

Dec. 19, 2016

Secretary Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: Support for FASTLANE grant application for America's Global Freight Gateway - Southern California Rail Project**

Dear Secretary Foxx:

On behalf of Mobility 21, I am writing in strong support of the FY17 FASTLANE grant application for America's Global Freight Gateway - Southern California Rail Project. This application is being submitted by the Los Angeles County Metropolitan Transportation Authority and the California Department of Transportation (Caltrans) in partnership with the Port of Los Angeles (POLA), Port of Long Beach (POLB) and Alameda Corridor-East Construction Authority (ACE). The five components included in the Rail Project 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 cost, demonstrating Southern California's tremendous commitment to improving the economy, mobility, safety, transportation infrastructure and air quality by implementing the Rail Project.

The Ports of Los Angeles and Long Beach move 40 percent of the nation's containerized imports and 27 percent of exports, generating more than 3 million jobs across the U.S. The two ports handled 15.4 million twenty-foot equivalent units (TEUs) in 2015, which is projected to double to 35 million TEUs by 2035, further straining our congested transportation network. Currently, on-dock rail capacity at the ports 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 and unloaded onto trains in the ports, thereby reducing truck-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. In addition, the ports' share of containerized U.S. exports is projected to grow to 31 percent by 2040 – and improvements in Southern California's rail network are essential to strengthening overall U.S. global competitiveness.

Currently about 21 percent of container traffic nationwide 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 and from Southern California and the rest of the United States. With the number of daily freight trains projected to increase from 67 to a 127 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 Project have been prioritized based on their potential to reduce or eliminate crossing delay, accidents and estimated annual emissions from idling vehicles.

**COALITION PARTNERS**

Automobile Club of  
Southern California

Chambers of Commerce  
Alliance of Ventura &  
Santa Barbara Counties

Greater Riverside  
Chambers of Commerce

Inland Empire  
Economic Partnership

Los Angeles Area  
Chamber of Commerce

Los Angeles County  
Metropolitan  
Transportation Authority

Metrolink

Orange County  
Business Council

Orange County  
Transportation Authority

Riverside County  
Transportation Commission

San Bernardino Associated  
Governments

Southern California  
Association of Governments

Ventura County  
Transportation Commission

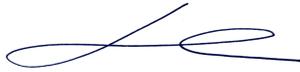
**America's Global Freight Gateway: Southern California Rail Project**

	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. Los Angeles County freight stakeholders have come together this year 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 to improve the efficiency and mitigate the impacts of transcontinental freight movement by rail through the County.

Thank you for your attention to this request and for your leadership of the U.S. Department of Transportation.

Sincerely,



Jenny Larios  
Executive Director