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## CALIFORNIA TRANSPORTATION COMMISSION

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December 7, 2016

Office of the Assistant Secretary for Transportation Policy  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Re: California Federal Fiscal Year 2017 FASTLANE Grant Applications

The California Transportation Commission (Commission) extends our support to the upcoming Federal fiscal year 2017 Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant applications submitted by the California Department of Transportation and regional agencies within our state. We appreciate the additional federal funding for critical freight and highway projects both in our state, and across the country.

In determining the projects to be awarded 2017 FASTLANE funding, it is important to recognize and consider California's critical national freight role. California serves as the largest gateway for international trade and domestic commerce in the nation. The state's transportation system is the most extensive, least polluting, highest capacity, and most technically advanced multimodal freight transportation system in the United States. The *Beyond Traffic* report prepared by the U.S. Department of Transportation (U.S. DOT) indicates the twin ports of Los Angeles and Long Beach are the top two containerized ports in the nation, with a combined value of over \$395 billion dollars. This high volume of freight from these ports, as well as California's other port facilities creates severe bottlenecks in the surface transportation system; the *Beyond Traffic* report points out that the Los Angeles metropolitan area experiences some of the worst truck delays in the country.

Voters in 24 of California's 58 counties have approved county sales tax measures solely dedicated for transportation improvements. These county-level sales taxes account for

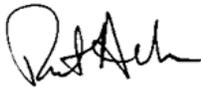
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approximately half of the transportation funding available in California today. Federal transportation funds provide approximately 25 percent and state funds account for the remaining 25 percent. These local sales tax funds coupled with state transportation bond funds account for the vast majority of funding used to make improvements to California's freight transportation system, which in turn provides a benefit to national freight movement. Unfortunately, these local and state transportation funds have not been sufficient to address the funding shortfall for improvements to our freight transportation infrastructure.

Although we thoroughly understand the extremely competitive nature of the FASTLANE grant program, it is also very important that the U.S. DOT take into account the key role California plays in the national economy. Funding for California's transportation system has been greatly constrained recently due to reductions in state transportation funds. These funding reductions are unfortunately occurring at the same time we are experiencing increasing demand on our system, which has a direct and immediate impact on freight movement with far reaching national implications.

Thank you in advance for your consideration of funding the FASTLANE grant applications received from California agencies.

Sincerely,



BOB ALVARADO  
Chair

c: Commissioners, California Transportation Commission  
Susan Bransen, Executive Director, California Transportation Commission  
Brian Kelly, Secretary, California State Transportation Agency  
Malcolm Dougherty, Director, California Department of Transportation  
Vincent Mammano, Federal Highway Administration, California Division