



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

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HILDA L. SOLIS
SUPERVISOR, FIRST DISTRICT

December 14, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for FASTLANE Grant Application for *America's Global Freight Gateway - Southern California Rail Program*

Dear Secretary Foxx:

On behalf of the First Supervisorial District of Los Angeles County, I am pleased to submit this letter to express my strong support of the FY17 FASTLANE grant application for *America's Global Freight Gateway - Southern California Rail Program*. This application is being submitted by the Los Angeles County Metropolitan Transportation Authority in partnership with the Port of Los Angeles (POLA), Port of Long Beach (POLB), and the Alameda Corridor-East Construction Authority (ACECA). The five component projects included in the ***Rail Program*** represent an investment totaling \$276.5 million to sustain a strategy of moving more port cargo via on-dock rail at the largest port complex in the western hemisphere, while reducing community impacts inland by grade separating high priority railroad crossings. The proposed FASTLANE request of \$81.2 million represents only 29 percent of total project costs, demonstrating Southern California's tremendous commitment to improving the economy, mobility, safety, transportation infrastructure, and air quality by implementing the ***Rail Program***.

More than 40 percent of our country's imports and nearly 30 percent of exports move through the POLA/POLB. The POLA/POLB handled 15.4 million twenty-foot equivalent units (TEUs) in 2015. By 2035, the POLA/POLB is projected to handle over 35 million TEUs, which will

further strain our congested transportation network. Significant investments in this nationally significant freight rail system, including billions of dollars by the private railroads, are proposed/planned to accommodate existing and expected growth in port and domestic cargo. Currently, on-dock rail capacity at the POLA/POLB is insufficient, forcing cargo to be hauled by truck on highways to railyards outside the ports. The project will increase the number of containers being loaded/unloaded onto trains in the POLA/POLB, thereby reducing trucks-miles traveled on Primary Highway Freight System routes, including I-710 and I-110. These reductions will in turn improve safety, reduce wear and tear on roadways, and reduce emissions. Rail locomotive delay and emissions will also be reduced significantly. All of these benefits improve reliability of the supply chain.

Currently about 50 percent of POLA/POLB containerized cargo moves on the Alameda Corridor-East Trade Corridor (in both directions, combined), which is a federally designated corridor of national significance. These rail lines also serve a significant amount of pure domestic cargo, moving to/from Southern California and the rest of the United States. With the number of daily freight trains projected to increase from 81 to a 141 trains by 2025, communities in Los Angeles County will encounter significant problems at at-grade railroad crossings, including vehicle delay (including for emergency vehicles) and resulting emissions, train horn noise, and the potential for collisions. The Alameda Corridor-East grade separations located in the Cities of Montebello and Pico Rivera and included in the **Rail Program** have been prioritized based on their potential to reduce or eliminate crossing delay, accidents, and estimated annual emissions from idling vehicles.

America’s Global Freight Gateway: Southern California Rail Program

	Durfee Avenue Grade Separation (ACE)	Montebello Corridor Grade Separation (ACE)	Alameda Corridor Southern Terminus Gap Closure (POLA)	Terminal Island Railyard Enhancement (POLA)	Terminal Island Wye (POLB)	Totals
Project Cost	\$78.4 m	\$142 m	\$9.34 m	\$23.61 m	\$23.1m	\$276.5 m
FASTLANE (%)	\$15 m (19%)	\$35 m (25%)	\$5.04 m (54%)	\$12.34 m (52%)	\$13.8m (60%)	\$81.2 29%
Construction Start	Oct. 2017	Nov. 2019	Mar. 2017	Oct. 2018	Jan. 2018	

As you know, our region did not receive a FASTLANE grant in the inaugural round of the program this year despite Southern California’s status as the nation’s leading trade gateway and freight corridor. We are pleased that our Los Angeles County freight stakeholders have come together to develop an even stronger application for this year’s FASTLANE cycle which will, with Federal assistance, lead to the construction of key projects in a coordinated regional effort

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to improve the efficiency and mitigate the impacts of transcontinental freight movement by rail through the County. I urge you to provide FASTLANE funds for this significant and important joint effort. Thank you for your attention to this request and for your leadership of the U.S. Department of Transportation.

Yours Sincerely,



HILDA L. SOLIS
Supervisor, First District