



April 17, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Bransen:

Thank you and your staff for your support and implementation of California's Senate Bill 1 (SB 1) programs and, in particular, the Trade Corridor Enhancement Program (TCEP). The Los Angeles County Metropolitan Transportation Authority (Metro), in partnership with the Port of Long Beach (POLB), the Port of Los Angeles (POLA), and the Alameda Corridor-East Construction Authority (ACE), has submitted the Southern California Rail Project (Rail Project) to the California Transportation Commission (CTC) for funding consideration. We are seeking \$184.6 million of the Los Angeles/Inland Empire Regional Corridor's \$427 million target in the FY2018-FY2020 TCEP cycle.

As the largest trade gateway in the western hemisphere, we respectfully request the CTC award \$184.64 million in TCEP IA/IE Regional Corridor target funding to the Southern California Rail Project. The Southern California Rail Project is the only TCEP application that invests in a rail corridor strategy to reduce projected truck trips on the most congested highway network in the world. The on-dock rail improvements will result in 20 percent more containers loaded onto trains at the ports of Los Angeles and Long Beach, eliminating a total 5,900 truck trips per day from congested highways and 76,800 truck miles traveled per day.

The freight challenges facing Southern California—and Los Angeles County in particular—will require a multimodal approach, given the County's status as having the worst traffic in the country and, according to recent surveys, in the world, having surpassed Moscow for congestion. The sheer volume of freight moving through the Ports of Los Angeles and Long Beach (which handle 86% of containers moving through California's seaports and 40% of marine containers nationally) and through the Alameda Corridor-East makes a coordinated, multimodal solution all the more important in supporting freight's central economic role in Los Angeles County and the region.

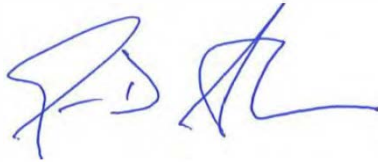
Together with grade-separating the highest priority rail crossings located on the ACE Trade Corridor, this comprehensive and coordinated strategy will reduce diesel emissions in the worst air basin in the nation. Locomotive operating hours (and thus emissions) will be reduced by up to 44 train hours per

day. The proposed rail-roadway grade separations will deliver significant and long-term benefits to state-designated Disadvantaged and Low Income Communities. Together, 20 collisions have been recorded at the three crossings over the past ten years, resulting in six fatalities and eight injuries. The Rosecrans/Marquardt crossing is the most hazardous in California; 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.


Of all the projects submitted by Southern California agencies for TCEP funding, the Rail Project represents a corridor-level and community supportive freight strategy for modal shift. Its value is felt through all Southern California counties facing heavy volumes of trucks moving through already-highly congested highway corridors.

We stand ready to work with the CTC to develop a path forward to fund the Rail Project and ensure that the first cycle of TCEP provides a comprehensive, multimodal, environmentally-sound and community-supportive solution to the demand for freight movement in Southern California. We would like to request a meeting with you to discuss these matters in person or over the phone.

Sincerely,



Eugene D. Seroka
Executive Director
Port of Los Angeles



Mario Cordero
Executive Director
Port of Long Beach



Mark Christoffels
Chief Engineer
Alameda Corridor-East Project



Central Coast Coalition

Moving California's Economy

May 4, 2018

Ms. Fran Inman, Chair,
California Transportation Commission
1120 N Street MS 22
Sacramento, CA 95814

Dear Chair Inman & Members of the California Transportation Commission:

The Central Coast Coalition strongly supports the California Transportation Commission (CTC) staff recommendations for grant funding allocations from the Senate Bill 1 (SB1) Local Partnership Program, Solutions for Congested Corridors Program and Trade Corridor Enhancement Program. We thank Commission staff for their collaborative effort to develop program guidelines, and select projects, during a very short timeframe so that we can build these much-needed projects in an expeditious manner:

Sponsor Agency	Project Title	SB1 Program(s)	Recommended Amount
Santa Barbara County Association of Governments and Caltrans	Santa Barbara U.S. 101 Multimodal Corridor	Solutions for Congested Corridors Program	\$132.88 million
		Trade Corridor Enhancement Program (only project nominated from Central Coast Corridor)	\$51 million
Santa Cruz County Regional Transportation Commission	Scotts Valley: Glenwood Active Transportation	Local Partnership Program	\$1 million
Transportation Agency for Monterey County	Marina Salinas Multimodal Corridor: Imjin Parkway	Local Partnership Program	\$19 million

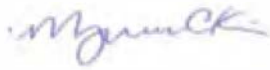
As the area's regional transportation planning agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, with the Association of Monterey Bay Area Governments, we highly value the new SB1 gas tax revenues. These grants show our residents how, by matching local transportation sales taxes with new state funding, we can deliver truly transformative transportation projects in our region.

Letter to California Transportation Commission
May 4, 2018

We strongly support the CTC staff recommendations and urge the Commission to approve full funding for the Santa Barbara U.S. 101 Multimodal Corridor, the Scotts Valley: Glenwood Active Transportation Project and the Marina Salinas Multimodal Corridor: Imjin Parkway.

If you have any questions, please contact SBCAG Executive Director, Marjie Kim, at (805) 961-8900 or by email at mkim@sbcag.org.

Sincerely,



Marjie Kim, Executive Director
Santa Barbara Association of Governments



Ron DeCarli, Executive Director
San Luis Obispo Council of Governments



Debra L. Hale, Executive Director
Transportation Agency for Monterey County



George Dondero, Executive Director
Santa Cruz Co. Regional Transportation Commission



Mary Gilbert, Executive Director
San Benito Council of Governments



Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission
Mr. Bruce De Terra, Chief, Programming, California Department of Transportation
Mr. Richard Rosales, Acting District 5 Director, California Department of Transportation
Ms. Teresa Favila, Associate Deputy Director, California Transportation Commission
Ms. Dawn Cheser, Associate Deputy Director, California Transportation Commission
Mr. Matthew Yosgot, Associate Deputy Director, California Transportation Commission
Mr. Scott Eades, Corridor Manager, California Department of Transportation



May 4, 2018

Ms. Fran Inman, Chair,
California Transportation Commission
1120 N Street MS 22
Sacramento, CA 95814

Dear Chair Inman & Members of the California Transportation Commission:

The Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) strongly support the California Transportation Commission (CTC) staff recommendations to fully fund the Senate Bill 1 (SB1) grant applications for the Santa Barbara U.S. 101 Multimodal Corridor. The U.S. 101 Multimodal Corridor is SBCAG's highest SB1 regional priority project and Caltrans' second highest priority in the Solutions for Congested Corridors Program.

The Santa Barbara U.S. 101 Multimodal Corridor project is a transformative regional transportation project that will provide needed congestion relief to the more than 100,000 Californians who travel the corridor between Santa Barbara and Ventura County. The U.S. 101 corridor is Caltrans District 5's most congested corridor and one of the most congested four-lane freeway segments in California. The critical importance of the U.S. 101 was highlighted during the recent Thomas Fire and subsequent Montecito debris flow that forced the closure of U.S. 101 for almost two weeks. The closure of U.S. 101 dramatically illustrated the critical connectivity role the highway serves to the regional economy and the entire State of California as one of only two state highways that connect the San Francisco Bay Area and Los Angeles region.

SBCAG, Caltrans, and VCTC have developed a multimodal suite of transportation improvements to address growing congestion in the U.S. 101 corridor with innovative solutions developed through a community consensus process. This suite of improvements were ratified by Santa Barbara County voters with 79% support for Measure A, Santa Barbara County's regional transportation sales tax measure. Measure A includes a commitment of \$140 million in funding for U.S. 101 HOV improvements along with \$25 million each for peak hour passenger rail and interregional transit in the corridor. The "lane & train" solution proposed in these applications recently achieved a major milestone with the very successful April start of new peak hour rail service connecting Ventura & Santa Barbara Counties.

The planned improvements on U.S. 101 will complete a ten-mile gap with the addition of new HOV lanes in both directions. SBCAG and VCTC have also partnered on the operation of a commuter bus service between our two regions and are working collaboratively to improve rail service in the U.S. 101 corridor. As a package, these improvements will help reduce over 13,500 passenger hours of delay daily. Without improvement, U.S. 101 congestion is projected to increase over 10 hours per day by 2040.

Caltrans, SBCAG and VCTC are partners in developing transportation improvements in the corridor and have invested over \$300 million in State and regional funding to deliver prior phases of the project including adding new HOV lanes beginning at Mussel Shoals in Ventura County to the City of Carpinteria. These new HOV lanes were funded by the State of California with Proposition 1B Corridor Mobility Improvement Account funds. Caltrans and SBCAG will continue making needed investments in partnership with the CTC to complete the remaining improvements in this critical corridor.

Finally, we are very appreciative of the opportunities that SB1 provides in funding transformative transportation projects in our region. We especially value the work that CTC staff invested to allocate SB1 funds in a timely and productive manner. The CTC's partnerships with regional transportation agencies to deliver SB 1 funded projects will leverage state and local tax dollars and improve mobility for California residents.

We strongly support the CTC staff recommendations and urge the Commission to approve full funding for the Santa Barbara U.S. 101 Multimodal Corridor. The California Transportation Commission's full funding support for this critical project will ensure its timely completion and will lead to improved mobility between our two regions.

If you have any questions, please contact SBCAG Executive Director, Marjie Kirn, at (805) 961-8900 or by email at mkirn@sbacag.org.

Sincerely,



Marjie C. Kirn
Executive Director, Santa Barbara County
Association of Governments (SBCAG)



Darren M. Kettle
Executive Director, Ventura County Transportation
Commission

cc: Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission
Mr. Bruce De Terra, Chief, Programming, California Department of Transportation
Ms. Teresa Favila, Associate Deputy Director, California Transportation Commission
Ms. Dawn Cheser, Associate Deputy Director, California Transportation Commission
Mr. Scott Eades, Corridor Manager, California Department of Transportation



May 8, 2018

File Number 7300400

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sandag.org

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Ms. Bransen:

SUBJECT: Support Staff Recommendations: Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program

I am writing to express my strong support for staff's recommendation to fund the following projects under the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Program. Upon award, this Senate Bill 1 (Beall) (SB 1) funding would allow the San Diego region to maximize ongoing local investments to deliver projects that balance transportation, environmental, and community enhancement improvements to reduce congestion and greenhouse gas emissions, improve access to transit and jobs, and create opportunities for neighborhood enhancements.

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

**Solutions for Congested
Corridors Program**

*San Diego North Coast Corridor:
Build NCC Phase 1*
Applicants: SANDAG, Caltrans
Staff Recommendation: \$195 million

Local Partnership Program

*Citracado Parkway
Transportation Connections*
Applicant: City of Escondido
Staff Recommendation: \$12.5 million

**Trade Corridor Enhancement
Program**

*California-Mexico Border System
Project*
Applicants: SANDAG, Caltrans
Staff Recommendation: \$82 million

Otay Mesa Truck Route Phase 4A
Applicant: City of San Diego
Staff Recommendation: \$6 million

*Beyond Compliance
Environmental Enhancement
Project (Tenth Avenue Marine
Terminal)*
Applicant: Port of San Diego
Staff Recommendation: \$5.6 million

*Rail Track Extension Projects
(National City Marine Terminal)*
Applicant: Port of San Diego
Staff Recommendation: \$585,000

In addition, I would like to express my appreciation for the transparent process and willingness of California Transportation Commission staff to work with local agencies and stakeholders as part of the SB 1 program development process. The continued partnership between regional transportation planning agencies such as SANDAG and the Commission is instrumental to delivering sustainable and transformative transportation projects across the state.

Thank you for your consideration of the outlined staff recommendations. Supporting these San Diego regional projects would help see construction start in the coming months to deliver critical transportation system improvements throughout the region.

Sincerely,



KIM KAWADA
Chief Deputy Executive Director

KKK/RWA/fwe

Enclosure: Staff Recommendations: San Diego Region Project Descriptions

Solutions for Congested Corridors Program

San Diego North Coast Corridor: Build NCC Phase 1

Applicants: SANDAG, Caltrans

Staff Recommendation: \$195 million

The Build North Coast Corridor Project (Build NCC) will address critical transportation needs along the Interstate 5 corridor, while helping to reduce congestion, enhance the coastal environment, strengthen the economy, and improve quality of life in the San Diego region. The result of unprecedented collaboration between local, regional, and state agencies and stakeholders, the Build NCC project is “shovel ready”—its design is complete, all approvals and permits have been secured, the contractor is on-board, and use of the Construction Manager/General Contractor project delivery method ensures that any new funding can be used to fast-track subsequent construction within three to six months.

Local Partnership Program

Citracado Parkway Transportation Connections

Applicant: City of Escondido

Staff Recommendation: \$12.5 million

The Citracado Parkway Transportation Connections project fills a critical gap in the transportation network by constructing a 0.5-mile extension and improving an additional 0.5 mile of Citracado Parkway to open southern access to a developing industrial park as well as the Palomar Medical Center, northern San Diego’s regional trauma center. The project also improves access to trails, bicycle facilities, and transit by connecting underserved residential areas with employment centers and the Nordahl Road Sprinter Transit Station.

Trade Corridor Enhancement Program

California-Mexico Border System Project

Applicants: SANDAG, Caltrans

Staff Recommendation: \$82 million

The California-Mexico Border System project will address immediate freight efficiency needs in the region by funding critical implementation-ready improvements that advance the objectives of the California Freight Mobility Plan and Sustainable Freight Action Plan. These investments will support construction of the future Otay Mesa East Port of Entry (POE), a flagship border infrastructure project that will facilitate fast, predictable, and secure border crossings; the planned expansion of the Calexico East POE, a border crossing experiencing extreme border delays due to bottlenecks; and the implementation of air quality monitors at the Otay Mesa and Otay Mesa East POEs to help expand current air emissions monitoring efforts along the border.

Otay Mesa Truck Route Phase 4A
Applicant: City of San Diego
Staff Recommendation: \$6 million

This project will improve and extend the Southbound Truck Export Road, a dedicated one-way surface transportation access road used for freight trucks. Upon completion, it will resolve queuing and congestion issues by providing additional queuing space, reducing truck traffic on local surface streets, optimizing operations on the surrounding local roadways, enhancing safety, and providing more efficient border facilitation.

Beyond Compliance Environmental Enhancement Project (Tenth Avenue Marine Terminal)
Applicant: Port of San Diego
Staff Recommendation: \$5.6 million

This project will help to fund the expansion of the terminal's existing shore power system; the purchase of a barge-based Advanced Marine Emission Control System bonnet system to capture and control vessel hoteling emissions while at berth; and a power needs assessment for full electrification of the remaining berths and cargo handling equipment.

Rail Track Extension Projects (National City Marine Terminal)
Applicant: Port of San Diego
Staff Recommendation: \$585,000

This recommendation would provide partial funding to support a rail track extension to connect an upgraded rail car storage yard into an existing loop track on the terminal, and the realignment of a local road, Marina Way, to route all non-freight traffic away from the cargo terminal and provide separation between freight and pedestrian or personal vehicle traffic.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
213.922.7555 Tel
213.922.7447 Fax
washingtonp@metro.net

May 9, 2018

The Honorable Fran Inman
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: MAY 16-17, 2018 ITEM #19 – SUPPORT FOR THE CTC STAFF FUNDING
RECOMMENDATION FOR THE FY 2018-20 TRADE CORRIDOR ENHANCEMENT
PROGRAM**

Dear Chair Inman:

On behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors, I am pleased to submit this letter of support for the California Transportation Commission (CTC) staff recommendation for the FY 2018-2020 Trade Corridor Enhancement Program (TCEP).

Our five projects selected for TCEP funding represent a regionally significant, multimodal program of projects across the County's congested trade corridors that seek to improve regional mobility, air quality, and economic vitality while supporting the movement of freight through the nation's largest ports, which handle 86% of all containerized trade for California. The projects recommended by your staff for funding are as follows:

- 1. Interstate 5 (I-5) Golden State Chokepoint Relief Project** – This project, co-sponsored by Caltrans, will construct 13.6 centerline miles of HOV lanes and a total of 8.1 miles of truck lanes through the statewide chokepoint to create capacity and safety improvements for the movement of trucks and vehicles. This project is part of Metro's Twenty-Eight by '28 Olympics Initiative.
- 2. America's Global Freight Gateway: Southern California Rail Project** – This project expands on-dock rail capacity to enhance the movement of freight through the region by rail while mitigating train impacts on local communities and at regional arterials with three critical rail/highway grade separations. Metro submitted this project in partnership with the Port of Long Beach, Port of Los Angeles, and Alameda Corridor-East.
- 3. Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities Freight Crossroads Project** – This project makes critical capacity improvements at the interchange of two major freight corridors near the Ports of Los Angeles and Long Beach, providing safer and more efficient trips for trucks and vehicles passing through and using the interchange.

4. State Route 71 (SR-71) Freeway Conversion Project – This project closes the last remaining gap in the County's freeway network by converting a four-lane expressway to an eight-lane freeway (including an HOV lane in each direction) with full access control to improve the flow of freight and people through the Counties of Los Angeles, San Bernardino, Riverside, and Orange.

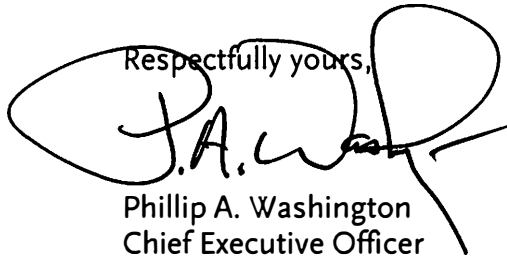
5. SR-57/60 Confluence: Congestion Relief Program – This project, sponsored by Caltrans and Metro, will alleviate one of the nation's worst truck chokepoints caused by the merging of two freeways (SR-57 and SR-60) – a conflict which results in traffic congestion and the unsafe weaving of trucks and vehicles. This project is part of Metro's Twenty-Eight by '28 Olympics Initiative.

Thanks to the support of the CTC, Metro and Caltrans will be able to advance these critical projects that will address major traffic congestion and safety impacts affecting the safe and efficient movement of freight within and through Los Angeles County in support of the regional, state, and national economy. The CTC staff recommendation will help Los Angeles County realize a wide range of benefits for the region, including the following:

- Over \$200 million annual travel time savings to logistics industry and commuters;
- Nearly \$27 million annual savings from reduced or avoided accidents;
- Over 22,000 jobs created through the construction of these projects;
- Over 2,797,000 tons of GHG emission reductions achieved over 30 years; and
- Support the goods movement industry which supports 33% of jobs and 35% of the regional GDP in Southern California.

On behalf of our Board and the residents of Los Angeles County, thank you for your continued partnership with Los Angeles County, and for the leadership and professionalism exhibited by your staff in working with Metro over the past year to advance the Trade Corridor Enhancement Program funded by SB 1.

Respectfully yours,

A handwritten signature in black ink, appearing to read "P.A. Washington", with a large, stylized loop at the end.

Phillip A. Washington
Chief Executive Officer

Enclosures

- Letters of Support for Los Angeles County TCEP projects

January 31, 2018

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Support Trade Corridor Enhancement Program Interstate 5 (I-5) Golden State Chokepoint Relief Program

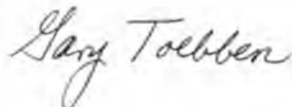
Dear Ms. Bransen:

On behalf of the Los Angeles Area Chamber of Commerce, which represents more than 1,650 organizations and 650,000 employees in the region, I am writing to support the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Interstate 5 Golden State Chokepoint Relief Program. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The Chamber fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility. Thank you for your consideration of the application. Should you have any questions, please contact Kendal Asuncion at kasuncion@lachamber.com or (213) 580-7518.

Sincerely,



Gary Toebben
President & CEO



January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Bransen:

On behalf of the Los Angeles Business Council (LABC), I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the ***Interstate 5 Golden State Chokepoint Relief Program***. The Program is seeking \$247 million from the TCEP funding. The LABC is a research and advocacy organization with over 500 members representing LA's top real estate, engineering, public affairs, law, architectural, and renewable energy companies.

The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The LABC fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

A handwritten signature in dark ink that reads "Mary Leslie". The signature is written in a cursive, flowing style.

President
Los Angeles Business Council



City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

January 25, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Bransen:

On behalf of the City of Santa Clarita, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the ***Interstate 5 Golden State Chokepoint Relief Program***. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion and addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, due to topographic constraints, I-5 serves as the major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes.

The City of Santa Clarita is located at the northern gateway to the greater Los Angeles region in north Los Angeles County. The City's population has more than doubled since incorporation 30 years ago. The community has grown from approximately 110,000 residents in 1990 to approximately 225,000 residents today within the incorporated area and another 70,000 people residing in the adjacent unincorporated area. Collectively, this area is known as the Santa Clarita



Valley. Santa Clarita is currently the third most populous municipality in Los Angeles County and the 17th most populous city out of 482 cities within the State of California. The extensive local growth, when combined with statewide population growth and heightened regional, state and national demands for better facilitated goods movement, has placed increasing and significant pressure on Interstate 5 and arterials through our community.

Interstate 5 is a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of good repair.

The City of Santa Clarita fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your consideration of my comments. Should you or your staff require any additional information regarding the City of Santa Clarita's support for this grant application, please contact Michael P. Murphy, Intergovernmental Relations Manager, at (661) 255-4384 or mmurphy@santa-clarita.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Striplin", with a stylized flourish at the end.

Kenneth W. Striplin
City Manager

KS:MPM:sk

s:\ms\mpm\Metro\I-5 N-TECP Letter of Support 1-25-18

STATE CAPITOL
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Assembly California Legislature



TOM LACKEY
ASSEMBLYMAN, THIRTY-SIXTH DISTRICT

COMMITTEES
VICE CHAIR: ACCOUNTABILITY AND
ADMINISTRATIVE REVIEW
VICE CHAIR: PUBLIC SAFETY
BUDGET
COMMUNICATIONS AND CONVEYANCE
LOCAL GOVERNMENT
JOINT LEGISLATIVE COMMITTEE ON
EMERGENCY MANAGEMENT

January 29, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Bransen:

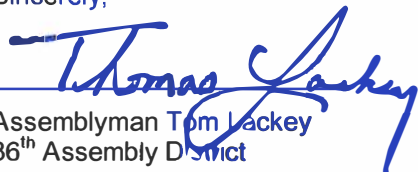
I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 5 Golden State Chokepoint Relief Program**. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion and addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

I fully support Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,


Assemblyman Tom Lackey
36th Assembly District



January 27, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission (CTC)
1120 N Street, MS-52
Sacramento, CA 95814

RE: FAST Support for Trade Corridor Enhancement Program (TCEP) Grant Application for the Interstate 5 Golden State Chokepoint Relief Project

Dear Ms. Bransen:

As Executive Director of Fixing Angelenos Stuck in Traffic (FAST), I am writing to express our support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Interstate 5 Golden State Chokepoint Relief Project. The grant application asks for \$247 million in TCEP funding.

FAST is a community initiative of the non-profit California Community Foundation (CCF). We are public-private coalition of business, labor, education, transit, planning and community organizations, and individuals, representing over two million business owners, workers, faculty, students, and residents in Los Angeles County who all want to improve our region's mobility. FAST is dedicated to implementing practical, achievable solutions with long term-results to traffic congestion in the Los Angeles region – the worst traffic crisis in the entire nation – which costs our economy \$12 billion each year and a total of 515 million hours each year in lost productivity.

Interstate 5 in Los Angeles County was ranked the 3rd most congested corridor in the state in 2016. If funded through the TCEP, this project will provide a comprehensive approach to fixing congestion, addressing safety and providing higher capacity on one of the few route choices available in north Los Angeles County. The project focuses on a chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. The lack of route choices along this chokepoint, combined with challenging topography heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters which will make the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5, a vital international trade corridor, stretching 800 miles from Mexico to Canada and spanning all California.

FAST - Fixing Angelenos Stuck in Traffic

445 South Figueroa Street, Suite 2290, Los Angeles, CA 90071
213.233.2542 . Cellular 213.448.2900 . www.FASTLA.org

The I-5 corridor has been a key regional chokepoint, prompting our leaders to actively mobilize the business, transportation and civic community to support increasing two half-cent sales taxes to fund a slate of countywide investments that are vital for our local economy and ensures that the LA County region remains a strong economic engine that helps the state's economy move. Eliminating this notorious chokepoint would enhance our economy, and enhance the resulting sales tax receipts for other mobility solutions for generations to come.

Thank you for your consideration of this application. If I can provide any further information for you regarding FAST's support, please do not hesitate to call me at (213) 448-2900.

Sincerely,

Sincerely,



Hilary Norton
FAST Executive Director

Hilary Norton
FAST Executive Director

FAST and its public / private coalition partners



(not to be considered as cosigners of this letter)

North County Transportation Coalition

38300 Sierra Highway Suite A, Palmdale, CA 93550

Member Jurisdictions

City of Lancaster

County of Los Angeles

City of Palmdale

City of Santa Clarita

January 25, 2018

Board Members

Members - Elected

James C. Ledford, Chair

Angela Underwood-Jacobs

Marsha McLean

Supervisor Kathryn Barger

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Members - General

Brian Kuhn, Secretary

Trolis Niebla

Marvin Crist

Robert Newman

Josephine Gutierrez

Richard Poston

Arthur Sohikian

Dave Perry

RE: Trade Corridor Enhancement Program Interstate 5 (I-5) Golden State Chokepoint Relief Program

Dear Ms. Bransen:

On behalf of the City of Palmdale, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 5 Golden State Chokepoint Relief Program**. The Program is seeking \$247 million from the TCEP funding.

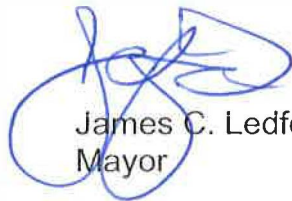
The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5

Letter to Ms. Bransen
Trade Corridor Enhancement Program
January 25, 2018
Page 2

is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The City of Palmdale fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility. Thank you for your support and consideration of the application. Please contact Transportation/Special Projects Manager Mike Behen at 661-267-5337 / mbehen@cityofpalmdale.org or me at 661-267-5102 if you have any questions.

Sincerely,



James C. Ledford
Mayor



A coalition of community and business leaders focused on the health and vitality of California's transportation backbone:
— **Interstate 5** —

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Bransen:

On behalf of the Golden State Gateway Coalition, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the ***Interstate 5 Golden State Chokepoint Relief Program***. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion and addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The Golden State Gateway Coalition is a non-profit transportation advocacy organization based in Santa Clarita. Our mission is to improve roadway safety and mobility in north Los Angeles County. We fully support Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Victor E. Lindenheim
Executive Director

ANTELOPE VALLEY DISTRICT OFFICE
848 W. LANCASTER BLVD., SUITE 101
LANCASTER, CA 93534
TEL (661) 729-6232
FAX (661) 729-1683

VICTOR VALLEY DISTRICT OFFICE
14343 CIVIC DRIVE, FIRST FLOOR
VICTORVILLE, CA 92392
TEL (760) 843-8414
FAX (760) 843-8348

SANTA CLARITA DISTRICT OFFICE
23920 VALENCIA BLVD., SUITE 250
SANTA CLARITA, CA 91355
TEL (661) 286-1471
FAX (661) 286-2543

California State Senate

SENATOR
SCOTT WILK
TWENTY-FIRST SENATE DISTRICT



COMMITTEES
EDUCATION
VICE CHAIR
AGRICULTURE
VICE CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
VETERANS AFFAIRS
BUDGET SUBCOMMITTEE #4

January 29, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Support for Interstate 5 (I-5) Golden State Chokepoint Relief Program Application**

Dear Ms. Bransen:

I write today to express my support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the *Interstate 5 Golden State Chokepoint Relief Program*. Los Angeles Metro is seeking \$247 million from the TCEP funding to support the construction of this vital project. As the representative for the 21st Senate District, I express my support for this project which will directly benefit my constituents and the surrounding area by adding jobs, increased economic benefits, reduced greenhouse gas emissions and improved mobility.

The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County – most of which runs directly through the 21st Senate District and all of which serves its residents – through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where the I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes.

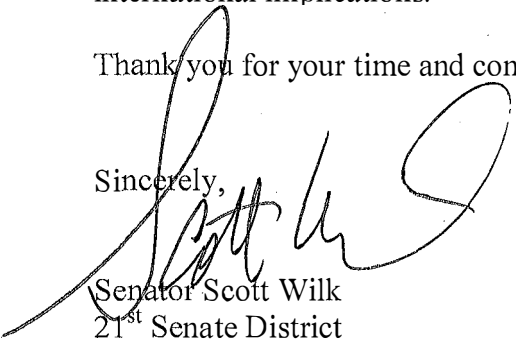
Interstate 5 is a vital international trade corridor that stretches 800 miles from Mexico to Canada. It was designed and constructed to facilitate trade not only up and down the West Coast but between all countries of North America. Unfortunately, due to our growing economies and populations, the current route is in need of some upgrades; none more significant than those proposed in the *Interstate 5 Golden State Chokepoint Relief Program*.

The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic prosperity of the region and the State.

With these factors in mind I extend my support for this grant proposal and I implore you to approve this much needed funding for a long overdue project with statewide, national and international implications.

Thank you for your time and consideration of this letter and the associated TCEP application.

Sincerely,



Senator Scott Wilk
21st Senate District



January 26, 2018

Ms. Susan Bransen
Executive Director, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Metro Trade Corridor Enhancement Program Grant Application for the Interstate 5 Golden State Chokepoint Relief Program

Dear Ms. Bransen:

We are writing on behalf of the Valley Industry & Commerce Association (VICA), representing more than 400 businesses in the San Fernando Valley and throughout Los Angeles County. VICA strongly supports the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Interstate 5 Golden State Chokepoint Relief Program.

The Chokepoint Relief Program offers a comprehensive approach to fixing congestion and addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck lanes and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where I-5 becomes the sole major north-south link between the Central Valley and the Los Angeles Basin. The I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California.

The lack of route choices along this chokepoint, combined with challenging terrain, heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, and makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5.

We urge the CTC to leverage \$247 million in TCEP funding for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Lisa Gritzner
VICA Chair

Stuart Waldman
VICA President



R. Rex Parris Mayor
Marvin E. Crist Vice Mayor
Ken Mann Council Member
Angela E. Underwood-Jacobs Council Member
Raj Malhi Council Member
Mark V. Bozigian City Manager

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program: Interstate 5 (I-5) Golden State Chokepoint Relief Program

Dear Ms. Bransen:

On behalf of the City of Lancaster, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the ***Interstate 5 Golden State Chokepoint Relief Program***. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion by addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support forty percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada with much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The City of Lancaster fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Mark V. Bozigian
City Manager

MVB:dw



January 29, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program Interstate 5 (I-5) Golden State Chokepoint Relief Program

Dear Ms. Bransen:

We are writing on behalf of the Los Angeles County Business Federation (BizFed) - a diverse grassroots alliance of more than 170 top business groups representing more than 390,000 employers with over 3.5 million employees throughout Los Angeles County. We are pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 5 Golden State Chokepoint Relief Program**. The Program is seeking \$247 million from the TCEP funding.

This program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

BizFed fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility. Thank you for your support and consideration of the application.

Sincerely,

Hilary Norton
BizFed Chair
Fixing Angelenos
Stuck in Traffic (F.A.S.T)

David Fleming
BizFed Founding Chair

Tracy Hernandez
BizFed Founding CEO
Impower, Inc.

BizFed's Member Alliance
AIA - Los Angeles
Allanore Chamber
American Beverage Association
American Hotel & Lodging Association
Antelope Valley Board of Trade
Apartment Association, California Southern Cities
Apartment Association of Greater Los Angeles
Aroma Association of Realtors
Asian American Business Women's Association
Asian Business Association
Association of Independent Commercial Producers
Auto Chamber
Beverly Hills Chamber
Beverly Hills / Greater LA Association of Realtors
BMW of U.S.
Burbank Association of Realtors
Building Industry Association, LA / Ventura Counties
Building Owners & Managers Association, Greater LA
Business & Industry Council for Emergency Planning & Preparedness
CalAsian Chamber
California Apartment Association, Los Angeles
California Asphalt Pavement Association
California Business Roundtable
California Cannabis Industry Association
California Construction Industry and Materials Association
California Contract Cities Association
California Employers Association
California Fashion Association
California Greeters Association
California Hotel & Lodging Association
California Independent Oil Marketers
California Independent Petroleum Association
California Life Sciences Association
California Metals Coalition
California Restaurant Association
California Small Business Alliance
California Sportfishing League
California Trucking Association
CALImmunes
Carson Chamber of Commerce
Carson Distinguished Business Alliance
CDC Small Business Finance
Central City Association
Cerritos Chamber
Citrus Valley Association of Realtors
Construction Industry Association and Quality Coalition
Consumer Healthcare Products Association
Council on Trade and Investment for Philippine Americans
Culver City Chamber
Downtown Long Beach Alliance
Downey Association of Realtors
El Monte / South El Monte Chamber
Employers Group
Engineering Contractors Association
F.A.S.T. - Fixing Angelenos Stuck in Traffic
Filipino
Foreign Trade Association
FutureFarms
Gateway to LA
Glendale Association of Realtors
Glendale Chamber
Glendale Chamber
Greater Antelope Valley ABR
Greater Lakewood Chamber
Greater Los Angeles Asian American Chamber
Greater Los Angeles New Car Dealers Association
Harbor Association of Industry and Commerce
Harbor Trucking Association
Hollywood Chamber
Hollywood Association of Southern California
Hotel Association of Los Angeles
Industry Manufacturers Council
International Warehouse Logistics Association
Inglewood Airport Area Chamber
Inglewood Place
Inverdale Chamber
Japan Business Association of Southern California
La Canada Flintridge Chamber
LA Media Lab
LAX Coastal Area Chamber
Leadership for Urban Regional Network
League of California Cities
Local Search Association
Long Beach Area Chamber
Los Angeles Area Chamber
Los Angeles Black MBA Association
Los Angeles CleanTech Incubator
Los Angeles County Bicycle Coalition
Los Angeles County Board of Real Estate
Los Angeles County Waste Management Association
Los Angeles Gateway Chamber of Commerce
Los Angeles Latin Chamber
Los Angeles Parking Association
Los Angeles Urban League
Maple Business Council
Mexican Picture Association of America
MEXIA
NAIFA - SC
National Southern California Chapter
National Association of Tobacco Outlets
National Association of Women Business Owners
National Association of Women Business Owners II
National Hispanic Medical Association
Pacific Merchant Shipping Association
Pacific Palisades Chamber
Pasadena City Chamber
Pasadena Chamber
Pasadena-Foothill Association of Realtors
PERMA
Planned Parenthood of Southern California Affiliates
Pomona Chamber
Rancho Southern Association of Realtors
Recording Industry Association of America
Regional Black - San Fernando Valley Chamber
Regional San Gabriel Valley Chamber
Resonance Chamber
Rotary Club of Los Angeles
San Gabriel Chamber
San Gabriel Valley Civic Alliance
San Gabriel Valley Economic Partnership
Santa Clarita Valley Chamber
Santa Clarita Valley Economic Development Corp.
San Pedro Peninsula Chamber
Santa Monica Chamber
Santa Monica Junior Chamber
SCAIE JA
South Bay Association of Chambers
South Bay Association of Realtors
Southern California Contractors Association
Southern California Golf Association
Southern California Grantmakers
Southern California Minority Supplier Development Council Inc.
Southern California Water Committee
Southern Regional Association of Realtors
Terrace Area Chamber
Twin Hills Los Angeles
Tri-County Association of Realtors
United Chambers San Fernando Valley
United States Mexico Chamber
Unmanned Aerial Vehicle Systems Association
Valley Economic Alliance
Valley Economic Development Corp.
Valley Industry & Commerce Association
Vermont Chamber
Vietnamese American Chamber
Warner Center Association
West Hollywood Chamber
West Los Angeles Chamber
West San Gabriel Valley Association
West Valley Warner Center Chamber
Western Manufactured Housing Association
Western States Petroleum Association
Westside Council of Chambers
Westwood Village Rotary Club
Wilmetton Chamber
World Trade Center
Young Professionals in Energy - LA Chapter



PALMDALE

a place to call home

January 25, 2018

JAMES C. LEDFORD
Mayor

STEVEN D. HOFBAUER
Mayor Pro Tem

LAURA BETTENCOURT
Councilmember

AUSTIN BISHOP
Councilmember

JUAN CARRILLO
Councilmember

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program Interstate 5 (I-5) Golden State Chokepoint Relief Program

Dear Ms. Bransen:

On behalf of the City of Palmdale, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 5 Golden State Chokepoint Relief Program**. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

Auxiliary aids provided for

communication accessibility

upon 72 hours notice and request.

Ltr. to Ltr. to Susan Bransen

Re: Trade Corridor Enhancement Program Interstate 5 (I-5) Golden State
Chokepoint Relief Program

January 25, 2018

Page 2

The City of Palmdale fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility. Thank you for your support and consideration of the application. Please contact Transportation/Special Projects Manager Mike Behen at 661-267-5337 / mbehen@cityofpalmdale.org or me at 661-267-5102 if you have any questions.

Sincerely,



James Purtee
City Manager



**SANTA CLARITA VALLEY
Chamber of Commerce**

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Bransen:

On behalf of the Santa Clarita Valley Chamber of Commerce, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 5 Golden State Chokepoint Relief Program**. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California.

The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The Santa Clarita Valley Chamber of Commerce fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

John Musella
Executive Director



CONNECTING AND BUILDING SCV INDUSTRY

28005 No. Smyth Drive • #134 • Valencia CA 91355 | Phone: 661-294-8088 | www.via.org

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Bransen:

On behalf of the Valley Industry Association (VIA), I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 5 Golden State Chokepoint Relief Program**. The Program is seeking \$247 million from the TCEP funding.

The Program offers a comprehensive approach to fixing congestion, addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes. I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

VIA fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Ed Masterson

Ed Masterson
Immediate Past Chairman of the Board
Valley Industry Association



CONNECT WITH US



THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone 562 / 865-6262

FAX 562 / 865-6240

"Service Builds Tomorrow's Progress"

January 24, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities
Freight Crossroads Project**

Dear Ms. Bransen:

On behalf of the City of Artesia, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities Freight Crossroads Project**. The Project is seeking \$90 million from the TCEP funding.

The I-605 Corridor is one of the three major direct north/south corridors in the LA Metro region and a central pillar of the Southern California freeway system, connecting commuters, travelers, and truck drivers moving between the densely populated Gateway Cities, San Gabriel Valley, the Inland Empire, and the rest of the region. SR-91, also known as the Artesia Freeway, is a major east-west regional State highway within the greater Los Angeles area of Southern California, and serves as a gateway to the Ports of Los Angeles and Long Beach.

Both I-605 and SR-91 play critical roles in providing mobility for the movement of people and goods in the region. However, the I-605/SR-91 interchange is a major bottleneck due to the amount of traffic being carried today, and with projected freight and passenger growth in the future, this condition is expected to exacerbate. Without improvements, conditions at this interchange will result in increasing congestion, higher crash rates for trucks and passenger vehicles, lower travel speeds and travel time reliability, and higher costs for system users. This Project will provide critically needed improvements to this interchange, and offers a strong Benefit-Cost Ratio of 1.22 to 1, proving its value to the State.

In conclusion, the City of Artesia fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility. Thank you for your support and consideration of the application.

Sincerely,

Okina Dor, Community Development Director



GATEWAY CITIES

Council of Governments

January 30, 2018

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

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Lynwood

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South Gate

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Whittier

County of Los Angeles

Port of Long Beach

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Ms. Bransen:

Trade Corridor Enhancement Program

Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities Freight Crossroads Project

On behalf of the Gateway Cities Council of Governments, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities Freight Crossroads Project**. The Project is seeking \$90 million from the TCEP funding.

The I-605 Corridor is one of the three major direct north/south corridors in the LA Metro region and a central pillar of the Southern California freeway system, connecting commuters, travelers, and truck drivers moving between the densely populated Gateway Cities, San Gabriel Valley, the Inland Empire, and the rest of the region. SR-91, also known as the Artesia Freeway, is a major east-west regional State highway within the greater Los Angeles area of Southern California, and serves as a gateway to the Ports of Los Angeles and Long Beach.

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Ms. Susan Bransen, Executive Director

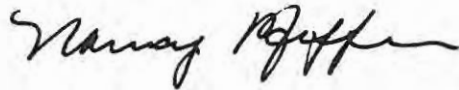
January 30, 2018

Page 2

Project will provide critically needed improvements to this interchange, and offers a strong Benefit-Cost Ratio of 1.22 to 1, proving its value to the State.

In conclusion, the Gateway Cities Council of Governments fully supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility. Thank you for your support and consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy Pfeffer", with a stylized, flowing script.

Nancy Pfeffer, Executive Director
Gateway Cities Council of Governments



LOS ANGELES AREA
CHAMBER OF COMMERCE

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities Freight Crossroads Project**

Dear Ms. Bransen:

On behalf of Los Angeles Area Chamber of Commerce, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the *Interstate 605 (I-605) / State Route 91 (SR-91) Interchange Improvement: Gateway Cities Freight Crossroads Project*. The Project is seeking \$90 million from the TCEP funding.

The I-605 Corridor is one of the three major direct north/south corridors in the LA Metro region and a central pillar of the Southern California freeway system, connecting commuters, travelers, and truck drivers moving between the densely populated Gateway Cities, San Gabriel Valley, the Inland Empire, and the rest of the region. SR-91, also known as the Artesia Freeway, is a major east-west regional State highway within the greater Los Angeles area of Southern California, and serves as a gateway to the Ports of Los Angeles and Long Beach.

Both I-605 and SR-91 play critical roles in providing mobility for the movement of people and goods in the region. However, the I-605/SR-91 interchange is a major bottleneck due to the amount of traffic being carried today, and with projected freight and passenger growth in the future, this condition is expected to exacerbate. Without improvements, conditions at this interchange will result in increasing congestion, higher crash rates for trucks and passenger vehicles, lower travel speeds and travel time reliability, and higher costs for system users. This Project will provide critically needed improvements to this interchange, and offers a strong Benefit-Cost Ratio of 1.22 to 1, proving its value to the State.

The Chamber supports Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility. Thank you for your support and consideration of the application.

Sincerely,

Gary Toebben
President & CEO

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR-71 Freeway Conversion Project**

Dear Ms. Bransen,

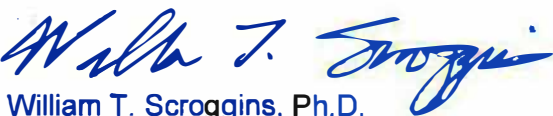
On behalf of the Mt. San Antonio Community College District, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. The project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volume as it is a vital artery in the multicounty transportation network.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region, as it is not a fully grade-separated freeway for its entire length. The SR-71 Freeway Conversion Project aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The project will expand capacity, improve travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, and pollution.

The Mt. San Antonio Community College District fully supports Metro as it seeks TCEP resources for this transformative project.

Sincerely,



William T. Scroggins, Ph.D.
President & CEO

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& GOODS MOVEMENT

SELECT COMMITTEE ON
WOMEN & INEQUALITY:
STRATEGIES TO PROMOTE
OPPORTUNITY

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Support for LA Metro Trade Corridor Enhancement Program (TCEP) Application (State Route 71 Freeway Conversion Project)

Dear Director Bransen:

I am writing to express my support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. Metro is seeking \$44 million from TCEP funding to complete a segment of the SR 71 Freeway Conversion project.

SR-71, a corridor between Downtown Los Angeles and Downtown San Bernardino, serves as a vital freight and commuter route to a regionally important area known as the "Four Corners," where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet.

Although SR-71 is a central link in the Southern California highway system, it cannot perform at its optimal level for moving people and goods throughout the region because it is not a fully grade-separated freeway for its entire length.

The SR-71 Freeway Conversion Project aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one high-occupancy vehicle (HOV) and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections.

I greatly appreciate your consideration of this application, which will significantly increase accessibility, improve mobility, reduce greenhouse gas emissions, and create good jobs in the region. If you have any questions about my support, please feel free to contact my office at 916-651-4020.

Sincerely,

A handwritten signature in black ink, reading "Connie M. Leyva". The signature is written in a cursive, flowing style.

Connie M. Leyva
State Senator, 20th District



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Walnut
West Covina
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Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR-71 Freeway Conversion Project**

Dear Ms. Bransen,

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. The Project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

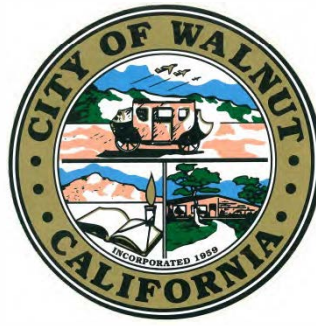
Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. **The SR-71 Freeway Conversion Project** aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity, improves travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

In conclusion, SGVCOG fully supports Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,

Marisa Creter
Interim Executive Director

P.O. Box 682, Walnut, CA 91788-0682
21201 La Puente Road
Walnut, CA 91789-2018
Telephone (909) 595-7543
FAX (909) 595-6095
www.cityofwalnut.org



Mayor, Mary Su
Mayor Pro Tem, Nancy Tragarz
Council Member, Eric Ching
Council Member, Robert Pacheco
Council Member, Andrew Rodriguez

CITY OF WALNUT

January 23, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: **Trade Corridor Enhancement Program
SR-71 Freeway Conversion Project**

Dear Ms. Bransen,

On behalf of the City of Walnut, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the SR-71 Freeway Conversion Project. The Project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. The SR-71 Freeway Conversion Project aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity, improves travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

In conclusion, the City of Walnut fully supports Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,

Mary Su
Mayor, City of Walnut



January 25, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR-71 Freeway Conversion Project**

Dear Ms. Bransen,

On behalf of Fairplex, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. The Project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. **The SR-71 Freeway Conversion Project** aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity, improves travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

In conclusion, Fairplex fully supports Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,

Miguel A. Santana
President & CEO

FAIRPLEX.COM

1101 W. MCKINLEY AVE., POMONA, CA 91768 • P: 909.623.3111 • F: 909.865.3602

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January 24, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR-71 Freeway Conversion Project**

Dear Ms. Bransen,

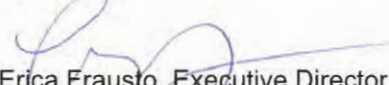
On behalf of The Pomona Chamber of Commerce, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. The Project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. **The SR-71 Freeway Conversion Project** aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity, improves travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

In conclusion, The Pomona Chamber of Commerce fully supports Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,


Erica Frausto, Executive Director

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0052
(916) 319-2052
FAX (916) 319-2152

DISTRICT OFFICE
13160 7TH STREET
CHINO, CA 91710
(909) 902-9606
FAX (909) 902-9761

Email: Assemblymember.Rodriguez@assembly.ca.gov

Assembly California Legislature



FREDDIE RODRIGUEZ
ASSEMBLYMEMBER, FIFTY-SECOND DISTRICT

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VICE CHAIR: JOINT COMMITTEE ON
EMERGENCY MANAGEMENT

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
Support for the State Route 71 Freeway Conversion Project Application**

Dear Ms. Bransen,

I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. Metro is seeking \$44 million from TCEP funding to complete a segment of the SR 71 Freeway Conversion project. As the representative for the 52nd Assembly District, I would like to express my support for this project that will directly benefit my constituents and the surrounding area by adding jobs, increasing economic benefits, reducing Greenhouse Gas emissions and improving mobility.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. **The SR-71 Freeway Conversion Project** aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity and improve travel speed and time reliability while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

I fully support Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,

FREDDIE RODRIGUEZ
Assemblymember, 52nd Assembly District





CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA

Office of the President

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR-71 Freeway Conversion Project**

Dear Ms. Bransen:

On behalf of California State Polytechnic University, Pomona (Cal Poly Pomona), I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. The Project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. **The SR-71 Freeway Conversion Project** aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity, improves travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

In conclusion, Cal Poly Pomona fully supports Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Soraya M. Coley", is written over a horizontal line.

Soraya M. Coley, Ph.D.
President

3801 West Temple Avenue, Pomona, CA 91768 Telephone (909) 869-2290 Fax (909) 869-4535 E-mail president@cpp.edu

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Cathay Bank



January 25, 2018

Ms. Susan Bransen
Executive Director, California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program SR-71 Freeway Conversion Project

Dear Ms. Bransen,

On behalf of the San Gabriel Valley Economic Partnership, I wish to express our support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the **SR-71 Freeway Conversion Project**. The Project is seeking \$44 million from the TCEP funding.

The SR-71 serves as a vital freight and commuter route to a important area in the region known as the "Four Corners," where Los Angeles, Orange, San Bernardino and Riverside Counties meet. The SR-71 carries a heavy load of both commuters and freight as a vital artery in the multi-county transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. **The SR-71 Freeway Conversion Project** aims to upgrade the existing expressway to a full access-controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the SR-71's carrying capacity, improves travel speed and travel time reliability while reducing negative impacts on the local community such as noise, congestion, safety, and reduction in air quality.

The Partnership supports Metro in its efforts to seek TCEP resources for this critically important project for the San Gabriel Valley. Thank you in advance for your full consideration of this application.

Sincerely,

Jeff Allred
President & CEO



LOS ANGELES AREA
CHAMBER OF COMMERCE

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program SR-71 Freeway Conversion Project

Dear Ms. Bransen,

On behalf of the Los Angeles Area Chamber of Commerce, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) funding application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the SR-71 Freeway Conversion Project. The Project is seeking \$44 million from the TCEP funding.

Bisecting the I-10 corridor between Downtown Los Angeles and Downtown San Bernardino, SR-71 serves as a vital freight and commuter route to a regionally important area known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. As a result, the SR-71 carries a heavy load of commuters and freight volumes as it is a vital artery in the multicounty transportation network that connects to the SR-91 freeway in Corona to the south, intersects with the SR-60 and I-10 freeways in Pomona and connects to the SR-57 freeway in San Dimas to the north.

Despite its status as a central link in the Southern California highway system, the SR-71 cannot perform at its optimal level for moving people and goods throughout the region as it is not a fully grade-separated freeway for its entire length. The SR-71 Freeway Conversion Project aims to upgrade the existing expressway to a fully access controlled freeway by widening the existing two lanes in each direction to accommodate one HOV and three mixed flow lanes in each direction of the freeway (from Mission Boulevard to SR-60), and eliminating at-grade signalized intersections. The Project will expand the facility capacity, improves travel speed and travel time reliability, while reducing community impacts such as noise, localized congestion, safety, and reduction in air quality impacts.

The Chamber fully supports Metro as they seek TCEP resources for this transformative project. I would like to thank you in advance for your consideration of the application.

Sincerely,

Gary Toebben
President & CEO

January 29, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR 57/60 Confluence Chokepoint Relief Program**

Dear Ms. Bransen,

On behalf of Mt. San Antonio College, I would like to offer this letter of support for the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the SR 57/60 Confluence Chokepoint Relief Program will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

Mt. San Antonio College fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,



William T. Scroggins, Ph.D.
President & CEO

BOARD OF TRUSTEES

Dr. Manuel Baca • Rosanne M. Bader • Jay F. Chen • Judy Chen Haggerty, Esq.
Dr. David K. Hall • Robert F. Hidalgo • Laura L. Santos

COLLEGE PRESIDENT / CEO – Dr. William T. Scroggins





CITY OF INDUSTRY

February 30, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR 57/60 Confluence Chokepoint Relief Program**

Dear Ms. Bransen,

On behalf of the City of Industry, I would like to offer this letter of support for the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the **SR 57/60 Confluence Chokepoint Relief Program** will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

City of Industry fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Paul J. Philips
City Manager



The Economic Epicenter of Southern California

Board of Directors
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Terry Baker
Clem Calvillo
James Lin
Laurie Marshall
Executive Director: Ben Wong

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program...
SR 57/60 Confluence Chokepoint Relief Program**

Dear Ms. Bransen,

As Executive Director of the Industry Manufacturers Council, the chamber of commerce for the City of Industry, I write in strong support of the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million in funding from the Trade Corridor Enhancement Program (TCEP). The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

Besides the safety issues inherent in the merging of SR 57 and SR 60, two extremely busy freeways along a dangerously inefficient two-mile stretch that results in numerous accidents, this proposed project will address the significant congestion and costly peak-period travel delays experienced by trucks delivering good and materials to and from the large number of manufacturing and logistics firms that we represent.

The continued economic vitality of our city's 3,000-plus businesses – employing 67,000 workers, paying \$11 billion of labor income, and generating more than \$30 billion in wholesale and retail sales, – depends greatly, as these numbers demonstrate, on improving the movement of goods and people.

As an important corridor for transporting containerized freight, SR-60 is responsible for moving 43 percent of goods from the Ports of Los Angeles and Long Beach, before ultimately connecting eastbound with I-10 and I-40. The **SR 57/60 Confluence Chokepoint Relief Program**, which will facilitate goods movement from Southern California ports to the rest of the nation, will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

For the above reasons and more, the Industry Manufacturers Council is in full and enthusiastic support of Caltrans and Metro as they seek TCEP resources for this critically needed project, supporting regional and statewide connectivity for freight and passenger mobility.

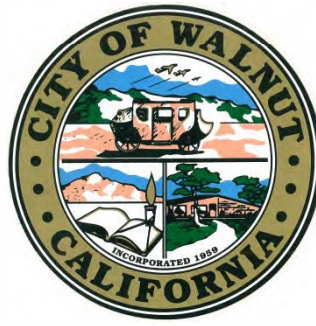
Thank you in advance for your consideration and support of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ben Wong', is written over the typed name.

Ben Wong
Executive Director
Industry Manufacturers Council

P.O. Box 682, Walnut, CA 91788-0682
21201 La Puente Road
Walnut, CA 91789-2018
Telephone (909) 595-7543
FAX (909) 595-6095
www.cityofwalnut.org



Mayor, Mary Su
Mayor Pro Tem, Nancy Tragarz
Council Member, Eric Ching
Council Member, Robert Pacheco
Council Member, Andrew Rodriguez

CITY OF WALNUT

January 23, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: **Trade Corridor Enhancement Program**
SR 57/60 Confluence Chokepoint Relief Program

Dear Ms. Bransen,

On behalf of the City of Walnut, I would like to offer this letter of support for the SR 57/60 Confluence Chokepoint Relief Program, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the SR 57/60 Confluence Chokepoint Relief Program will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

The City of Walnut fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Mary Su
Mayor, City of Walnut



January 25, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR 57/60 Confluence Chokepoint Relief Program**

Dear Ms. Bransen,

On behalf of the Fairplex, I would like to offer this letter of support for the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the **SR 57/60 Confluence Chokepoint Relief Program** will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

Fairplex fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

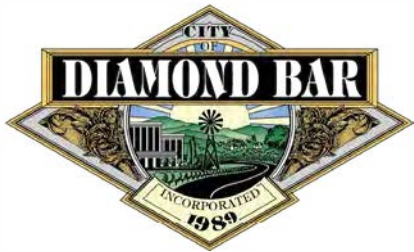
Thank you for your support and consideration of the application.

Sincerely,

Miguel A. Santana
President & CEO

FAIRPLEX.COM

1101 W. MCKINLEY AVE., POMONA, CA 91768 • P: 909.623.3111 • F: 909.865.3602



City of Diamond Bar

21810 Copley Drive | Diamond Bar, CA 91765-4178

(909) 839-7000 | Fax (909) 861-3117

www.DiamondBarCA.gov

Ruth M. Low
Mayor

Carol Herrera
Mayor Pro Tem

Jimmy Lin
Council Member

Nancy A. Lyons
Council Member

Steve Tye
Council Member

January 30, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR-57/60 Confluence: Chokepoint Relief Program**

Dear Ms. Bransen:

As Mayor, I would like to offer this letter of support for the **SR-57/60 Confluence: Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will greatly relieve congestion and eliminate weaving of trucks and cars at the fifth most congested freight bottleneck in the nation, while significantly improving safety at the highest truck accident location in Southern California. Eliminating this bottleneck is projected to reduce truck vehicle-hours-traveled (VHT) at the confluence by over 211,000 hours annually and 662 hours daily, as well as save \$1 billion of driver delay time over the next 20 years.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the **SR-57/60 Confluence: Chokepoint Relief Program** will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

The City of Diamond Bar has been instrumental in seeking a solution to the SR-57/60 Confluence Project, and I wholeheartedly support Caltrans and Metro as they seek TCEP

resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application. Should you have any questions regarding this project, please contact Mr. David Liu, Director of Public Works, at 909/839-7040 or via email at dliu@diamondbarca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ruth M. Low". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ruth M. Low
Mayor

c: City Council
Dan Fox, City Manager



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First District, LA County
Unincorporated Communities

Fourth District, LA County
Unincorporated Communities

Fifth District, LA County
Unincorporated Communities

SGV Water Districts

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR 57/60 Confluence Chokepoint Relief Program**

Dear Ms. Bransen,

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), I would like to offer this letter of support for the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the **SR 57/60 Confluence Chokepoint Relief Program** will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

SGVCOG fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Marisa Creter
Interim Executive Director



CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA

Office of the President

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program
SR 57/60 Confluence Chokepoint Relief Program**

Dear Ms. Bransen:

On behalf of the California State Polytechnic University, Pomona (Cal Poly Pomona), I would like to offer this letter of support for the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the **SR 57/60 Confluence Chokepoint Relief Program** will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

Cal Poly Pomona fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Soraya M. Coley".

Soraya M. Coley, Ph.D.
President

3801 West Temple Avenue, Pomona, CA 91768 Telephone (909) 869-2290 Fax (909) 869-4535 E-mail president@cpp.edu

THE CALIFORNIA STATE UNIVERSITY Bakersfield, Channel Islands, Chico, Dominguez Hills, East Bay, Fresno, Fullerton, Humboldt, Long Beach, Los Angeles, Maritime Academy, Monterey Bay, Northridge, Pomona, Sacramento, San Bernardino, San Diego, San Francisco, San Jose, San Luis Obispo, San Marcos, Sonoma, Stanislaus



LOS ANGELES AREA
CHAMBER OF COMMERCE

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program SR 57/60 Confluence Chokepoint Relief Program

Dear Ms. Bransen,

On behalf of the Los Angeles Area Chamber of Commerce, I would like to offer this letter of support for the SR 57/60 Confluence Chokepoint Relief Program, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application.

The proposed project will address severe safety and congestion challenges along a two-mile segment where SR-57 and SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and considerable amount of unnecessary peak-period travel delay for trucks each day.

SR-60 is the highest utilized corridor for transporting containerized freight, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with I-10 and I-40. By facilitating goods movements from Southern California to the rest of the nation, the SR 57/60 Confluence Chokepoint Relief Program will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

The Chamber fully supports Caltrans and Metro as they seek TCEP resources for this critically needed project to support regional and statewide connectivity for freight and passenger mobility.

Thank you for your support and consideration of the application.

Sincerely,

Gary Toebben
President & CEO

BOARD OF DIRECTORS

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iDream Space

Kelly Wu
Cathay Bank



January 25, 2018

Ms. Susan Bransen

Executive Director, California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program SR 57/60 Confluence Chokepoint Relief Program

Dear Ms. Bransen,

On behalf of the San Gabriel Valley Economic Partnership, I wish to express our strong support for the **SR 57/60 Confluence Chokepoint Relief Program**, which is seeking \$177 million from the Trade Corridor Enhancement Program (TCEP) funds. The California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) are jointly submitting this application. The Partnership is a regional business organization covering the 31 cities of eastern Los Angeles County.

This proposed project will address extremely serious safety and congestion challenges along a two-mile segment where the SR-57 and the SR-60 merge in a dangerous, inefficient manner, causing numerous accidents and a considerable amount of unnecessary peak-period travel delays for tens of thousands of freight-carrying trucks each day.

The SR-60 is the highest utilized corridor for transporting containerized freight in the state, moving 43 percent of goods east-west from the Ports of Los Angeles and Long Beach, then ultimately connecting with the I-10 and the I-40. By facilitating goods movements from Southern California to the rest of the nation, the **SR 57/60 Confluence Chokepoint Relief Program** will support continued economic vitality and promote the key program goals highlighted in the National Highway Freight Program, the California Freight Mobility Plan and the California Sustainable Freight Action Plan guiding principles.

The Partnership fully supports Caltrans and Metro as they seek TCEP resources for this vital project to support regional and statewide passenger mobility and the expeditious movement of important freight through southern California.

Thank you for your support and consideration of the application.

Sincerely,

Jeff Allred
President & CEO



4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
951.787.7141 • 951.787.7920 • www.rctc.org

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program Grant Application for Rosecrans/Marquardt Avenue Grade Separation Project

Dear Ms. Bransen:

On behalf of the Riverside County Transportation Commission (Commission), I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Rosecrans/Marquardt Avenue Grade Separation Project.

Providing a grade separation at the intersection of Rosecrans and Marquardt Avenues from the BNSF Railway Company (BNSF) mainline tracks, this project is an integral part of a larger regionally significant congestion relief and safety project being undertaken by California Department of Transportation (Caltrans) in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), the California High Speed Rail Authority (CHSRA), BNSF and the city of Santa Fe Springs. It is also of regional, state, and national significance as it improves the capacity of a corridor of critical importance to transcontinental goods movement out of the Ports of Los Angeles and Long Beach and reflects California's goal of developing an integrated, multi-modal transportation network.

The Rosecrans/Marquardt intersection is the highest priority railroad grade crossing in California based on safety-related and other measures, according to the California Public Utilities Commission (CPUC). The grade separation will eliminate the existing interface between motor vehicles, pedestrians, bicyclists, and freight and passenger trains, thereby providing the safest alternative for vehicle and train safety.

The Rosecrans/Marquardt project also resolves freight and passenger rail operational constraints. It represents the last grade separation project necessary to complete 15 miles of third main track between Los Angeles and Fullerton (Triple Track). The Triple Track will increase the efficiency of the BNSF east-west corridor to better accommodate existing and future freight and passenger service and allow specific increases in the speed and volume of planned intercity and commuter rail passenger service. This improvement will allow for a huge increase in the level of passenger rail service in this BNSF-owned corridor.

BNSF, the National Railroad Passenger Corporation (Amtrak), and Southern California Regional Rail Authority (SCRRA, also known as Metrolink) trains all operate over this train corridor. BNSF's San Bernardino Subdivision operates through the fully developed southeastern section of Los Angeles County, connecting the Alameda Corridor Transportation

Ms. Susan Bransen
January 30, 2017
Page 2

Authority (ACTA) consolidated railway from the Ports of Los Angeles and Long Beach - the nation's two busiest ports based on container traffic - to the Midwest and East Coast.

The project will accomplish the following specific objectives:

- Enhanced safety and improved traffic flow on surface streets along this segment of the rail corridor by separating trains, trucks and other motor vehicle traffic, thus eliminating the potential for collisions between trains and motorists, pedestrians, and bicyclists at the intersection;
- Elimination of the significant amount of gate down time which will improve traffic flow over both Rosecrans and Marquardt Avenues. Presently, the grade crossing has heavy through traffic and is traversed by over 52,000 vehicles per day. The vehicles using the grade crossing include trucks heading to and from nearby warehouses and other freight handling locations;
- More efficient movement of goods to and from the Ports of Los Angeles and Long Beach, contributing to a corollary efficiency for freight throughout the region, state and nation;
- Increased number of passenger trains operating between Los Angeles, Riverside, San Bernardino, the Perris Valley, Oceanside, and San Diego due to the enhanced efficiency of train movement along the rail corridor;
- Increased transportation choices and access to essential services locally, regionally, statewide, and nationally;
- Reduced noise as trains pass through the communities since trains will no longer need to sound their horns and whistles at the crossing;
- Reduced emissions from trucks and other motor vehicles associated with braking, idling, and acceleration from crossing delays; and
- Will enable the corridor to be used in the future by California's high speed train service.

The Rosecrans/Marquardt project advances the Southern California Association of Government (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy by expanding the regional transit and passenger rail systems, managing demand on the transportation system, optimizing the performance of the transportation system, and strengthening the regional transportation network for goods movement. It also helps realize SCAG's Comprehensive Regional Goods Movement and Implementation Strategy by addressing growth through multimodal solutions, safety and operational improvements, and expanding goods movement systems while providing for healthy and livable communities.

In conclusion, the Commission fully supports Metro as it seeks TCEP resources for this new rail grade separation project that will have significant positive safety, transportation, economic and livability benefits to the city of Santa Fe Springs and surrounding communities, the regional rail system, the state, and the nation.

Thank you for your consideration of the application.

Sincerely,



Anne Mayer
Executive Director



GATEWAY CITIES

COUNCIL OF GOVERNMENTS

January 30, 2018

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Ms. Bransen:

Trade Corridor Enhancement Program Grant Application for Rosecrans/Marquardt Avenue Grade Separation Project

On behalf of the Gateway Cities Council of Governments, I am pleased to submit this letter of support for the Trade Corridor Enhancement Program (TCEP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for Rosecrans/Marquardt Avenue Grade Separation Project.

Providing a grade separation at the intersection of Rosecrans and Marquardt Avenues from the BNSF Railway Company (BNSF) mainline tracks, this project is an integral part of a larger regionally significant congestion relief and safety project being undertaken by California Department of Transportation (Caltrans) in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), the California High Speed Rail Authority (CHSRA), BNSF and the City of Santa Fe Springs. It is also of regional, state and national significance, as it improves the capacity of a corridor of critical importance to transcontinental goods movement out of the Ports of Los Angeles and Long Beach and reflects California's goal of developing an integrated, multi-modal transportation network.

The Rosecrans/Marquardt intersection is the highest priority railroad grade crossing in California based on safety-related and other measures, according to the California Public Utilities Commission (CPUC). The grade separation will eliminate the existing interface between motor vehicles, pedestrians, bicyclists, and freight and passenger trains, thereby providing the safest alternative for vehicle and train safety.

The Rosecrans/Marquardt project also resolves freight and passenger rail operational constraints. It represents the last grade separation project necessary to complete 15 miles of third main track between Los Angeles and Fullerton (Triple Track). The Triple Track will increase the efficiency of the BNSF east-west corridor to better accommodate existing and future freight and passenger service and to allow specific increases in the speed and volume of planned intercity and commuter rail passenger service. This improvement will allow for a huge increase in the level of passenger rail service in this BNSF-owned corridor.

BNSF, the National Railroad Passenger Corporation (Amtrak), and Southern California Regional Rail Authority (SCRRA, also known as Metrolink) trains all operate over this train corridor. BNSF's San Bernardino Subdivision operates through the fully developed southeastern section of Los Angeles County, connecting the Alameda Corridor Transportation Authority (ACTA) consolidated railway from the Ports of Los Angeles and Long Beach - the nation's two busiest ports based on container traffic - to the Midwest and East Coast.

The project will accomplish the following specific objectives:

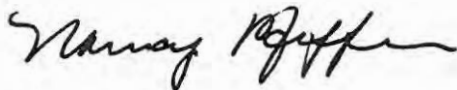
- Enhanced safety and improved traffic flow on surface streets along this segment of the rail corridor by separating trains, trucks and other motor vehicle traffic, thus eliminating the potential for collisions between trains and motorists, pedestrians, and bicyclists at the intersection, there is considerable concern about school-aged children that face this crossing every day;
- Elimination of the significant amount of gate down time which will improve traffic flow over both Rosecrans and Marquardt Avenues. Presently, the grade crossing has heavy through traffic and is traversed by over 52,000 vehicles per day. The vehicles using the grade crossing include trucks heading to and from nearby warehouses and other freight handling locations;
- More efficient movement of goods to and from the Ports of Los Angeles and Long Beach, contributing to a corollary efficiency for freight throughout the region, state and nation;
- Increased number of passenger trains operating between Los Angeles, Riverside, San Bernardino, the Perris Valley, Oceanside and San Diego due to the enhanced efficiency of train movement along the rail corridor;
- Increased transportation choices and access to essential services locally, regionally, statewide, and nationally;
- Reduced noise as trains pass through the communities since trains will no longer need to sound their horns and whistles at the crossing;

- Reduced emissions from trucks and other motor vehicles associated with braking, idling, and acceleration from crossing delays; and
- Will enable the corridor to be used in the future, by California's high-speed train service.

The Rosecrans/Marquardt project advances the Southern California Association of Government (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy by expanding the regional transit and passenger rail systems, managing demand on the transportation system, optimizing the performance of the transportation system and strengthening the regional transportation network for goods movement. It also helps realize SCAG's Comprehensive Regional Goods Movement and Implementation Strategy by addressing growth through multimodal solutions, safety and operational improvements and expanding goods movement system while providing for healthy and livable communities.

In conclusion, the Gateway Cities Council of Governments fully supports Metro as it seeks TCEP resources for this new rail grade separation project that will have significant positive safety, transportation, economic and livability benefits to the City of Santa Fe Springs and surrounding communities, the regional rail system, the state, and the nation. Thank you for your consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy Pfeffer", with a stylized, flowing script.

Nancy Pfeffer, Executive Director
Gateway Cities Council of Governments



Tiera Adams
Manager Public Projects

BNSF Railway Company
740 East Carnegie Drive
San Bernardino, CA 92408
Phone: (909) 386 4474

Date: January 29, 2018

To: **The Honorable Brian Kelly**
Secretary, California State Transportation Agency
915 Capitol Mall, Suite 350 B
Sacramento, CA 95814

From: **BNSF Railway**
Tiera Adams
Manager Public Projects

Subject: **Letter of Support for Metro Trade Corridor Enhancement Program Grant Application for
Rosecrans/Marquardt Avenue Grade Separation Project**

Dear Secretary Kelly

On behalf of BNSF I am pleased to provide a letter of support for the proposed grade separations of Rosecrans and Marquardt Avenues. BNSF agrees that the completion of this grade separation will accomplish the following:

- Enhance the safety and improvement of traffic flow on surface streets along this segment of the rail corridor by separating trains, trucks, and other motor vehicle traffic, thus eliminating the potential for collision between trains and motorists, pedestrians, and bicyclists at the intersection
- More efficient movement of goods to and from the Ports of Los Angeles and Long Beach, contributing to a corollary efficiency for freight throughout the region, state, and nation
- Reduce noise as trains pass through the communities since trains will no longer need to sound their horns and whistles at the crossing
- Will enable the corridor to be used in the future, by California's high speed train service

In conclusion BNSF authorizes the use of this letter of support to Metro as it seeks to move forward with the new grade separation project of Rosecrans/Marquardt Avenue to further enhance safety and transportation within the City of Santa Fe Springs. Moving forward with your support of this project will aid in the completion of the construction and maintenance agreement to be negotiated and agreed upon by all vested parties. Thank you for your consideration as Metro moves forward with project.

Sincerely,

Tiera Adams
Manager Public Projects
BNSF Railway Company



Solano Transportation Authority

... working for you!

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Member Agencies:

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Email: info@sta.ca.gov • Website: sta.ca.gov

May 9, 2018

Susan Bransen, Executive Director
California Transportation Commission
P.O. Box 942873
Sacramento, CA 95814

RE: Letter of Support for STA's TCEP Application – I-80/I-680/SR 12 Interchange

Dear Director Bransen:

I am pleased to support the Solano Transportation Authority's (STA) grant application for the I-80/I-680/SR-12 Interchange Project Construction Package 2A in the vicinity of the City of Fairfield, California under the Trade Corridor Enhancement Program (TCEP).

I-80 is a major transcontinental highway route, typically six to eight lanes. I-80 is a primary truck route connecting the Port of Oakland to points east and north, contributing significantly to the economic health of the State of California by facilitating goods distribution throughout the western U.S. This section of I-80 is also a designated "Lifeline Highway Route." Since the 1960s, the Bay Area and Northern California regions have experienced rapid population growth, resulting in substantial increases in truck traffic and regional traffic passing through the I-80/I-680/SR12 interchange complex, resulting in major congestion, delays, and unacceptable levels of service. The current I-80/I-680/SR12 interchange complex was constructed 50 years ago.

In 2004, Caltrans and STA completed the I-80/I-680/SR12 Major Investment and Corridor Study (MIS) which identified the need for a series of major improvements to the I-80/I-680/SR 12 interchange area. ***The volume of trucks in the corridor has increased dramatically since the 1960s, and is projected to increase 70% by 2025, and 115% by 2040.*** Improvements to the I-80/I-680/SR 12 Interchange will reduce congestion for freight, contribute to the regional and local economy and add jobs.

This application was submitted in partnership with the Metropolitan Transportation Commission (MTC). The I-80/I-680/SR 12 Interchange project would improve operations by providing improved roadway geometrics on the mainline and at interchanges. The purpose of the proposed project is to:

1. **Increase the capacity of the interchange complex** to accommodate current and future traffic volumes (including trucks) by improving operations and reducing conflicts with improved mainline and interchange geometrics.
2. **Reduce the amount of cut-through traffic** on local roads while maintaining local access to and from the freeway system by improving the existing local road network.
3. **Improve safety** conditions within the project limits by reducing congestion and weaving conflicts with improved mainline and interchange geometrics.

These improvements are essential for Solano County and its residents because Solano County sits at the heart of the northern California megaregion, between the Sacramento and San Francisco metropolitan areas, with many residents commuting 40+ miles each way to employment centers. By providing these I-80 Interchange improvements, Solano County has the opportunity to improve freight movement, increase safety, and decrease congestion.

I request your support for this TCEP application for the Solano I-80/I- 680/SR 12 Interchange Project Construction Package 2A.

Sincerely,



Pete Sanchez, STA Board Chair
Suisun City Mayor

cc: STA Board Members
Daryl K. Halls, STA Executive Director

Congress of the United States
Washington, DC 20515

May 10, 2018

Ms. Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: Support the Staff Recommendations for the 2018 California Trade Corridor Enhancement Program

Dear Chairwoman Inman:

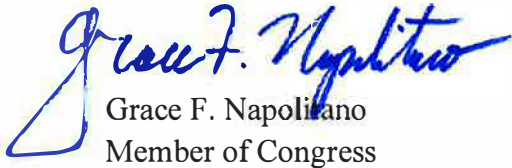
We are writing to support adoption of the staff recommendations for the 2018 California Trade Corridor Enhancement Program which will be considered by the California Transportation Commission at its meeting in San Diego on May 16th. The Trade Corridor Enhancement Program will provide a total of \$1.394 billion for 39 infrastructure improvements along corridors that have a high volume of freight movement. This funding includes \$535 million from the National Highway Freight Program which Congress created in the Fixing America's Surface Transportation (FAST) Act of 2015. The projects identified will build a strong statewide freight transportation system and will yield significant mobility, economic, environmental, public health and safety benefits with investments targeted to disadvantaged and low-income communities.

Goods movement generates about one-third of California's \$2.2 trillion economy and sustains an estimated 5 million jobs. The Trade Corridor Enhancement Program will focus on improving our state's worst trade corridor chokepoints while also mitigating the impacts of trade on communities. This problem is particularly noteworthy in the San Gabriel Valley which is crossed by nationally significant highway and rail freight corridors. We support the staff's recommendation to include the high priority San Gabriel Valley projects outlined in the chart below.

2018 TCEP Recommendations: San Gabriel Valley & Adjacent			
Project	Cost (millions)	TCEP Award (millions)	Phase(s) Funded
State Route 57-60 Confluence: Chokepoint Relief Program	\$288.6	\$22.0	Right-of-way/engineering
State Route 71 Gap/Highway to Freeway Conversion	\$175.519	\$44.0	Construction
Alameda Corridor-East grade separations/ Montebello Boulevard & Turnbull Canyon Road	\$214.857	\$78.0	Construction
Route 57 Lambert Road Interchange Improvement	\$100	\$65.705	Construction

We applaud the state-federal funding partnership exemplified in this Program and urge its adoption as recommended.

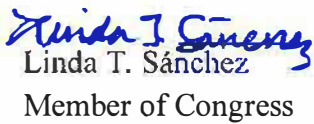
Sincerely,


Grace F. Napolitano
Member of Congress


Edward R. Royce
Member of Congress


Judy Chu
Member of Congress


Norma J. Torres
Member of Congress


Linda T. Sánchez
Member of Congress


Adam B. Schiff
Member of Congress

CC: California Transportation Commissioners



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
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May 10, 2018

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James P. Spring
Solano County and Cities

Ameyorl. Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bachekman
Deputy Executive Director, Policy

Andrew R. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Senate Bill 1 (SB 1) Solutions for Congested Corridors (SCC) and
Trade Corridor Enhancement Program (TCEP) Support Letter

Dear Ms. Bransen:

The Metropolitan Transportation Commission (MTC) supports the California Transportation Commission (CTC) staff's recommendation for the Solutions for Congested Corridors (SCC) and Trade Corridor Enhancement Program (TCEP), released on April 25, 2018. Both programs are largely funded by Senate Bill 1 (SB 1).


MTC nominated four projects requesting a total of \$541 million from the SCC program. The two recommended projects will relieve congestion along the 101 technology corridor linking San Francisco with Silicon Valley, and eliminate a bottleneck on 101 in Sonoma County.

We are also appreciative that CTC staff recommends funding five of the seven nominated projects in the Bay Area from TCEP. All recommended projects will contribute to more efficient movement of goods and freight going through the Bay Area.

The region understands that CTC had the difficult task of choosing among outstanding projects, and some critical projects could not be funded in this initial round. While we are disappointed that not all projects are recommended, such as the BART Train Control System project serving the region's top congested corridor and the Solano I-80 Express Lanes providing improved mobility in this key goods movement and interregional corridor, the region looks forward to future funding for these and other key investments.

Thank you and your staff for your hard work in thoughtfully prioritizing all project nominations. The region looks forward to working with the CTC to deliver the Bay Area's SB 1-funded projects in this and future funding rounds. Should you require any additional information, please contact me, or Anne Richman, Director of Programming and Allocations, at (415) 778-6722.

Sincerely,


Steve Heminger
Executive Director

cc: Laurie Berman, Director, California Department of Transportation
James Davis, District 4 Director, California Department of Transportation

SH:kk

PROJECT\Funding\SB1\Lit. MTC SCC-TCEP Support Lit 2018-05-04.docx



A coalition of community and business leaders focused on the health and vitality of California's transportation backbone:
— Interstate 5 —

May 11, 2018

Ms. Fran Inman
Chairwoman
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: Trade Corridor Enhancement Program Grant Recommendation for the
Interstate 5 (I-5) Golden State Chokepoint Relief Program**

Dear Ms. Inman:

I am writing on behalf of the Golden State Gateway Coalition to reiterate our support for the CTC staff recommendation to award a \$247 million grant from the TCEP allotment for completion of the ***Interstate 5 Golden State Chokepoint Relief Program***.

The Program offers a comprehensive approach to fixing congestion and addressing safety along a critical 13-mile stretch of I-5 in north Los Angeles County through construction of truck and High Occupancy Vehicle (HOV) lanes. The improvements focus on alleviating a major chokepoint in the rapidly-growing Santa Clarita Valley where, hemmed in by mountains on both sides, I-5 becomes the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the Los Angeles Basin, where the Ports of Los Angeles and Long Beach support 40 percent of the nation's containerized freight volumes.

I-5 is also a vital international trade corridor that stretches 800 miles from Mexico to Canada, much of its corridor length spanning all California. The lack of route choices along this chokepoint, combined with challenging inclined terrain, not only heightens the vulnerability of local residents and businesses to major traffic incidents and natural disasters, but makes the entire West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. Investing in this Program is critical to ensuring the economic vitality of the region and the state, freight system resilience, and state of goods repair.

The Golden State Gateway Coalition is a non-profit transportation advocacy organization based in Santa Clarita. Our mission is to improve roadway safety, goods movement and mobility in north Los Angeles County. We fully support Metro and Caltrans as they seek TCEP resources for this critically needed project to support regional and statewide economic vitality and connectivity for freight and passenger mobility and safety.

Thank you for your consideration.

Sincerely,

Victor E. Lindenheim
Executive Director

C: CTC Commissioners, S. Bransen, P.Washington, M.Cano