

**COMMITTEE ON SCIENCE, SPACE
AND TECHNOLOGY**

SUBCOMMITTEE ON SPACE AND AERONAUTICS

COMMITTEE ON SMALL BUSINESS

SUBCOMMITTEE ON INNOVATION,
ENTREPRENEURSHIP AND WORKFORCE
DEVELOPMENT

SUBCOMMITTEE ON ECONOMIC GROWTH,
TAX AND CAPITAL ACCESS

COMMITTEE ON FOREIGN AFFAIRS

SUBCOMMITTEE ON ASIA, THE PACIFIC, CENTRAL
ASIA AND NONPROLIFERATION

SUBCOMMITTEE ON AFRICA, GLOBAL HEALTH
AND GLOBAL HUMAN RIGHTS



United States House of Representatives

Young Kim

39th District, California

WASHINGTON OFFICE:
1306 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4111

PLACENTIA DISTRICT OFFICE:
701 W. KIMBERLY AVE.
SUITE 245
PLACENTIA, CA 92870
(714) 984-2440

WWW.YOUNGKIM.HOUSE.GOV
@REPLYOUNGKIM

April 26, 2021

The Honorable Peter DeFazio
Chair
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation & Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the California State Route 57/60 Confluence Chokepoint Relief Program in surface transportation reauthorization legislation.

The project sponsor is the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the project is located in the San Gabriel Valley of California, in the Cities of Diamond Bar and Industry, at the eastern edge of Los Angeles County adjacent to San Bernardino, Orange and Riverside Counties. The Project limits on SR-57 extend from 0.8 miles south of Sunset Crossing Road to 1.2 miles north of Pathfinder Road, and on SR-60 from 0.4 miles east of Brea Canyon Road to 0.5 miles east of Diamond Bar Boulevard. Most of the construction activities for this Phase of the Project will occur in the City of Diamond Bar and a small portion will occur in the City of Industry, which are both located in the 39th Congressional District of California.

The funding is designated for SR-57 and SR-60, which are two of the most heavily traveled freight highways in the country. Both state routes serve the nation's largest port complex – the Ports of Los Angeles and Long Beach – as well as numerous intermodal, warehousing and manufacturing facilities. The freeways merge and share an alignment for 2.5 miles, near the borders of San Bernardino, Riverside, and Orange Counties. The existing lane configuration of the shared alignment, coupled with high truck and vehicle volumes, creates a dangerous and congestion-causing chokepoint that is currently the 2nd worst truck bottleneck in California or any of the west coast states and the 11th worst in the US. The congestion often causes 4-hour delays during the afternoon peak.

The project is an appropriate use of taxpayer dollars because it will alleviate traffic challenges by constructing eastbound highway improvements and bypass connectors designed to separate local and freeway traffic flows, reduce weaving conflicts, increase merge lengths, and provide targeted congestion relief improvements.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'YK', is positioned above the printed name.

Young Kim
Member of Congress