In addition to increasing mobility, reducing pollution and creating opportunities to reach each of the historic "corridor" cities by fixed transit, the Foothill Gold Line from Glendora to Montclair will create jobs and stimulate economic growth well beyond the public's initial investment for decades to come.



Habib F. Balian
CEO, Foothill Gold Line
Construction Authority

A recent study reviewing the economic impact of the \$1.5 billion Glendora to Montclair project concluded that during construction alone the project will stimulate \$2.6 billion in economic output, generate nearly 17,000 jobs with more than \$1 billion in labor income and create nearly \$40 million in tax revenue. Following construction, the line will continue to add tens of millions of dollars annually to the regional economy through the effect of on-going rail operations. And these numbers do not account for the significant infusion of private investment to be made in transit-oriented developments at each station.

Since the line's inception in 2003, Gold Line stations have proven to be economic powerhouses by revitalizing a corridor historically oriented to be served by freight rail into

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

neighborhoods oriented toward serving commuters, families and commercial establishments. To date, more than \$7 billion in private investments have been made along the Gold Line, adding 12,500 much-needed housing units, 3.6 million square feet of commercial space and 1,400 hotel rooms within a half-mile of a current or future station. And the corridor cities envision another \$9 billion in private development opportunities around the 12 stations from Arcadia to Montclair. When realized, these developments have the potential to add another 17,000 housing units and 10 million more square feet of commercial space within a short walk to light rail.

So, as the Construction Authority prepares to complete the final segment of the Foothill Gold Line, the corridor is ready to accommodate its share of people and jobs through smart growth that will allow more and more people to live, work and play along sustainable transportation - a return on our public investment that will continue to reap rewards for generations to come. ○

The Journey Continues.



Foothill Gold Line

Double-Decker Buses are Back

Foothill Transit's new electric vehicles are raising expectations once again

Foothill Transit's commitment to electric buses keeps charging straight ahead. Although you could now say it's charging straight up as well. That's because the public transportation leader known for providing over 14 million annual rides throughout the San Gabriel Valley, Pomona Valley and Downtown Los Angeles is adding two new double-decker electric buses to its increasingly sustainable fleet.

"Our region grows every day, and with it, so does traffic congestion," said Doran Barnes, Executive Director of Foothill Transit. "Innovations in how we design, fuel, and deploy our fleet are required and these new buses help us transform how we move the San Gabriel Valley."



Doran Barnes
Executive Director

Foothill Transit has committed to purchasing two Enviro500EV double-decker buses from Alexander Dennis Inc. (ADI), one of the world's leading bus and coach builders, with plans to put them into service in 2019. Utilizing Proterra batteries and drive-train technology, these 13-and-a-half-foot-tall buses will produce zero emissions. And while a 40-foot compressed natural gas (CNG) bus carries about 38 riders, these electric double-deckers can carry 80 – getting more people where they need to go while reducing SoCal's carbon footprint at the same time.

Electric transportation, however, isn't new for the transit agency. Foothill Transit already operates 30 Proterra electric buses in its fleet, and this bus acquisition is an ongoing part of Foothill Transit's commitment to go all electric by 2030. The latest additions will be paid for thanks to a Metro Express Lanes Grant and local funds.

"Deploying the Enviro500EV will be transformative for Los Angeles and for the United States," said Barnes. "No other transit agency in the country utilizes this technology on commuter express routes. And adding seats without increasing traffic congestion or local greenhouse gas emissions is the ultimate benefit for one of the nation's most heavily traveled corridors."

So what does the public think? Well, Foothill Transit conducted a demonstration test of the double-deckers on the Silver Streak line in October 2016, giving 726 riders a taste of what's to come. Fifty-nine percent completed a survey and the response was overwhelmingly positive – with 93 percent saying they would like to see double-decker buses in the future.

While the Enviro500EV is new, the concept of a double-decker in the region isn't. Double-decker buses were a familiar sight on Sunset and Wilshire Boulevards for 25 years until the mid-1940s. And the Southern California Rapid Transit District (RTD) ran double-decker buses in the '70s and '80s before phasing them out due to high maintenance costs and problems navigating lower freeway overpasses than the area has now.

Only time will tell what Southern California's roads will ultimately look like. But from the top level of Foothill Transit's new double-decker buses, the future has never looked better. ○

"Deploying the Enviro500EV will be transformative for Los Angeles and for the United States....No other transit agency in the country utilizes this technology on commuter express routes. And adding seats without increasing traffic congestion or local greenhouse gas emissions is the ultimate benefit for one of the nation's most heavily traveled corridors."

Doran Barnes
Foothill Transit
Executive Director



Foothill Transit
Going Good Places



Make the “Clean Air Choice” Purchase Low Emission Vehicles



Purchasing a clean-powered vehicle is one of the most important things you can do to help clean the air. When it's time to buy, consider alternative fuel or low emission gasoline-powered vehicles that will save you money and reduce pollution that is responsible for smog and global warming. Before making your decision, check out our **2018 Clean Car Buying Guide** on SCAQMD's website at: <http://www.aqmd.gov/home/research/publications> for information on choosing the right vehicle for your budget and lifestyle.

Report Air Quality Concerns

Call 1-800-CUT-SMOG to report your air quality problems such as excessive odors, smoke, dust, or other air contaminants. You can also access SCAQMD's online complaint system through www.aqmd.gov or download our smartphone app in the Apple Apps store or Google Play.

Rethink Transportation

Consider carpooling, taking public transportation, walking or riding a bike.

Connected & Informed

To check the status of the air quality in your area, visit www.aqmd.gov and sign up to receive customized current conditions and/or forecasts regarding the air you breathe. Follow us on Instagram, Twitter, Facebook @SouthCoastAQMD. To learn more about SCAQMD, please visit us at www.aqmd.gov.



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178
Tel 909 396 2000 • 800 CUT SMOG • www.aqmd.gov

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



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

Photo courtesy UCLA Library Special Collections

By Elizabeth Smilor
Special Sections Writer

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

The highway was built piecemeal starting in 1919 and was completed in 1937 to become the first complete

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

Today's Cabrillo Highway was the first section to be built. It includes the Big Sur area, where the highway was reopened this July after a yearlong closure following a massive landslide. The fix, which included buttressing the new roadway with a series of berms, embankments,



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

Photo courtesy of Orange County Public Libraries

netting, rocks and other stabilizing materials, cost \$54 million. Through the years, the stretch of Highway 1 near Big Sur, while breathtaking, has been the scene of dozens of landslides.

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

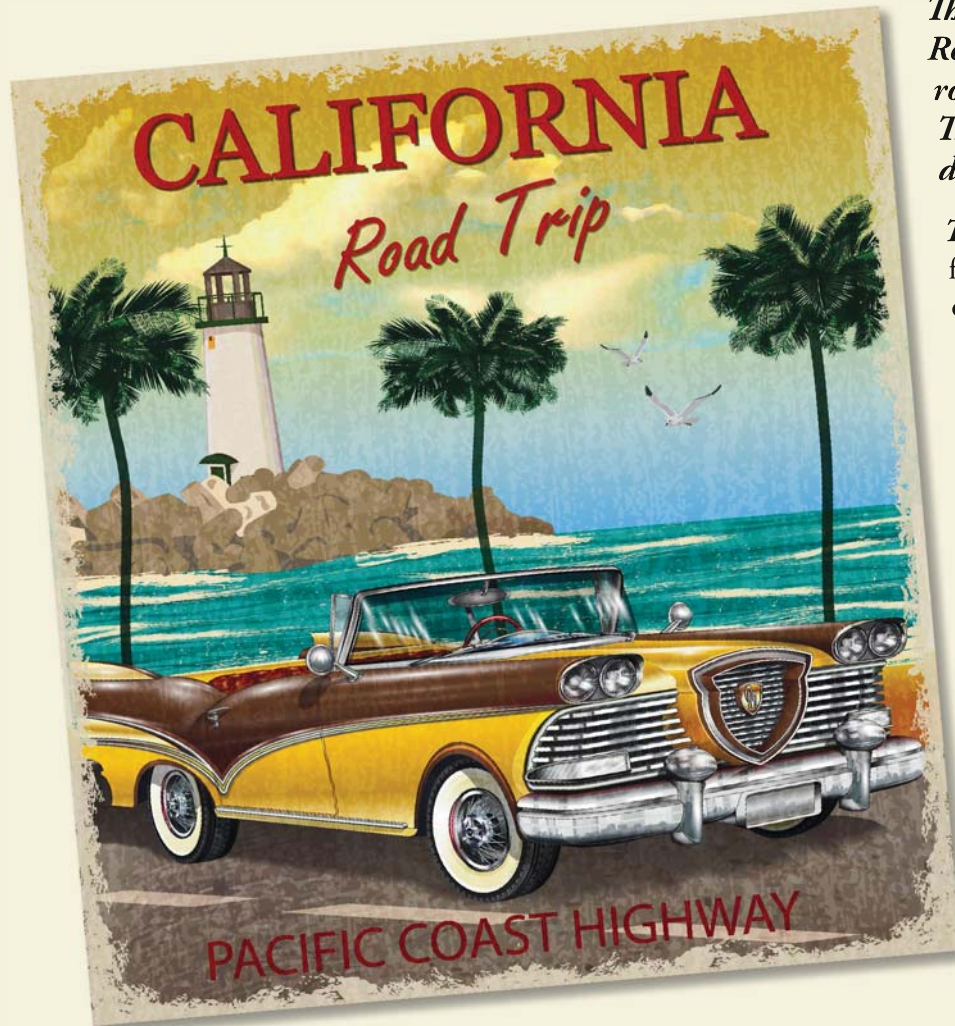
In her book, “A Wild Coast and Lonely,” Rosiland Sharpe Wall, who knew Dr. Roberts when he was elderly, writes: “He (Dr. Roberts) felt that a highway would not only make life easier for the inhabitants of the region, especially those around Lucia, but would make this scenic landscape accessible to everyone.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



Bixby Creek Bridge on State Route 1 between Carmel and Big Sur.

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PACIFIC COAST HIGHWAY



There are far too many landmarks and interesting stops along State Route 1 to list. Anyone who has driven even a portion of the 650-mile route has favorite places to eat, views to enjoy or avenues to explore. This is just a smattering of notable places from south to north. If we didn't mention your favorite, it's your secret to keep!

The Start: Officially, the route's southern terminus is in Dana Point. This is the first of several Orange County beach cities along the route, each with different offerings. Dana Point has "pirate ship" adventures and tide pools. Farther up PCH, Laguna Beach offers art galleries, Newport Beach has upscale shopping, and Huntington Beach is Surf City for a reason. They all offer great beaches!

Los Angeles Area: PCH winds up through Santa Monica with its iconic pier and bustling downtown. Then, it goes through Malibu home to the Getty Villa, the original Getty museum location that now houses Greek and Roman works.

Central Coast: Notable stops along this scenic stretch known as Cabrillo Highway include Morro Bay where peregrine falcons live on Morro Rock and Monarch butterflies flock, and Piedras Blancas Elephant Seal Rookery in San Simeon. San Simeon is also home to Hearst Castle, elaborate home and grounds of newspaper magnet William Randolph Hearst. The drive between Big Sur and Carmel is stunning, and both towns offer great places to stay, dine and explore. Just up from Carmel is Monterey, home to a world-renowned aquarium. The legendary Pebble Beach Golf Course is between Carmel and Monterey.

San Francisco Region: South of San Francisco, coastal towns include Santa Cruz with one of the oldest wooden roller coasters in the nation, and Half Moon Bay, a picturesque surfing town. Veer off Coast Highway to explore San Francisco or follow it across the Golden Gate Bridge to explore Point Reyes National Seashore and lighthouse just north of the city.

Points North: Coast Highway continues through many quaint towns such as Bodega Bay where Alfred Hitchcock's 1963 film, "The Birds, was set; Mendocino, fictional home of the TV series "Murder, She Wrote;" and Fort Bragg, known for its Glass Beach, an area covered by sea glass. The northern terminus of State Route 1 is in Leggett, where you enter the great Redwood forests of California.

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

The section of State Route 1 from Santa Monica to Oxnard was initially designated "Theodore Roosevelt Highway" when it was opened in 1929. KCET's Lost L.A. column, in collaboration with USC Libraries, focused on the history of this section. The 2012 column told the story of landowner May Rindge, who in 1907 posted armed guards at the entrances to her ranch in Malibu and challenged the county's power of eminent domain. The battle raged in the courts until 1925 when "a superior court judge granted the county title to the



State Route 1 near Big Sur.



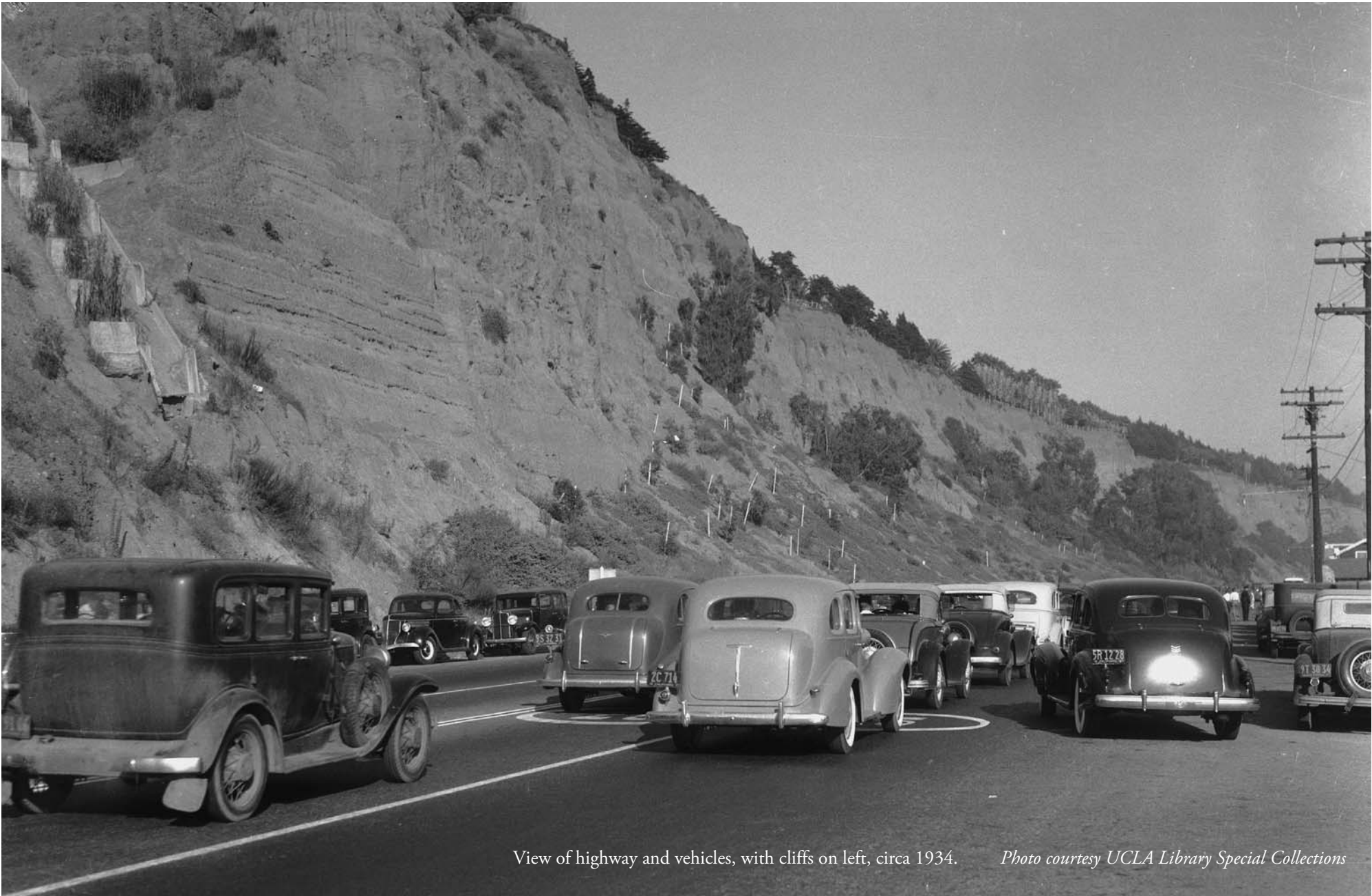
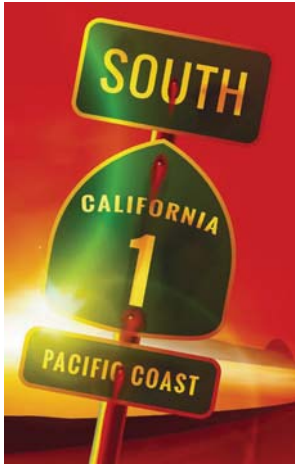
Orange California poppies and other blooms line State Route 1 in Central California.

right-of-way in return for \$107,289.” The Malibu segment of the Roosevelt Highway was the last to open. Historical photos show California Governor C.C. Young, standing between Miss Mexico and Miss Canada, cutting the ceremonial ribbon on June 29, 1929, for a parade of 1,500 cars.

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

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

It connects us to the Pacific Coast.



View of highway and vehicles, with cliffs on left, circa 1934. Photo courtesy UCLA Library Special Collections



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CARRIAGE CREST PARK

STORMWATER TREATMENT PROJECT

We now have authority to help cities clean up stormwater and already have a project under construction. The project is for the City of Carson and will have below-ground storage like that shown at left.

The project will result in stormwater being captured and cleaned at our nearby treatment plant.

FOOD WASTE RECYCLING

We recently started a project that converts food waste (e.g., unused food during cooking or uneaten food) into energy. This operation helps cities meet state requirements for organics recycling.

Our food waste recycling project produces fuel that will be used for buses, trash trucks, etc.



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