

# The ACE REPORT

ALAMEDA CORRIDOR-EAST PROJECT  
San Gabriel Valley Council of Governments



Dear Friends,

As Chair of the ACE Project Committee, I am pleased to report that the California Transportation Commission (CTC) on May 16 approved the award of \$78 million in grant funding for two Alameda Corridor-East (ACE) grade separations in the San Gabriel Valley. The grants are included in the 2018 Trade Corridor Enhancement Program adopted by the Commission and funded with revenues from the new SB 1 state tax on diesel fuel and from the state's share of federal freight highway program funds.

As noted by ACE Chief Engineer Mark Christoffels, "this action demonstrates the CTC's commitment to using SB1 revenues for needed transportation improvements to maintain our state's vital trade economy and to construct them in a timely manner."

The grant program will contribute matching funds of \$49 million toward construction of a \$128.61 million roadway underpass on Montebello Boulevard in the City of Montebello and \$29 million in SB 1 funds toward an \$86.2 million roadway overpass on Turnbull Canyon Road in the City of Industry and unincorporated Los Angeles County.

Both crossings are high priorities for grade separation in the San Gabriel Valley. The Montebello crossing is the second most-hazardous freight rail crossing in Los Angeles County and the Turnbull Canyon crossing will see a near tripling of rail traffic over 20 years. Both projects are entering the final design phase with the construction phase anticipated to begin prior to summer 2020.

The ACE projects were included with on-dock freight rail projects at the Ports of Los Angeles and Long Beach in an application submitted by Los Angeles County Metro to support a Southern California regional freight rail strategy intended to reduce future truck trips on Southland roadways, the most congested highway network in the world, while also grade separating the highest priority crossings on the ACE rail corridor. We appreciate the support from our project partners and the funding provided by the California Transportation Commission!

Sincerely,

**The Honorable Juli Costanzo**

*Chair, SGVCOG Capital Projects and Construction Committee*

*Councilmember, City of San Gabriel*

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## SGVCOG Capital Projects and Construction Committee

Hon. Juli Costanzo / City of San Gabriel / Chair  
Hon. Victoria Martinez / City of El Monte / Vice Chair  
Hon. Hilda L. Solis / County of Los Angeles  
Hon. Kathryn Barger / County of Los Angeles  
Hon. Janice Hahn / County of Los Angeles  
Hon. Barbara Messina / SGVCOG

Hon. Cory Moss / City of Industry  
Hon. Jack Hadjinian / City of Montebello  
Hon. Tim Sandoval / City of Pomona  
Marisa Creter / Executive Director  
Mark Christoffels / Chief Engineer

## Puente Avenue Underpass Opens to Traffic



Officials unveiled a plaque to dedicate the newly constructed Puente Avenue grade separation project. Front row, from left: SGVCOG Executive Director Marisa Creter, SGVCOG 1st Vice President & Rosemead Mayor Pro Tem Margaret Clark, SGVCOG President and Temple City Councilwoman Cynthia Sternquist, SGVCOG Capital Projects and Construction Committee Vice Chair and El Monte Councilwoman Victoria Martinez, SGVCOG Capital Projects and Construction Committee Chair and San Gabriel Councilwoman Juli Costanzo, Congresswoman Judy Chu, ACE Senior Project Manager Phil Balmeo, Resident Engineer Matthew Gollan, Caltrans District 7 Deputy Director of Design Jerrel Kam and Former ACE Senior Project Manager Gen Kanow. Back row, from left: Lupe Valdez of Union Pacific Railroad, California Transportation Commission Chair Fran Inman, State Senator Anthony Portantino, State Senator Josh Newman, Duarte Mayor & Metro Director John Fasana, City of Industry Councilman Newell Ruggles, Ron Butler of Moffatt & Nichol, Tony Bagheri of OHL USA, Mark Mendoza of Paragon Partners, Stephen Polechronis of AECOM and Chris Mockus of AECOM.

Officials gathered for a ceremony on April 6th 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 where five collisions were recorded and where train traffic is projected to double by 2025.

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.

“The state Proposition 1B bond funds that made this project possible are fully obligated. ACE strongly supports the new SB 1 revenues which will provide nearly \$300 million a year in ongoing funds for trade corridor projects like the Puente Avenue project and firmly opposes ballot measures to repeal these new user fees,” said San Gabriel Councilwoman Juli Costanzo, Chair

*Puente Avenue, continued from page 2*



*Officials aboard a Foothill Transit bus participate in a ceremonial drive through of the new roadway underpass.*

of the San Gabriel Valley Council of Governments (SGVCOG) Capital Projects and Construction Committee. "ACE also supports Proposition 69 on the June 5th primary ballot to safeguard the new SB 1 revenues for transportation uses."

"The ACE grade separation projects significantly contribute to strengthening international trade and the economic competitiveness of the United States by improving the efficiency and safety of the goods movement system in the Southern California region, one of the nation's busiest transcontinental

freight corridors," said Congresswoman Grace Napolitano, California's ranking member on the House Transportation and Infrastructure Committee.

"Small businesses are the backbone of our economy and the efficient movement of goods play an integral role in their success," said Congresswoman Judy Chu, a member of the House Small Business Committee and whose district includes the San Gabriel Trench, the single largest grade separation project in the ACE program. "A safe and efficient freight transportation



*The first vehicles to utilize the newly constructed underpass when the roadway was re-opened to traffic on April 6th.*

*Puente Avenue, continued from page 3*



*Crews work on the retaining walls for the roadway underpass as the railroad bridge and Valley Boulevard bridge are seen completed. The Puente Avenue grade separation will eliminate delays for emergency responders and the potential for vehicle-train crossing collisions, with five crossing collisions recorded in a recent 10-year period.*

system shortens the time needed for goods to get to markets all over the world and provides the opportunity for companies to thrive and grow. And ACE is crucial in improving the movement of goods. Especially with 60% of the goods that come out of the Ports of Los Angeles and Long Beach passing through the San Gabriel Valley, I'm proud to see ACE's progress towards a more connected, less congested area."

"Modernizing our transportation system is vital to making Southern California the economic gateway to the world," said Representative Ed Royce, Chairman of the House Foreign Affairs Committee. "The ACE grade separations achieve a longstanding need to significantly reduce traffic congestion while speeding up the movement of increasing trade cargo to and from the ports."

"Supporting these grade separation projects will improve the air quality and protect the public health," said State Senator Ed Hernandez, Chair of the Senate Health Committee. "By eliminating the need for cars and trucks to remain idling while waiting at the rail crossings, air pollution and greenhouse gas emissions will be significantly reduced. This is another positive step towards doing what's in the best interest of our communities and our planet."

"The ACE Project serves as a success story for effective regional collaboration. I strongly support securing the funding for these much-needed grade separation projects on the basis of the

mobility and safety benefits they bring to our residents and businesses here in the San Gabriel Valley," said State Senator Josh Newman, Chair of the San Gabriel Valley Legislative Caucus.

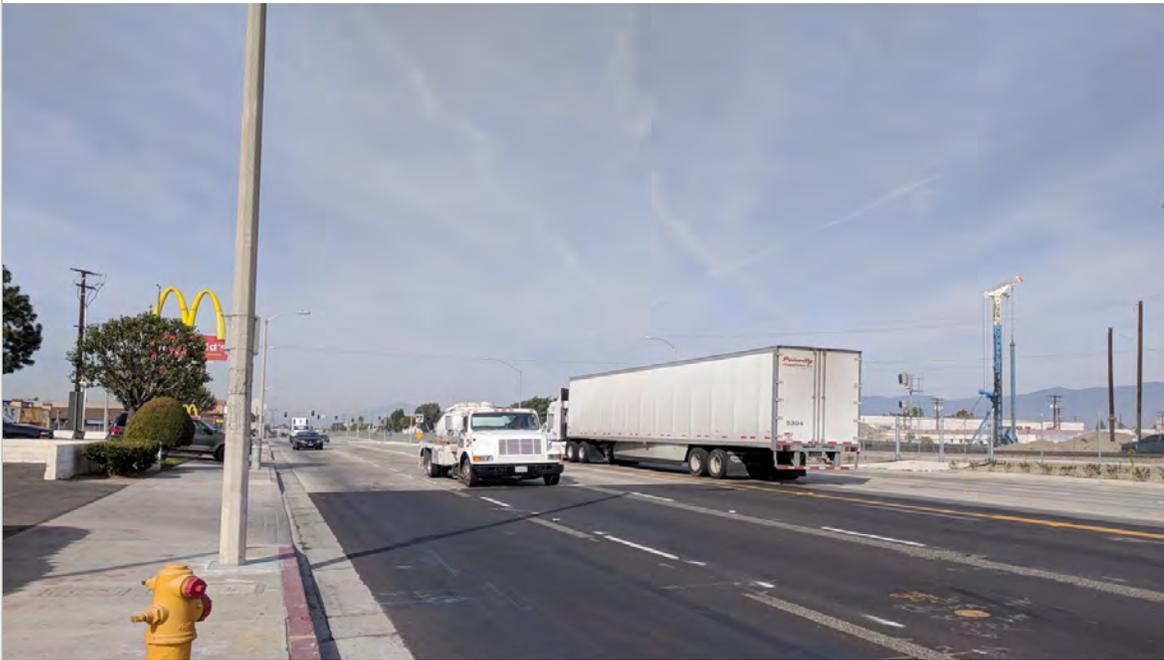
"Projects like the Puente Avenue Grade Separation save lives and enhance public safety through improved response times by our first responders, who will no longer have to wait for trains at the railroad crossings," said Assembly Major Leader Ian Calderon, whose district includes the Puente Avenue project and several other ACE grade separation projects. "I'd like to thank everyone who worked on this important project."

"State transportation bond funds constitute half of the funding necessary for the overall cost of the Puente Avenue Grade Separation Project," said California Transportation Commission Chair Fran Inman. "The ACE Project is vitally important to our efforts to improve California's transportation infrastructure and I am proud to support critical investments in freight mobility that ensure goods are moved safely and efficiently across our nation's trade corridors."

"For far too long, Avocado Heights and the Puente Valley have been overburdened by congestion and air pollution," said SGVCOG Capital Projects and Construction Committee Member and Los Angeles County Supervisor Hilda L. Solis. "This project aims to address this inequity by easing traffic congestion, preventing loss of life and injury by eliminating train-vehicle crashes at

*Puente Avenue, continued from page 4*

this location, and improving air quality by reducing emissions caused by idling vehicles. This important infrastructure project is another successful step forward in my ongoing effort to improve the quality of life of the residents in Avocado Heights and the greater Puente Valley."



*Traffic on Valley Boulevard has been restored to three lanes in each direction.*

"Funding through Metro's voter-approved countywide sales tax measures account for half of the project cost for the Puente Avenue Grade Separation Project and is a shining example of how sales tax dollars benefit the entire San Gabriel Valley region," said Duarte Mayor John Fasana, the San Gabriel Valley's representative to the Metro Board of Directors. "These projects have consistently been delivered on-time and within budget, and I will continue to champion the ACE Project on the Metro Board."

The ACE projects mitigate the impacts of growth in trade transported by train along the ACE Trade Corridor, which carries 16% of all United States waterborne containerized trade. The San Pedro Bay ports, the busiest in the nation, handle 25% of exports and more than 40% of our nation's containerized imports.

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## San Gabriel Trench Project Nearing Completion



*After much anticipation, trains began operating in the newly constructed San Gabriel Trench in late August 2017.*

With construction on the San Gabriel Trench Project nearing completion, crews are busy working to finish the final segment west of Ramona Street and put the final touches on the 1.4-mile trench. Construction is expected to be completed and a dedication ceremony will be planned for later this year to celebrate the milestone.

The project, the largest in the Alameda Corridor-East program, will eliminate crossing congestion, collisions and horn noise from trains carrying goods to and from the San Pedro Bay ports, while also reducing vehicle emissions from idling cars and trucks. Four new bridges for cars, trucks and pedestrians span the 30-foot-deep trench at four former railroad crossings on Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard.

Union Pacific freight and Amtrak passenger trains began operating in the newly constructed trench in late August 2017. To commemorate the momentous occasion, officials and project partners had gathered for a ceremony to mark the inaugural train service in the trench.

“The San Gabriel Trench is the largest project we have undertaken. Opening it to rail traffic is the most significant



*Dignitaries in attendance at the ceremony commemorating the inaugural train service in the San Gabriel Trench were from left, Caltrans District 7 Director Carrie Bowen, Pomona Mayor Tim Sandoval, Montebello Mayor Pro Tem Jack Hadjinian, Duarte Mayor and Metro Director John Fasana, San Gabriel Mayor John Harrington, San Gabriel Councilman Chin Ho Liao, Former ACE Board Chairman David Gutierrez, San Gabriel Councilwoman Denise Menchaca, Los Angeles County Supervisor Hilda Solis, Former ACE Board Chair Harry Baldwin, San Gabriel Vice Mayor Jason Pu, California State Assemblyman Ed Chau, SGVCOG Capital Projects and Construction Committee Vice Chair and El Monte Councilwoman Victoria Martinez, and SGVCOG Capital Projects and Construction Committee Chair and San Gabriel Councilwoman Juli Costanzo.*

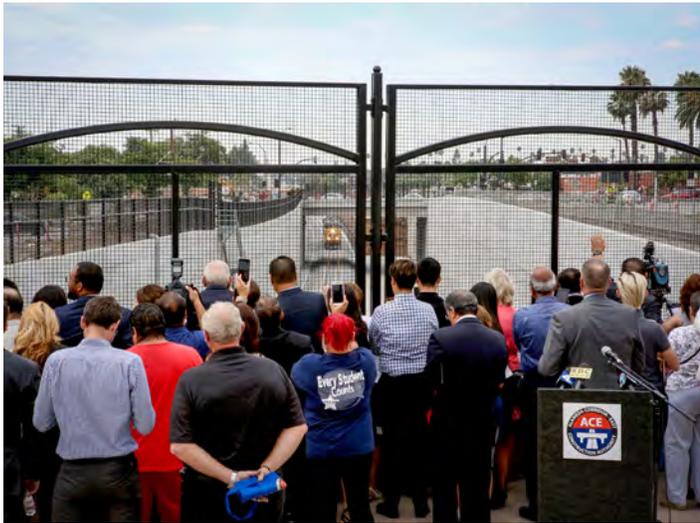
*San Gabriel Trench, continued from page 6*

project milestone and a cause for great celebration in the City of San Gabriel,” said Juli Costanzo, Councilwoman of the City of San Gabriel and Chair of the SGVCOG Capital Projects and Construction Committee.

The \$293.7 million project began construction in 2012 and final completion is scheduled for the Summer. The trench project received a \$237.7 million construction allocation from the state Trade Corridors Improvement Fund (TCIF),

“For years, I was proud to represent San Gabriel and the San Gabriel Valley in Congress, and was glad to support this important regional transportation priority. I join with ACE and the entire community in celebrating this important milestone -- the first train passing through the San Gabriel trench -- and pledge my continued support for these vital improvements in the flow of people and goods,” said Congressman Adam Schiff.

“Reducing congestion, improving air quality, and allowing for



*Guests gather to watch as a ceremonial Union Pacific locomotive train passes through the new railroad trench.*

placing it among the top three of 98 high-priority rail, port and roadway projects across California funded from the trade corridors program.

“The San Gabriel Trench and the ACE projects have been top priorities of mine in Congress,” said Congresswoman Judy Chu, who represents the City of San Gabriel. “Investment in freight projects mitigates the negative impacts of goods movement on local communities while ensuring our nation remains competitive in global markets.”

“I supported the establishment of new federal freight programs providing \$2 billion annually for freight highway and grade separation projects, and I will continue to advocate for federal funding for the ACE projects,” said Congresswoman Grace Napolitano, California’s highest-ranking member on the Transportation and Infrastructure Committee of the U.S. House of Representatives.

better goods movement have been a long-term priority for me,” said State Senator Dr. Ed Hernandez, Vice Chair of the San Gabriel Valley Legislative Caucus. “I applaud the ACE program for continuing to deliver high-priority infrastructure improvements to protect communities and economic vitality in the San Gabriel Valley.”

“The San Gabriel Trench grade separation project will significantly ease congestion, improve safety and reduce emissions for my constituents,” said Assemblymember Ed Chau. “I congratulate ACE for diligently working with the community to ensure that this important milestone was reached with the full support of the local community.”

“Our region has benefited greatly from the ACE grade separations that address the adverse impacts of freight rail traffic and improve the quality of life of our local communities,” said Los Angeles County Supervisor and SGVCOG Capital Projects and Construction Committee

*San Gabriel Trench, continued from page 7*

Member Hilda L. Solis. "I am proud to be a longtime supporter and advocate of the ACE projects."

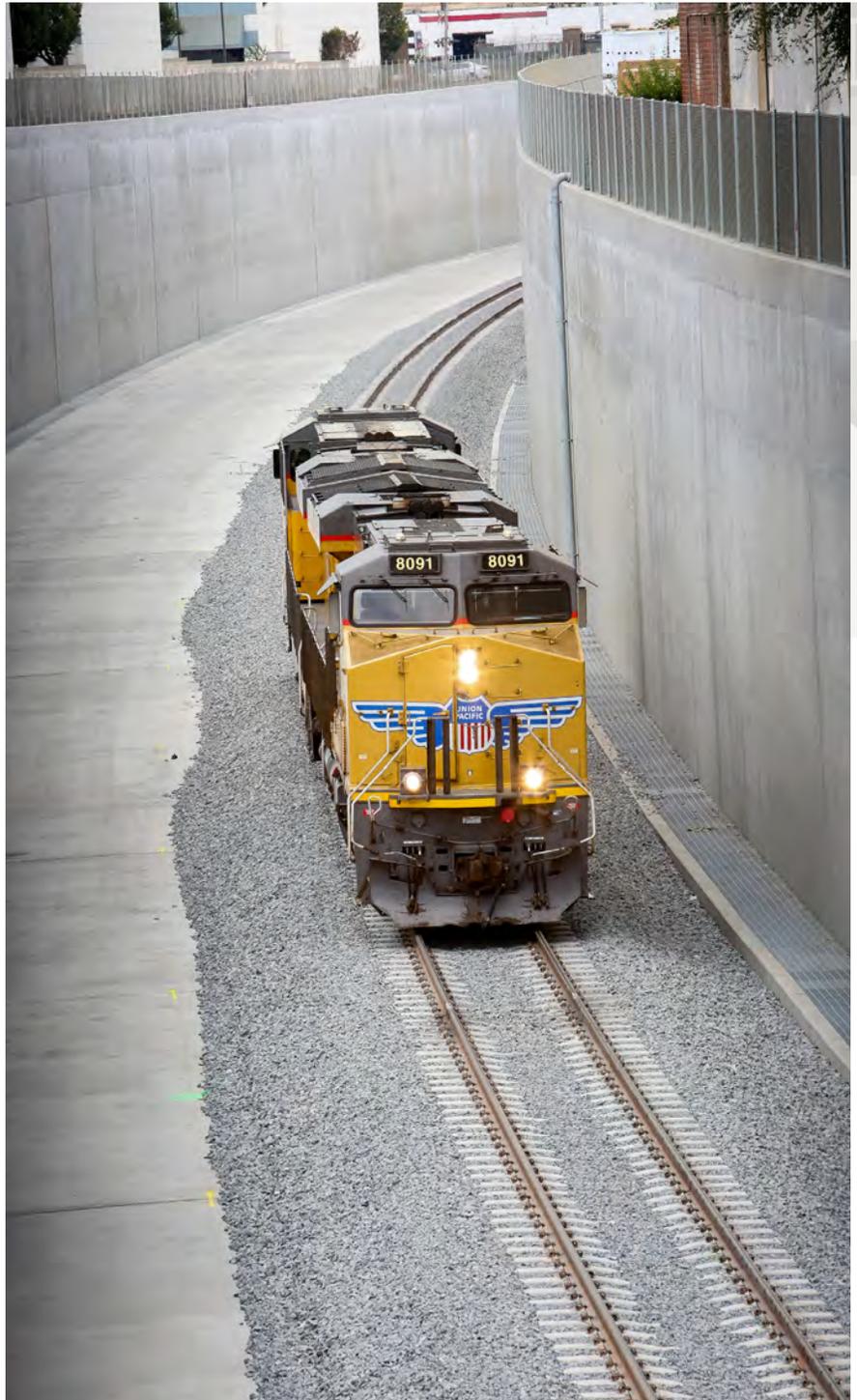
"By delivering vital grade separation projects like the San Gabriel Trench project on time and budget, ACE is improving traffic safety and air quality and reducing congestion and commute times for our local residents and the region," said Los Angeles County Supervisor Kathryn Barger, a member of the SGVCOG Capital Projects and Construction Committee.

"The California Transportation Commission invested one-time voter approved Proposition 1B state bond funds totaling \$237.7 million for construction of the San Gabriel Trench. The benefits of this project to California's economy, environment and quality of life highlight the importance of ongoing revenues for trade corridor projects. Thankfully, the recently enacted Senate Bill 1 Road Repair and Accountability Act provides ongoing revenue so that projects such as this will continue to be built," said California Transportation Commission Chair Fran Inman.

"Voter-approved sale tax measures provided \$55.4 million toward the San Gabriel Trench project," said Duarte Mayor John Fasana, the San Gabriel Valley's representative to the Metro Board. "LA County Metro sales tax funds have been critical to delivering San Gabriel Valley projects and will continue to fund priority transportation improvement projects and programs in our region."

The Alameda Corridor-East, designated by Congress as a trade corridor of national significance, accommodates 16% of the nation's cargo containers, carried on trains to and from the ports of Los Angeles and Long Beach.

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*Train service in the trench officially began in late August of 2017.*

## ACE Rebuilds More Than 3.5 Miles of San Gabriel City Streets



Crews work on reconstructing the pavement on busy San Gabriel Boulevard. Construction was divided into phases and one lane in each direction of San Gabriel Boulevard remained open at all times to minimize disruption to local businesses.

With work nearly complete on the San Gabriel Trench grade separation project, construction crews shifted their focus to the rehabilitation of the city roads used extensively during construction. The significant road repair efforts focused on asphalt overlay and full pavement reconstruction of more than 3.5 miles of roads used as haul routes for the project. These roadway corridors include portions of Mission Drive, Ramona Street, Mission Road from Main Street to San Gabriel Boulevard, Agostino Road, Del Mar Avenue, Grand Avenue, Main Street, Santa Fe Avenue, Angeleno Avenue, California Street, Valley Boulevard and the entire stretch of San Gabriel Boulevard, the city's busiest arterial, between Mission Road and the Interstate 10 freeway. Work also included curb and gutter and minor drainage improvements, roadway striping, driveway and sidewalk replacement. ADA sidewalk and curb ramp upgrades were also completed to ensure compliance with current ADA standards. ACE contractors finished the roadway improvements in Fall 2017.

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Workers prepare to pour concrete on a section of the sidewalk along San Gabriel Boulevard as part of the sidewalk and driveway replacement work.



The newly paved Mission Drive and Mission Road intersection in front of San Gabriel City Hall.

## Fairway Drive Underpass Project Reaches 30 Percent Completion



*As part of the improvements for the Fairway Drive Grade Separation project, crews work on the installation of a new storm drain structure at the corner of Fairway Drive and Walnut Drive North.*

The Fairway Drive Grade Separation in the City of Industry and unincorporated community of Rowland Heights continues to buzz with construction as the project reaches 30 percent completion. Significant progress has been made in the retaining walls that will help support the structure with major utility relocations complete to accommodate the underground utilities that conflict with the project design. Work is also underway to widen the intersection of Fairway Drive and Walnut Drive North to ease traffic congestion in the immediate area. Work continues on other related roadwork to facilitate construction of the four-lane underpass and railroad bridge that will carry freight and Metrolink trains over Fairway Drive as crews move towards the next phase of construction later this year that will include the closure of the railroad crossing for mass excavation and the lowering of the roadway. Once complete in Summer 2021, the project will reduce traffic congestion, eliminate delays for emergency responders and the potential for crossing collisions, with four collisions recorded over the last 10 years.



*Workers focus on the construction of the retaining wall along the railroad right-of-way.*

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# New Interchange on the 60 Freeway at Lemon Avenue Opens



*Above: The newly constructed eastbound off-ramp and westbound on-ramp at Lemon Avenue opened to traffic on May 1st. As a result, the eastbound Brea Canyon Road off-ramp is permanently closed. The eastbound Brea Canyon Road on-ramp will continue to remain open until completion of the eastbound Lemon Avenue on-ramps. The existing westbound on- and off-ramps at Brea Canyon Road will remain open.*

While progress has been made on the Fairway Drive grade separation project, the Lemon Avenue Interchange project has been under construction simultaneously to ensure the street and highway improvements are in place prior to the closure of the Fairway Drive railroad crossing for underpass and railroad bridge construction later this year. The new three-legged interchange on State Route 60 at Lemon Avenue in the Cities of Diamond Bar and Industry will include a westbound on-ramp, eastbound on-ramp and eastbound off-ramp. The new ramps will help ease area traffic congestion, and in particular, relieve truck traffic on Golden Springs Drive, Brea Canyon Road and Grand Avenue. It will also provide a more direct truck route into the City of Industry and bring relief to the existing freeway ramps in the area. Crews opened the westbound on-ramp and eastbound off-ramp on May 1st and the eastbound on-ramp will open in June. The addition of the Lemon Avenue ramps will also permanently remove the existing eastbound off-ramp and eastbound on-ramp at Brea Canyon Road.

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*The new eastbound Lemon Avenue off-ramp will improve mobility and safety at the SR-60/SR-57 Interchange.*



*The new westbound Lemon Avenue on-ramp will reduce existing traffic congestion and delays.*

*Lemon Avenue, continued from page 11*

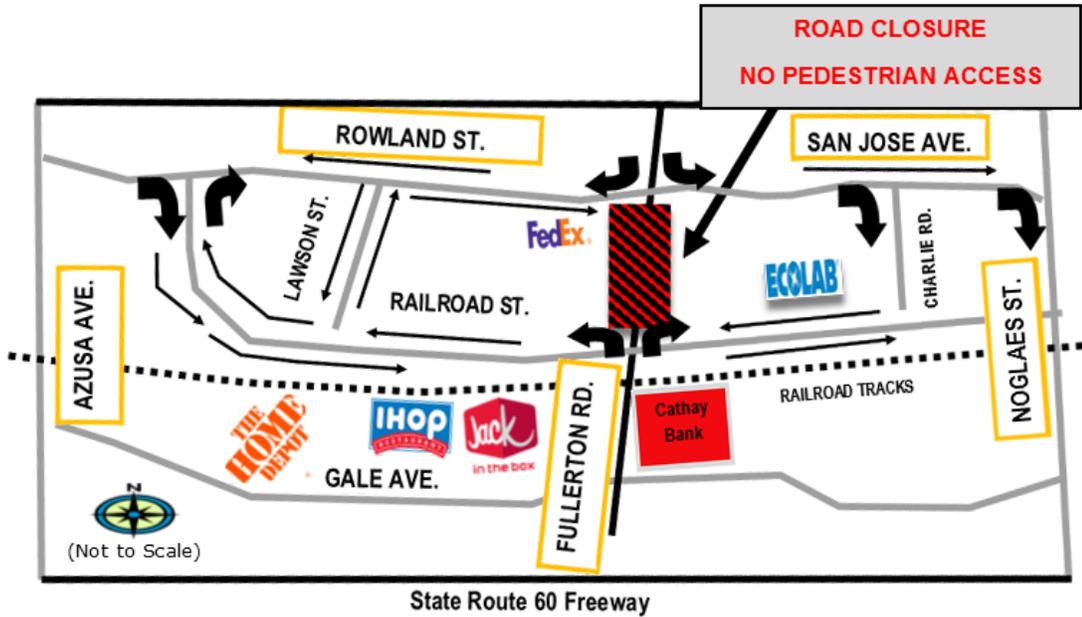


*State Senator Josh Newman, third from right, met with construction workers and ACE Chief Engineer Mark Christoffels, fifth from right, during a tour of the Lemon Avenue Interchange Project job site.*



*State Senator Josh Newman participated in the concrete pour for the westbound Lemon Avenue on-ramp during a tour of the Lemon Avenue Interchange Project.*

## Fullerton Road Closed for Construction



Fullerton Road between Railroad Street and Rowland Street/San Jose Avenue is closed to through traffic. Motorists are encouraged to use Azusa Avenue and Nogales Street as major north-south detour routes.

Major construction on the Fullerton Road rail-railway grade separation project located in the City of Industry and unincorporated community of Rowland Heights began in August 2017 with the closure of Fullerton Road between Railroad Street and Rowland Street/San Jose Avenue for approximately 36 months to build the underpass and railroad and roadway bridges that will span Fullerton Road. Northbound and southbound traffic lanes on Fullerton Rd. between Railroad St. and Rowland St./San Jose Ave. are closed to through traffic. However, local access to the businesses on Fullerton Rd. within the road closure area will be maintained and Gale Ave. remains open at all times. During the road closure, motorists are encouraged to use Azusa Ave. and Nogales St. as major north-south detour routes and Gale Ave., Rowland St. and San Jose Ave. for east-west travel. Workers will construct a four-track railroad bridge, roadway bridge and pedestrian bridge over a six-lane depressed roadway on Fullerton Road, which carries over 23,000 vehicles a day including substantial truck traffic. The at-grade crossing is traversed by 49 trains per day and there have been two train-vehicle collisions at the crossing in a recent ten year period. Completion of the grade separation and re-opening of the roadway is anticipated in Winter 2020.

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Fullerton Road is currently closed between Rowland Street/San Jose Avenue and Railroad Street to construct the roadway underpass.



Aerial view of the pump station excavation and roadway excavation on Fullerton Road.

*Fairway Drive Project, continued from page 13*



*Crews construct the interior walls of the pump station that will drain the stormwater from the underpass once the roadway is lowered.*



*Workers install the storm drain manhole that will be part of the pump system for the underpass.*



*Fullerton Road from Gale Avenue to the eastbound State Route 60 off-ramp is being widened to three lanes in each direction to improve traffic flow and reduce congestion in the area.*



## Durfee Avenue Project to Break Ground in Winter 2018



*A computer-generated view of the Durfee Avenue grade separation project in the City of Pico Rivera.*

In December, crews demolished a commercial building on Durfee Avenue in preparation for the Durfee Avenue Grade Separation Project. The \$91.1 million project will lower Durfee Avenue between Beverly Road and Whittier Boulevard in the City of Pico Rivera and calls for construction of a new railroad bridge for freight and Metrolink passenger trains. The project will reduce an estimated 15.3 vehicle-hours of delay each day at the crossing which is traversed by 49 trains per day, projected to increase to 91 trains by 2025. The project will eliminate delays for emergency responders and crossing collisions, with nine collisions recorded at the crossing since 1981, resulting in four fatalities. The project is currently at the 100% design stage with final design work and property acquisition completed. ACE staff continues to coordinate with the city, stakeholders, utilities and other agencies. Construction of the underpass is scheduled to begin in Winter 2018.



*Building demolished to make way for grade separation project.*

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## Montebello Corridor Project Reaches Final Design Phase



*Aerial rendering of the proposed pedestrian overhead structure at Maple Avenue. The structure will improve the safety of pedestrians by providing a way to cross the railroad tracks without direct interaction with the tracks and trains.*

The Montebello Corridor Project will consist of improvements to enhance the safety of motorists, pedestrians, and cyclists at the existing at-grade crossings of Montebello Boulevard, Greenwood Avenue, Maple Avenue and Vail Avenue. At Montebello Boulevard, a grade separation is proposed to lower the roadway beneath the railroad tracks. At Vail, Maple, and Greenwood Avenues, at-grade crossing safety improvements will be provided consisting of “quad gates” or full vehicle barrier railroad crossing gates that will block all lanes in both travel directions and improved signage and pavement markings. Due to the high number of pedestrians at Maple Avenue, a pedestrian overhead structure is also proposed above and across the railroad tracks at this crossing. In addition to safety, the Montebello Boulevard Grade Separation

will reduce delays to motorists, pedestrians and cyclists due to railroad gate downtime, which has more than doubled in the last eight years.

ACE staff continues to coordinate and discuss design updates with the city, stakeholders and impacted property owners. The project is expected to be approved for final design and the initiation of right-of-way acquisition later this year.

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## Design of the Pomona At-Grade Safety Improvements Underway



*Current conditions at the existing at-grade railroad crossing on Main Street in the City of Pomona.*

The final engineering design phase has commenced for the Pomona At-Grade Safety Improvements. The proposed project includes improvements such as pedestrian crossing gates and channelization, roadway modifications, updated signage and striping and traffic signal improvements at five at-grade railroad crossings at Hamilton Boulevard, Park Avenue, Main Street, Palomares Street and San Antonio Avenue in the downtown area of the City of Pomona. ACE staff continues to coordinate with the city, stakeholders and other agencies. The current schedule calls for construction to start in Summer 2019.

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# Preliminary Engineering and Design for Turnbull Canyon Road Overpass Underway



*Aerial rendering of the completed Turnbull Canyon Road Grade Separation.*

The Turnbull Canyon Road Grade Separation Project will separate the roadway and the Union Pacific Railroad railroad tracks on Turnbull Canyon Road in the City of Industry and unincorporated community of Hacienda Heights. Plans call for constructing a two-lane roadway overpass at Turnbull Canyon Road between Salt Lake Avenue on the north and Clark Avenue on the south to carry vehicles over the

railroad tracks. The project will enter the final design phase in Fall 2018 and ACE staff continues to coordinate and discuss design updates with stakeholders, utilities and other agencies.

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*A Union Pacific locomotive and freight train crosses the Turnbull Canyon Road at-grade railroad crossing.*



*Motorists are seen turning around to find another route as a freight train blocks the Turnbull Canyon Road railroad crossing causing long delays for drivers.*

## San Gabriel Valley Council of Governments Governing Board Members Lead Delegation to DC for Meetings with Lawmakers



*Rep. Ed Royce, center, with, from left, ACE Director of Government and Community Relations Paul Hubler, SGVCOG 3rd Vice President Becky Shevlin, SGVCOG Capital Projects and Construction Committee Chair and San Gabriel Councilwoman Juli Costanzo Chairman, SGVCOG Capital Projects and Construction Committee Member and Montebello Councilman Jack Hadjinian, SGVCOG Capital Projects and Construction Committee Vice Chair and El Monte Councilwoman Victoria Martinez and ACE Chief Engineer Mark Christoffels.*

San Gabriel Valley Council of Governments Governing Board members during a Spring visit to Washington, D.C. advocated for the award of federal funds to the region's top priority highway and rail freight projects and for legislation to ease the potentially costly burden of treating seasonal storm water flows to comply with federal clean water standards.

Vice Chair Victoria Martinez and Member Jack Hadjinian as well as members of the Diamond Bar City Council on the advocacy trip to Washington, D.C. in March 2018. The group met with members and staff of the San Gabriel Valley's Congressional delegation as well as staff at the U.S. Department of Transportation in support of funding applications submitted for the Alameda Corridor-East Project and the State Route 57-60 Chokepoint Relief Program. The group also requested support for legislation intended to provide regulatory relief to cities facing the daunting cost of removing contaminants from storm water.



*The San Gabriel Valley delegation meets with Rep. Adam Schiff, back center.*

The San Gabriel Valley Council of Governments joined with Foothill Gold Line, Foothill Transit and the San Gabriel Valley Economic Partnership in sponsoring a Congressional Appreciation Reception. The group also attended briefings with representatives of the U.S. Chamber of Commerce, the Federal Highway Administration, the Coalition for America's Gateways and Trade Corridors, and the U.S. Conference of Mayors.

SGVCOG Third Vice President Becky Shevlin joined SGVCOG Capital Projects and Construction Committee Chair Juli Costanzo,

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## ACE Adopts Local Hire Policy on Construction Projects



*The SGVCOG Capital Projects and Construction Committee, a successor to the ACE Construction Authority, meets monthly to provide oversight of the ACE Project and make recommendations on construction projects throughout the San Gabriel Valley.*

In an effort to help ensure that construction jobs created as a result of the ACE Project support local communities and to show the agency's commitment to the residents of the San Gabriel Valley and Los Angeles County, the ACE Board voted in November 2017 to implement a local hire policy for construction projects with a minimum contract value of \$2.5 million. The policy is restricted to locally funded projects as federal and state policies prohibit the use of local hire as a contract requirement. The goal would be to request prime contractors to make a good faith effort to attain the goals established for the program, which include an 8% goal for San Gabriel Valley residents and a 30% goal for Los Angeles County residents.

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### **The ACE Report is *multilingual!***

Read the Spanish and Chinese versions of our newsletter on the ACE website:

**Somos multilingüe! Lea la versión en Español de nuestro boletín en la página de internet de ACE:**

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