

**BUSINESS
FRIENDLY CITIES**

Business Life

VOLUME 27, NO. 4 \$4.95

SINCE 1989

THE LIFESTYLE MAGAZINE

BANKING, EDUCATION, HEALTHCARE AND TRANSPORTATION OUTLOOK 2017



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Finding a Balance for Business and Government

Keck Medicine



**Keith Hobbs, CEO
of USC Verdugo
Hills Hospital**

While we continue to evaluate what the healthcare landscape will look like in the next few years, one thing is for certain – patients want value. They want the highest quality healthcare for their money. USC Verdugo Hills Hospital continues to make great strides in this area as we innovate improvements

to the quality of our patient care and expand our services to meet the growing need in our community.

We plan to expand our hospitalist and intensivist programs in the coming year. We are adding even more Keck Medicine faculty members from the USC Institute of Urology and Department of Orthopaedic Surgery (both of which are ranked among the best in the nation for specialty care) to handle cases at our facility. For our patients, this means having top-notch care just around the corner. Focusing on

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“In addition to our affiliation with a prestigious academic medical center, we are first and foremost a community hospital that caters to the specific needs of the neighbors we serve.”

–Keith Hobbs

a model of blending Keck Medicine faculty and community physicians will be key to our success.

In addition to our affiliation with a prestigious academic medical center, we are first and foremost a community hospital that caters to the specific needs of the neighbors we serve. We are opening a neonatal unit middle of next year with a suite of private rooms to allow the expectant mothers in the community convenient access to quality care. This past year, the hospital has organized successful public health events touching on issues that matter most to our community, including men’s health and mental health. We will continue to offer these on a regular basis, as well as expand to other topics, including women’s health, fitness and nutrition.

In 2017, we will continue to be the area’s gateway to Keck Medicine. By serving the needs of the community with the resources of an academic medical center, we can provide the high-value healthcare that will always be in demand.

Transportation

Alameda Corridor-East Construction Authority



**Hon. Jack Hadjinian
Chair, Alameda
Corridor-East Construction Authority
Councilman, City of
Montebello**

As we look to the new year, the Alameda Corridor-East Construction Authority (ACE) will continue to deliver on its mission of eliminating traffic tie-ups and collisions and silencing locomotive horns at busy

and hazardous freight rail crossings in the San Gabriel Valley.

This year ACE celebrated the opening to traffic of its ninth grade separation, a six-lane roadway underpass and double-track railroad bridge located on Nogales Street in the City of Industry and community of Rowland Heights. Another seven similar grade separations and a rail diversion project are currently in construction. Safety improvements have already been completed at 39 crossings. Three grade separations are in design along with improved pedestrian or vehicle safety gates at another eight crossings.

We have secured more than \$1.6 billion in local, state, federal and railroad funds for the comprehensive ACE program of crossing improvements and grade separations. Another \$35 million to \$75 million is needed to complete the ACE Program, with the total amount contingent on developing final cost estimates for projects in design.

The freight trains carrying cargo through our region result from federal policies favoring international trade and a regional strategy of moving transcontinental freight by train to ease congestion on our highways and reduce emissions. With 40 percent of containerized trade passing through the Ports of Long Beach and Los Angeles, our nation’s economy depends on Southern California’s trade gateways and inland corridors operating as efficiently as possible. Shipments are projected to more than double in the next quarter century, and with 70 percent all incoming cargo destined for businesses and consumers east of the Rocky Mountains, investing in Southern California’s rail routes, such as the Alameda Corridor-East Trade Corridor, must remain a national and state priority.

Investing in freight movement projects must also remain a regional priority considering that goods movement accounts, directly or indirectly, for one-third of all jobs and economic activity in Southern California. Our region unfortunately has the worst traffic jams and the smoggiest air in the country. Completing grade separations that eliminate crossing congestion and emissions from idling trucks and cars waiting for freight trains to pass will have benefits for all. Grade separations also eliminate crossing collisions, a truly

significant factor given the example of the Nogales Street project recently completed, which experienced a collision a year on average over 10 years.

If funding to complete the ACE program is secured, the ACE projects will eliminate crossing chokepoints, improve safety and air quality and strengthen our region's economy, now and for coming generations.

Jack Hadjinian is a member of the Montebello City Council and Chair of the ACE Construction Authority Board of Directors. For more information about the ACE projects, please visit www.theaceproject.org or call the ACE Helpline at (888) ACE-1426.



Metro Gold Line Foothill Extension Construction Authority

Habib F. Balian, Chief Executive Officer, Metro Gold Line

There is much to celebrate from 2016. First, in March, the successful opening of the Foothill Gold Line segment from Pasadena to Azusa, which has brought ridership on the light

rail system to historic highs. In September, the Construction Authority completed the Advanced Conceptual Engineering for the next 12.3-mile, six-station segment from Glendora to Montclair; just ahead of the November passage of Measure M, which ensures the funding needed to build the segment.

Looking ahead to 2017, the agency is on schedule to break ground on the Glendora to Montclair segment later in the year. This next segment will be significantly more complicated to build than the previous two and we are currently working closely with each of the six corridor cities, two counties, the California Public Utilities Commission, Metrolink and others to prepare a plan for the long construction ahead.

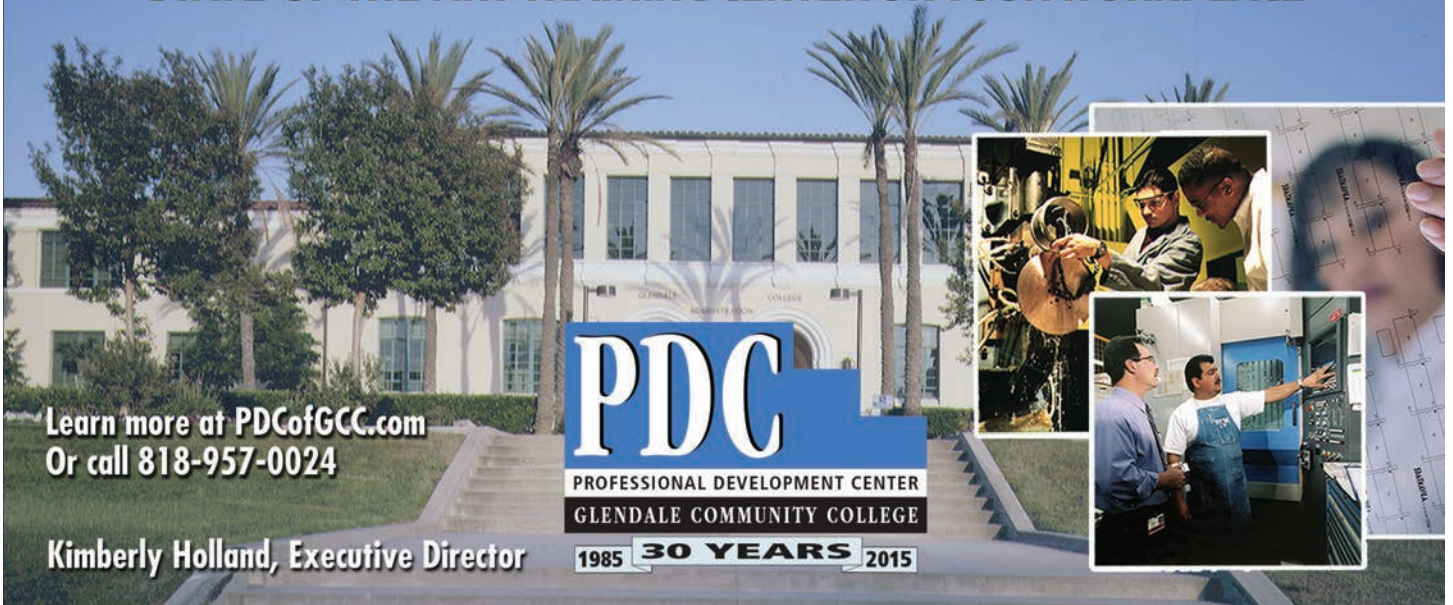
As we ready the next segment, the need for the line only grows. Tens of thousands of students, faculty, staff and visitors travel to and from the two dozen universities located within a short walk, bike or bus ride to one of the future stations. More than one million visitors travel to the County Fairplex each year, which sits across the street from the future La Verne Station. And more than 50,000 new residents and 15,000 new jobs are projected to move into this corridor cities in the next decade alone.

The Construction Authority is proud to have completed the first two segments on time and on budget; delivering high quality work that has changed the fabric of the San Gabriel Valley by spurring growth and providing a safe, reliable and environmentally sustainable travel option for the region's residents, workers and students. We now look forward to finishing what we started; connecting Los Angeles, the San Gabriel Valley and Inland Empire by light rail in the coming years.

The Journey Continues.

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