

**DEPARTMENT OF TRANSPORTATION**

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*Serious Drought.  
Help save water!*

February 14, 2017

Dear California Congressional Delegation Member,

This letter highlights some key federal policy priorities that align with the California Department of Transportation's (Caltrans) recently published *Caltrans 2-Year Plan*. The *Caltrans 2-Year Plan* details Caltrans' priority policy and program objectives to implement its *Strategic Management Plan 2015 – 2020*,<sup>1</sup> which articulates the Department's *Mission, Vision, and Strategic Goals*. I strongly encourage you and your staff to review both the *Caltrans 2-Year Plan* and *Strategic Management Plan*.

I also want to thank you for your leadership in enacting the Fixing America's Surface Transportation Act (FAST Act; P.L. 114-094). The *Caltrans 2-Year Plan* highlights some of the Department's recent accomplishments, including its efforts to implement the FAST Act. For more information regarding Caltrans' implementation of the FAST Act and the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21, P.L. 112-141), I also encourage you to visit the Caltrans MAP-21/FAST Act Implementation Website:

[http://www.dot.ca.gov/hq/transprog/map21/map21\\_implementation.htm](http://www.dot.ca.gov/hq/transprog/map21/map21_implementation.htm)

In the coming months, I hope to work with you and potentially seek your support for some specific federal policy priorities that are highlighted in the *Caltrans 2-Year Plan* that will advance Caltrans' Strategic Goals, including:

- Caltrans' FAST Act *Surface Transportation System Funding Alternatives* (STSFA, FAST Act § 6020) Round II grant application for the California Road Charge Pilot Program. The Road Charge pilot is a key initiative to achieve Caltrans long-term *Stewardship and Efficiency* Strategic Goal;
- Caltrans' FAST Act *Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies* Round II (FASTLANE II, FAST Act § 1105) grant applications. These projects represent key federal trade corridor investment opportunities to support continued economic growth and sustainable freight strategies;

<sup>1</sup> *Caltrans Strategic Management Plan 2015-2020*: [http://www.dot.ca.gov/perf/library/pdf/Caltrans\\_Strategic\\_Mgmt\\_Plan\\_033015.pdf](http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf)

- Caltrans' request that the Federal Highway Administration (FHWA) interpret current federal law to allow states to collect fees for zero-emission vehicle fueling at rest areas on Interstate right-of-ways. FHWA's current interpretation of federal law, which restricts this activity, is an obstacle to California's plan for encouraging greater adoption of zero-emission technology and thereby reducing greenhouse gas emissions from the transportation sector. Encouraging the adoption of zero-emission technology advances Caltrans' *Sustainability, Livability and Economy* Strategic Goal.
- Caltrans' FAST Act *Advanced Transportation and Congestion Management Technologies Deployment Program* (FAST Act § 6004) grant applications to support Integrated Corridor Management (ICM) initiatives. Developing and implementing ICM strategies involving advanced intelligent transportation system technologies will advance the Department's *System Performance* Strategic Goal.
- Caltrans' use of innovative federal financing and project delivery methods for its Accelerated Delivery Bridge Program, which will advance Caltrans' *Stewardship and Efficiency* Strategic Goal by identifying bridges on critical freight corridors for repair and improvement using innovative approaches to improve system efficiency.

Additionally, President Donald J. Trump and several Members of Congress have expressed support for dramatically increasing federal infrastructure investment. *California is doing its part: we are stepping up on infrastructure and we stand ready to partner with the federal government on new investment.* The Governor's transportation funding and reform package, which is included in the January state fiscal year 2017 /2018 Budget Proposal, includes significant state infrastructure investment. Therefore, Caltrans applauds any efforts to prioritize federal infrastructure investment during this Congress.

Caltrans acknowledges that Congress and the Trump Administration may consider several different ideas, so the Department will stand ready to offer its expertise to assist you and your staff in formulating any new Federal Infrastructure Investment Program. To offer a few initial thoughts about a new federal program, Caltrans supports the position taken by the American Association of State Highway and Transportation Officials (AASHTO) and others that a new federal program should include, as a foundation, additional sustainable revenue to ensure the permanent solvency of the Highway Trust Fund. It should also build upon the good work Congress has done by enacting the FAST Act and include direct federal assistance through programs Congress has already authorized – this would immediately and directly fund work supporting all of Caltrans' Strategic Goals for highway, transit, and rail programs.

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For additional information about this letter, or Caltrans federal priorities, please contact Giles Giovinazzi, Federal Transportation Liaison for Caltrans and the California High-Speed Rail Authority at [giles.giovinazzi@dot.ca.gov](mailto:giles.giovinazzi@dot.ca.gov) or (916) 214-6144.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm Dougherty". The signature is fluid and cursive, with a long horizontal stroke at the end.

MALCOLM DOUGHERTY  
Director