

Assembly California Legislature



ASSEMBLY TRANSPORTATION COMMITTEE JIM FRAZIER, CHAIR

VICE CHAIR
ERIC LINDER

MEMBERS
CATHARINE B. BAKER
RICHARD BLOOM
CHERYL R. BROWN
KANSEN CHU
TOM DALY
BILL DODD
EDUARDO GARCIA
JIMMY GOMEZ
YOUNG O. KIM
DEVON J. MATHIS
JOSE MEDINA
MELISSA A MELENDEZ
ADRIN NAZARIAN
PATRICK O'DONNELL

August 17, 2016

California Transportation Commissioners:

I would like to thank the California Transportation Commission (Commission) for their generous support of AB 2170, related to the federal freight program.

As you know, I introduced the bill to ensure that federal freight formula funds, made available through the Fixing America's Surface Transportation Act (the FAST Act), utilize the proven Trade Corridor Improvement Fund (TCIF) program that requires regions, along with Caltrans, to collaborate on prioritizing goods movement projects across the state. Furthermore, utilizing the TCIF program ensures that the federal funds are leveraged to the maximum extent practicable so that more projects can be completed. Per the FAST Act, these federal freight dollars must be allocated to projects contained in state freight plans which, in California, is the California Freight Mobility Plan, developed by Caltrans, in accordance with state and federal requirements and with input from other state departments, regional agencies, as well as public and private freight sector stakeholders. AB 2170 was amended in the Senate today to require that the Commission, when determining eligible projects, consult the California Sustainable Freight Action Plan (Freight Action Plan), a document that was released by the Administration last month. The amendments also insert the Air Resources Board into the decision-making process.

As the Chair of the Assembly Transportation Committee, I have presided over numerous informational hearings on the development of the Freight Action Plan. While I appreciated the level of study, research, and discussions that went into preparing the plan, it was my recommendation that the Administration not finalize the plan until there was consensus among freight sector stakeholders on how the plan's main objectives would be achieved.

My primary concern with the recent Senate amendment, which will be in print tomorrow, is that it is inconsistent with the FAST Act requirements, and indeed Congressional intent, that state freight plans be the primary documents used to inform decision making with regard to federal freight funding allocations. I am therefore concerned that this amendment will jeopardize existing and future federal freight funding.

Given that the recent amendments stray from these fundamental federal requirements, I must regretfully urge the Commission to withdraw its support for AB 2170. It is my understanding that in the absence of AB 2170, the federal freight funds will flow through the State Highway Account, which require allocations by the Commission, and I trust that you will make appropriate allocations based on the specified federal requirements.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Frazier", written over a blue circular stamp.

HONORABLE JIM FRAZIER
Assemblymember, Eleventh District

cc: Southern California Association of Governments

