

October 22, 2008



Honorable Dale Bonner Secretary Business, Transportation and Housing Agency 980 9th Street, Suite 2450 Sacramento, CA 95814



Dear Secretary Bonner:



We are writing on behalf of the 18 million people living, working, and coping with the tremendous burden of moving over 43% of the U.S seaborne containerized freight to and through the Southern California Trade Corridor area. Consistent with your leadership, the Southern California Consensus Group actively encourages movement of containerized and other freight by rail out of the urbanized area. Clearly, this approach mitigates some of this region's severe congestion and is less polluting than reliance on trucks.



We also continue to focus on safety for our region's rail corridors specifically, where freight and passenger rail services operate on shared tracks. We urgently seek to implement safety and capacity projects that would eliminate the possibility of accidents in shared corridors altogether. Based on these considerations and given the challenges associated with timely implementation of the Colton Crossing project, we ask you to work with us to redirect the \$97 million in Trade Corridor Improvement Funds (TCIF) now committed to that project back to the Southern California Trade Corridor for rail projects on shared lines. Projects that would be submitted by the Consensus Group for the \$97 million originally slated for Colton Crossing would meet TCIF eligibility criteria.



The Southern California Consensus Group commits to expeditiously identifying the required matching funds, defining implementation schedules, and securing necessary policy board actions for these projects, including any amendments to the Regional Transportation Plan that might be required. We will soon begin a dialogue with the Executive Director of the California Transportation Commission (CTC) and expect to put forward a consensus program for consideration by the CTC itself as early as April 2009. Your support is needed to meet this objective.



We strongly believe that the continued prosperity of the Ports of Long Beach, Los Angeles and Hueneme will rely on transport of inter-regional goods on a more efficient and reliable rail freight system.



Please join us by expressing support for our urgent efforts to fund and implement projects that enhance freight throughput and reliability while eliminating freight and passenger rail conflicts in Southern California.



Sincerely. REFER TO CEO SIGNATURE PAGE



cc: California Transportation Commissioners John Barna Will Kempton



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