



February 17, 2009

Hon. Arnold Schwarzenegger
Governor, State of California
State Capitol
Sacramento, CA. 95814

Dear Governor Schwarzenegger:

On behalf of the Waterfront Coalition, I write you in support of including goods movement projects in federal transportation infrastructure stimulus spending. In the short term, these projects increase employment and, when complete, reduce congestion and improve air quality. In the longer term, these freight mobility projects will also help promote economic growth, competitiveness and continued employment in California.

By way of background, the Waterfront Coalition represents manufacturers, retailers, agricultural producers as well as transportation providers moving a significant amount of export and import cargoes along California's highway system and through important freight load centers including the ports of Los Angeles, Long Beach and Oakland. Unfortunately, the efficiency of California's freight network to facilitate the delivery of products to store shelves and allow exporters to fill orders overseas has come under great stress owing to decades of public sector underinvestment and growing cargo volumes. Bottlenecks and other capacity constraints in the network of roads and highways that deliver freight frequently result in lost sales and an increase in costs to many of our members. These supply chain costs contribute to a reduction in employment opportunities and planned business investments in the state.

Including goods movement projects on the list of projects for which the state will seek federal transportation infrastructure stimulus spending will go a long way to reduce inefficiencies in California's freight infrastructure network. Our members, working with transportation providers, port authority and metropolitan planning officials around the state have identified the most critical goods movement projects in California. That list is included as an appendix to this letter.

In our view, funding these projects will increase employment in the short and long term while improving the efficiency of California's freight network to attract long term business investment. The American Association of State Highway and Transportation Officials predicts that \$1 billion in transportation spending results in 35,000 jobs created. Transportation projects that reduce freight congestion and improve highway safety may result in further long term job creation by reducing supply chain costs and allowing other stakeholders in the supply chain to grow and expand employment.

The Waterfront Coalition and its members have put much thought into these projects as well as needed business practice changes to make the most of this infrastructure. We would like to share these concepts with you so please consider us a resource. You may contact me with any questions or concerns at (202) 861-0825.

Sincerely,

Robin Lanier
Executive Director

**CC: Secretary Dale Bonner
Undersecretary John Hummer
Chairman Alan Lowenthal
Chairman Mike Eng
Vice Chairman Bob Huff
Vice Chairman Kevin Jeffries**

APPENDIX: GOODS MOVEMENT PROJECTS IN CALIFORNIA

PROJECT	DESCRIPTION
<p>Long Beach -- I-710 Corridor/Gerald Desmond Bridge Gateway Program</p>	<p>The I-710 Corridor/Gerald Desmond Bridge Gateway Program is a comprehensive, strategic approach to addressing the congestion, air quality, and safety issues in the Corridor between the Ports of Long Beach/Los Angeles and State Route 60. I-710 Program consists of the replacement of the Gerald Desmond Bridge in the Port of Long Beach, and improvements to the I-710 Corridor itself.</p> <p>The I-710 Corridor/Desmond Program is included in the following transportation programs/plans: Southern California Association of Governments' (SCAG) "Southern California's Consensus Program for TEA-21 Reauthorization," the Los Angeles County Metropolitan Transportation Authority Mobility-21 Coalition "Top Ten Traffic Busters (which is endorsed by the Southern California Congressional delegation), the State of California Global Gateways Development Program, the State's Marine Transportation System Infrastructure Needs Assessment, and SCAG's Regional Transportation Improvement Program (Desmond Replacement component) and Regional Transportation Plan. The project is also designated as a "high-priority project" in Section 1804 of the proposed TEA-21 Reauthorization legislation (H.R. 3). The Port of Long Beach and the Gateway Cities Council of Governments have also requested a \$745 million earmark in the bill under the "Projects of National and Regional Significance" (Section 1304). SCAG has endorsed this request.</p>
<p>Long Beach -- Terminal Island Freeway/Ocean Boulevard Interchange</p>	<p>This project is a TEA 21 "High Priority Project." This project also connects directly with the I-710 Corridor/Gerald Desmond Bridge Gateway Program. This project was originally administered by the State DOT (Caltrans), but was transferred to the Port of Long Beach (POLB). Upon completion of this project and also the Gerald Desmond Bridge Replacement project, Ocean Boulevard between the Vincent Thomas Bridge and the Long Beach Freeway (I-710) will be relinquished to the State. Construction has started, and is expected to be completed in the first quarter of 2007.</p>

Port of Los Angeles	Seaside Ave (Ferry St to Sr 47) Gibson Blvd (Port to B), B St (Gibson to Alameda), Alameda St (B to Anaheim) - B St is now Harry Bridges Blvd Figueroa St (B to C), C St (Figueroa to I-110)
Los Angeles--I- 110 Freeway/SR47/Harbor Blvd Interchange	Adding an additional lane to the westbound SR 47 connector for northbound I-110; reconstruct Harbor Blvd/SR 47 ramp intersection; construct new on-ramp from Gaffey St to SR47, estimated completion January 2009
Los Angeles -- Mormon Island Transportation Access Improvement	Construct grade separations at Mormon Island to separate vehicles and trucks from active rail lines. This will help access to TRAPAC. Established completion August 2007
Los Angeles--110 Freeway/C Street Interchange	Local street improvement for on and off at C Street. Will help TRAPAC and West Basin Container Terminal. Estimated completion December 2010
Los Angeles BNRR Rail Yard	Washington Blvd. (Hobart Yard to I-710) Shelia St (Arrowmile to Atlantic), Atlantic Blvd (Shelia to Bandini), Bandini Blvd (S Downey to I-710) - Connector 2 is proposed)
Los Angeles/Long Beach Truck/Rail	Los Angeles/Long Beach – Direct truck focused connections to existing UPRR International Container Transfer Facilities (ICTF), and proposed new BNRR facility.
Los Angeles--TRAPAC on dock rail	This project is an on-dock rail-yard where containers can be loaded onto trains directly at the marine terminal without draying containers to rail facilities. Estimated completion date 2007
Los Angeles-- Navy Way Connector to Westbound Seaside Ave.	Construct a flyover from Northbound Navy Way to westbound Seaside Ave. This would help containers departing APL and Maersk that are traveling westbound. Estimated completion 2007
Los Angeles--Vincent Thomas Bridge	This bridge is projected to be at capacity by the year 2010. There is a study underway to analyze alternatives, including the modification of the existing bridge
Port of Oakland -- 7th Street Grade Crossing	This project will replace the railroad bridge crossing at 7th Street that provides access to the JIT and to the UPRR intermodal facilities. Replacing the bridge will allow the widening of 7th Street, a major arterial street that connects the Port with I-880 and will improve the grade separation of the access tracks that serve the JIT. 7th Street also provides the main access for the public to the Port's 40-acre Middle Harbor Shoreline Park. The current rail bridges and roadway were constructed in phases between 1930 and 1954 and cannot meet the rail infrastructure requirements for future Port growth.

<p>City of Oakland - Eastbound I-80 Truck Access Ramp.</p>	<p>This would be a largely at-grade truck-only ramp accessing the base of the viaduct connecting northbound I-880 and eastbound I-80 from the adjacent frontage road. Currently, trucks exiting the Port along 7th Street must traverse the entire frontage road, negotiate a four-way signaled intersection at West Grand Ave. and enter the viaduct at elevation. This causes congestion at the intersection, which could become significantly worse if the City of Oakland pursues plans to develop a major retail complex at the site of the Oakland Army Base. Estimated cost of this project is \$5 million and could be less if the work is done entirely at grade.</p>
<p>City of Oakland -I-880/5th Street Ramp Improvements</p>	<p>I-880/5th Street Ramp Improvements</p> <p>This project consists of restriping and constructing some minor geometric improvements at the base of the Alameda/Broadway exit ramp from southbound I-880 at 5th Street. This ramp is heavily used by trucks accessing the Port's Middle Harbor Terminals, by making a right turn at the bottom of the ramp at 5th Street. Currently, there is no dedicated right turn lane, so vehicles making a right turn frequently have to wait behind others going straight through the signalized intersection. This results in delays and longer queues backing up the ramp. The estimated cost for this project is \$550,000. It is likely that the Port would want to partner with Caltrans on this project.</p>
<p>City of Oakland - Rebuild Adeline Street Overcrossing</p>	<p>Reconstruct this major truck entrance into the Port area to regrade for more efficient and effective use by trucks and to make it better able to withstand a seismic event. Cost: \$60 million.</p>