

Memorandum

TAB 15

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: November 3-4, 2010

Reference No.: 2.3a.(2). - **REVISED**
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: ROUTE ADOPTION, 07-LA-710 PM 3.6/5.0
RESOLUTION HRA 10-05

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 10-05 and a route location map for State Highway Route (SR) 710. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. The resolution grants approval of route adoption of SR 710 in the county of Los Angeles from Post Mile (PM) 3.6 to 5.0.

ISSUE:

The Department and the Federal Highway Administration (FHWA) propose to modify the adopted route for SR 710 in Los Angeles County. A Project Report was approved on October 19, 2010. A Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact was prepared in accordance with the California Environmental Quality Act and the National Environmental Protection Act. This document was approved by the Commission on September 23, 2010.

Recommended by: _____
RICHARD D. LAND
Chief Engineer

BACKGROUND:

The project to replace the Gerald Desmond Bridge is being implemented by the Port of Long Beach as the Lead Agency for CEQA in cooperation with and under the oversight of the Department. The work will be performed in accordance with State and federal design standards and practices. The Department and the Port of Long Beach entered into a cooperative agreement on March 28, 2007 for the design and right of way phases of the project. An agreement for the construction phase is currently under discussion.

The existing bridge is located in the southwest portion of Long Beach. The bridge and its approaches are part of Ocean Boulevard and connect downtown Long Beach and the Port of Long Beach to marine terminal and transportation infrastructure facilities on Terminal Island. The proposed bridge and Ocean Boulevard are currently designated as the future location of State Route 710 in the State of California Streets and Highways Code.

Future traffic volumes on the existing bridge will result in a very poor level of service by 2030. The existing bridge is also in very poor physical condition. According to the County of Los Angeles inspection, the bridge received a sufficiency rating of 43 which warrants a consideration for replacement. In addition the existing bridge does not have sufficient clearance over the water to provide access for larger container ships.

In April 2002, the Port of Long Beach prepared a Conceptual Study to determine a conceptual "order of magnitude" assessment cost for replacing the existing Gerald Desmond Bridge. Project studies were initiated in early 2002 to develop viable alternatives for a Project Study Report (PSR). Project Development Team (PDT) meetings comprised of staff from the Port, the Department, the FHWA, and a consultant team.

To solicit comments on the project, a Notice of Preparation (NOP) and a Preliminary Environmental Analysis Report (PEAR) describing the proposed project was sent to all responsible and trustee agencies, to interested individuals, and Port of Long Beach tenants on October 25, 2002. A scoping meeting was held November 12, 2002, at the Port of Long Beach administration building to formally introduce the project and solicit comments from local and trustee agencies. A public scoping meeting was also held at the Port Administration Building on the same day. The community expressed no opposition to the project.

The PDT developed and analyzed a series of preliminary alternatives. The analysis resulted in two build alternatives being studied in more detail in the PSR: North Alignment (200-foot vertical clearance), and North Alignment (185-foot vertical clearance). The PSR for this project was approved March 28, 2003.

A Draft Environmental Impact Report/Environmental Assessment (EIR/EA) was issued by the Lead Agency on June 15, 2004, with the public comment period concluding on July 29, 2004. A public meeting was also held July 19, 2004; there was no opposition to the project. Subsequent to the comment period, the Port elected to issue a revised Draft EIR/EA dated November 2009 that contained three build alternatives: North Alignment (200-foot vertical clearance), South Alignment

(200-foot vertical clearance), and Rehabilitation Only. After consideration of public comments received on the revised Draft EIR/EA, the North Alignment was selected as the preferred alternative.

A Project Report for this project was approved by the Department on October 19, 2010. The Final Environmental Assessment-Finding of No Significant Impact/Environmental Impact Report was prepared in accordance with the National Environmental Policy Act and California Environmental Quality Act. The environmental document was approved by the Commission on September 23, 2010.

A Freeway Agreement will be developed and executed following Commission approval of this route adoption. The route segment will be conveyed from the City of Long Beach to the Department through a transfer of deed, but the conveyance will not take place until the Gerald Desmond Bridge has been replaced.

Attachments:

Resolution HRA 10-05
Location Map
Adoption Map

Yellow Handout

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
07-LA-710 PM 3.6/5.0

Resolution HRA 10-05

WHEREAS, the Port of Long Beach in cooperation with the California Department of Transportation (Department) has completed studies for the replacement of the existing Gerald Desmond Bridge which is located along Ocean Boulevard and which connects State Route 710 to Terminal Island, in the City of Long Beach; and

WHEREAS, the Department approved a Project Report on October 19, 2010 for the replacement of the Gerald Desmond Bridge and the adoption of the **replacement** bridge into the State Highway System; and

WHEREAS, the Department completed the Final Environmental Assessment-Finding of No Significant Impact/Environmental Impact Report in accordance with the National Environmental and Policy Act and the California Environmental Quality Act for the **replacement** bridge replacement project and the **route** adoption **;** **and**

WHEREAS, the State of California intends to use State Highway Operation and Protection Program (SHOPP) funds for the Project. As a condition of eligibility for SHOPP funds, the Commission must adopt the replacement bridge route into the State Highway System prior to the start of construction.

NOW, THEREFORE, BE IT RESOLVED by ~~that~~ the California Transportation Commission (~~Commission~~) that pursuant to the authority vested in it by law, this ~~Commission~~ does hereby adopt into the State Highway System **the replacement bridge alignment, but not the existing Gerald Desmond Bridge, on** that segment of Ocean Boulevard from West Broadway to the Terminal Island Freeway (State Route 47), in Los Angeles County, and officially designate it as 07-LA-710, a freeway, as said location is shown on the map submitted by Terry L. Abbott, Chief Design Engineer; and

BE IT FURTHER RESOLVED-that this segment of highway **right of way, including the replacement bridge, viaduct, and easement rights** shall be conveyed from the City of Long Beach to the Department through a transfer by deed; and

~~**BE IT FURTHER RESOLVED** that such conveyance will take place only after the construction of the new Gerald Desmond Bridge has been completed; and~~

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such adoption of the location of said State Highway is in the best interest of the State.



**LOCATION OF
ROUTE ADOPTION**



**CITY
OF
LONG BEACH**

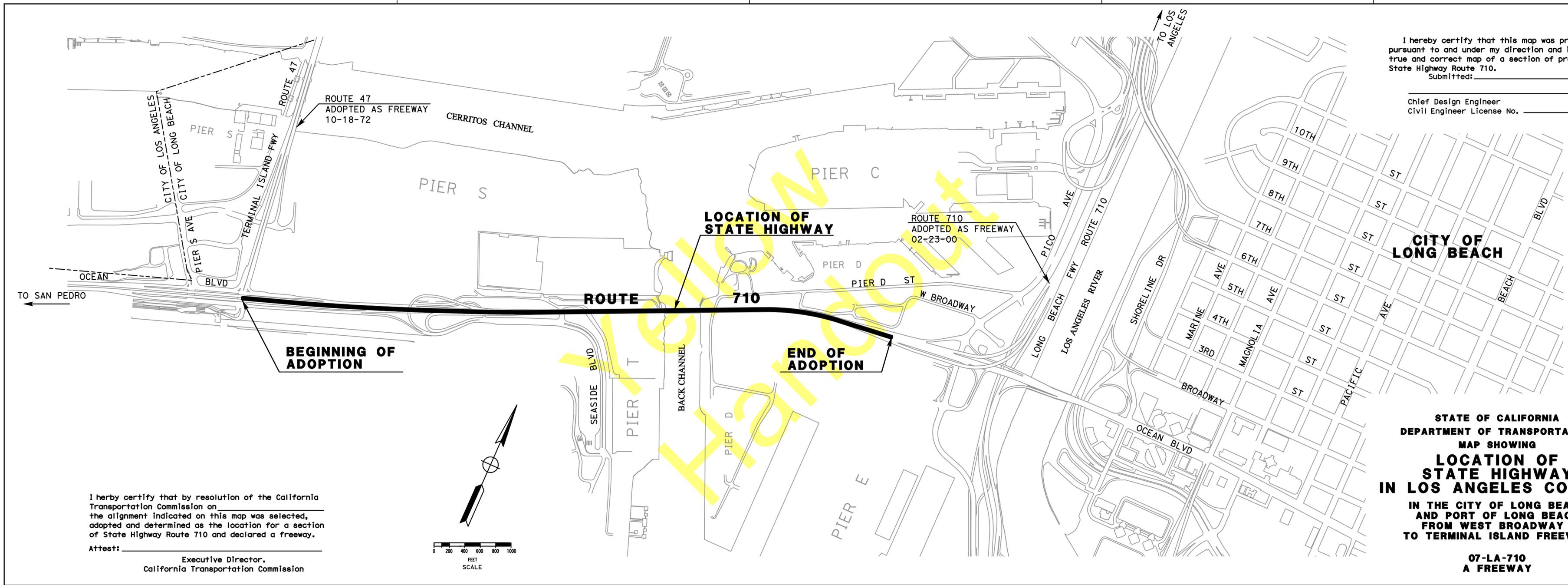
LOCATION MAP



07-LA-710

I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 710.
Submitted: _____

Chief Design Engineer
Civil Engineer License No. _____



BEGINNING OF ADOPTION

LOCATION OF STATE HIGHWAY

ROUTE 710
ADOPTED AS FREEWAY
02-23-00

ROUTE 710

END OF ADOPTION

CITY OF LONG BEACH

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 710 and declared a freeway.

Attest: _____
Executive Director.
California Transportation Commission

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING
LOCATION OF
STATE HIGHWAY
IN LOS ANGELES COUNTY
IN THE CITY OF LONG BEACH
AND PORT OF LONG BEACH
FROM WEST BROADWAY
TO TERMINAL ISLAND FREEWAY**

**07-LA-710
A FREEWAY**



October 26, 2010

The Honorable James Earp
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Chairman Earp:

The Southern California regional transportation agency executives respectfully request the California Transportation Commission approve Caltrans' request for route adoption, the Trade Corridor Improvement Fund baseline agreement amendment and the design-build authorization request under SBX4 with a State of California slot for the Gerald Desmond Bridge Replacement Project at the November 3, 2010 meeting.

The 40-year old Gerald Desmond Bridge, which was designated by Congress as a Project of Regional and National Significance, is in much need of replacement. As a vital part of the goods movement and national infrastructure system, approximately 15 percent of the nation's waterborne cargo moves across the bridge. The Bridge is also a critical link to communities in Los Angeles and Orange Counties - as much as 75 percent of the daily bridge traffic is attributable to inter-regional commuters.

The bridge replacement project is expected to significantly improve safety, reduce congestion and will raise the vertical clearance of the structure to accommodate the newer, "green" vessels. The proposed project will have a tremendous economic impact to the region - it is expected to create an average of 4,000 jobs a year for five years and generate economic activity of \$2.8 billion in Southern California.

We applaud your leadership in improving the state's transportation system and commitment to developing a comprehensive strategy to fund critical infrastructure projects like the Gerald Desmond Bridge.

Sincerely,

[Signatures on following page]



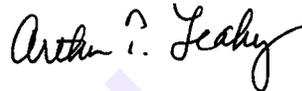
Rick Richmond
Chief Executive Officer
Alameda Corridor East Construction Authority



John Doherty
Chief Executive Director
Alameda Corridor Transportation Authority



Mark Baza
Executive Director
Imperial County Transportation Commission



Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority



Will Kempton
Chief Executive Officer
Orange County Transportation Authority



Richard Steinke
Executive Director
Port of Long Beach



Geraldine Knatz
Executive Director
Port of Los Angeles



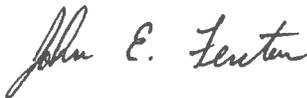
Anne Mayer
Executive Director
Riverside County Transportation Commission



Deborah Robinson Barmack
Executive Director
San Bernardino Associated Governments



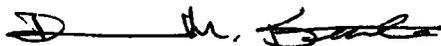
Hasan Ikhata
Executive Director
Southern California Association of
Governments



John Fenton
Chief Executive Officer
Southern California Regional Rail Authority



Thomas E. Margo
Chief Executive Officer
Transportation Corridor Agencies



Darren Kettle
Executive Director
Ventura County Transportation Commission

The Honorable James Earp
October 26, 2010
Page 3

cc: Secretary Dale Bonner – Business Transportation and Housing Agency
Senator Alan Lowenthal, Chair – Senate Transportation and Housing Committee
Assemblywoman Bonnie Lowenthal, Chair – Assembly Transportation Committee
Bimla Rhinehart, Executive Director – California Transportation Commission
Andre Boutros, Deputy Executive Director – California Transportation Commission
Cindy McKim, Director – California Department of Transportation

Meeting
Handout

TABS 15-17



Serving the international trade community since 1919

October 29, 2010

Mr. James Earp
Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Chairman Earp:

The Foreign Trade Association (FTA) is on record in support of the Port of Long Beach proposed Gerald Desmond Bridge Replacement. The FTA is the oldest non-profit trade association in Southern California, established in 1919, to facilitate trade and commerce in Southern California by creating jobs in international trade and growing the economy in the area.

The Gerald Desmond Bridge is a major artery for commerce and commuter traffic in the cities of Long Beach and Los Angeles. The Port of Long Beach has completed its EIR process and has received approval from the various governing agencies to move forward on this project. The Port of Long Beach Harbor Commission has approved entering into an MOU with the State of California for the bridge and is seeking approval of the full funding plan and for design-building authority so they can issue an RFQ and begin building the replacement bridge as soon as possible.

We applaud the Port of Long Beach's plan that enlists funding from federal, state and local sources to construct this new bridge alongside the existing bridge to allow uninterrupted traffic flow during construction.

The economic benefits to our area are obvious. With the proposed investment of \$1.2 billion into the new bridge construction, it will generate \$2.8 billion in economic growth for the Southern California economy and will provide an average of 4,000 much-needed jobs per year for the next five years.

The Foreign Trade Association urges the California Transportation Commission to approve the agenda items on the Gerald Desmond Bridge Replacement Project so that the Port of Long Beach can issue its RFQ

Sincerely,

A handwritten signature in black ink, appearing to read "CARLO DE ATOUGUIA", written over a horizontal line.

Carlo De Atouguia
President

Cc: Secretary Dale Bonner, Business Transportation & Housing Agency
Senator Alan Lowenthal, Chair, Senate Transportation & Housing Committee
Assemblymember Bonnie Lowenthal, Chair, Assembly Transportation Committee
Bimla Rhinehart, Executive Director, California Transportation Commission
Andre Boutros, Deputy Executive Director, California Transportation Commission
Cindy McKim, Director, California Department of Transportation



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

November 1, 2010

Mr. James Earp
Chairman
California Transportation Commission
1120 North Street, Room 2221
Sacramento, California 95814

Dear Chairman Earp:

It was nice to see you at Mobility 21 last Friday.

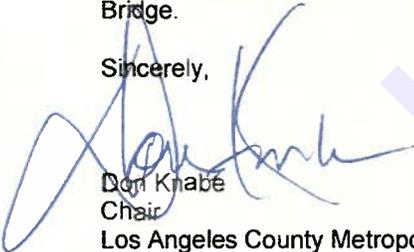
As Chairman of the Los Angeles County Metropolitan Transportation Authority, I am writing to express my support for Caltrans' request for route adoption, the Trade Corridor Improvement Fund baseline agreement amendment and the design-build authorization request under SBX4 with a State of California slot for the Gerald Desmond Bridge Replacement Project at the November 3, 2010 meeting.

The 40-year old Gerald Desmond Bridge, which was designated by Congress as a Project of Regional and National Significance, is in much need of replacement. As a vital part of the goods movement and national infrastructure system, approximately 15 percent of the nation's waterborne cargo moves across the bridge. The Bridge is also a critical link to communities in Los Angeles and Orange Counties - as much as 75 percent of the daily bridge traffic is attributable to inter-regional commuters.

The bridge replacement project is expected to significantly improve safety, reduce congestion and will raise the vertical clearance of the structure to accommodate the newer, "green" vessels. The proposed project will have a tremendous economic impact to the region - it is expected to create an average of 4,000 jobs a year for five years and generate economic activity of \$2.8 billion in Southern California.

I would like to thank you for your leadership in improving the State's transportation system and commitment to developing a comprehensive strategy to fund critical infrastructure projects like the Gerald Desmond Bridge.

Sincerely,



Don Knabe
Chair

Los Angeles County Metropolitan Transportation Authority Board of Directors

DK:mw

c: Secretary Dale Bonner - Business Transportation and Housing Agency
Senator Alan Lowenthal, Chair - Senate Transportation and Housing Committee
Assemblywoman Bonnie Lowenthal, Chair - Assembly Transportation Committee
Bimla Rhinehart, Executive Director - California Transportation Commission



November 1, 2010

Mr. James Earp
Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Re: Gerald Desmond Bridge Funding Request

Dear Chairman Earp and Commissioners:

On behalf of the Pacific Merchant Shipping Association (PMSA), which represents marine terminal operators and ocean carriers conducting business at all of California's public ports, I am writing to respectfully request that the California Transportation Commission approve the Caltrans' recommendations for the Gerald Desmond Bridge Replacement Project at your November 3, 2010 meeting.

PMSA has long been a vocal supporter of the completion of the Gerald Desmond Bridge project, and we, along with most of the California trade and goods movement communities, have consistently listed this project as one of this highest priorities for improving the efficiency, safety, volume and environmental profile of the Southern California goods movement system.

In addition to its importance to the region and state, the Gerald Desmond Bridge replacement program is also a vital component of efforts to improve the national goods movement infrastructure system, as the 40-year old Gerald Desmond Bridge handles approximately 15 percent of the nation's waterborne cargo.

We also cannot underemphasize how critical the Bridge replacement project is to maintaining California's dominant position in international trade and keeping the Ports of Long Beach and Los Angeles competitive with other container ports throughout North America. This new bridge will not only ensure that new and existing marine terminals will be able to welcome the newest, cleanest and most efficient container vessels sailing in the Pacific trades, but it will also reduce congestion, reduce emissions, improve traffic safety, improve homeland security and expedite the workings of the cleanest trucks in California – the port drayage fleet.

In addition, the economic benefits of this particular project go far beyond increasing our long-term port competitiveness, it will also have a tremendous immediate economic impact on our region as well. It is estimated that this construction project alone will create an average of 4,000 jobs a year for five years and economic activity of \$2.8 billion in Southern California.

Pacific Merchant Shipping Association
250 Montgomery St., Suite 700, San Francisco, CA 94104

(415) 352-0710

fax (415) 352-0717

Chairman Earp
Gerald Desmond Bridge
November 1, 2010
Page 2

We applaud your commitment to maintaining California's leadership in goods movement and the existing groundwork that has been laid to fully fund this important project. In addition, we would like to commend the vision and leadership exhibited by CalTrans, the Business, Transportation and Housing Agency, and by Secretary Bonner personally. PMSA is proud to have actively worked with these state agencies, the Port of Long Beach, the longshore laborers of the ILWU and the many members of the California Trade Coalition over the last five years to build ongoing support for this project and explore many creative financing options which led to the current recommendation before you today.

With the hard work of funding this project about to be put behind us, the even harder work of construction and project delivery lies ahead; and the trade community stands ready to support the Port of Long Beach in its work. As such, PMSA thanks you in advance for your approval of this critical funding package for the Gerald Desmond Bridge project.

Sincerely,



Mike Jacob
Vice President, PMSA

cc: Members, California Transportation Commission
Ms. Bimla Rhinehart, California Transportation Commission
Hon. Dale Bonner, Secretary, Business, Transportation & Housing Agency
Mr. Dick Steinke, Port of Long Beach



ILWU Local 63
330 W. 5th Street, Suite 500
San Pedro, CA 90731 • (310) 521-6563



ILWU Local 13
630 S. Centre Street
San Pedro, CA 90731 • (310) 830-1130



ILWU Local 94
411 E. Harbor Blvd., Suite 203
San Pedro, CA 90731 • (310) 832-1130



October 26, 2010

Chairman James Earp
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Re: Gerald Desmond Bridge Funding Requests

Dear Chairman Earp and Commissioners:

On behalf of International Longshore and Warehouse Workers Union (ILWU) Locals 13, 63 and 94 and the Pacific Merchant Shipping Association (PMSA), we respectfully request that the California Transportation Commission approve the Caltrans' recommendations for the Gerald Desmond Bridge Replacement Project at your November 3, 2010 meeting.

As a vital asset of the national goods movement infrastructure system, the 40-year old Gerald Desmond Bridge handles approximately 15 percent of the nation's waterborne cargo. Replacing the Bridge is critical to maintaining California's dominant position in international trade and keeping the San Pedro Bay ports competitive with container ports throughout North America. A new bridge will ensure that our ports can both accommodate the newer, cleaner and larger container vessels while also accommodating more clean trucks on our roads.

The economic benefits of this particular project go far beyond increasing our long-term port competitiveness, it will also have a tremendous immediate economic impact on our region as well. It is estimated that this construction project alone will create an average of 4,000 jobs a year for five years and economic activity of \$2.8 billion in Southern California.

We applaud your commitment to maintain California's leadership in goods movement, and encourage you to continue improving the State's transportation system and funding critical infrastructure projects like the Gerald Desmond Bridge.

Sincerely,

John McLaurin
President, PMSA

Joe Coriez
President, ILWU Local 13

Daniel G. Miranda
President, ILWU Local 94

Peter Peyton
President, ILWU Local 63



November 2, 2010

Mr. James Earp
Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814
Mr. Richard Cameron

Dear Chairman Earp:

On behalf of the National Retail Federation (NRF), I am writing in strong support of the project to replace the Gerald Desmond Bridge. The bridge is a critical link in the supply chain that is vital to the national economy. For years the bridge has been deteriorating. Without a new structure in place, we fear that a closure of the bridge could prove quite costly for the region, our members and the millions of consumers that depend on the bridge to help deliver products to store shelves and the ultimate consumer.

The Gerald Desmond Bridge remains a significant piece of infrastructure to the region and the nation helping to move cargo and commuters every day. According to recent statistics compiled by CalTrans, the bridge is deteriorating rapidly. Area residents frequently see large pieces of concrete regularly falling off the structure. Closing the bridge due to its structural deficiency remains a real threat. Without a replacement, commuters and cargo would be forced to find less efficient alternative routes contributing to greater road congestion and a reduction in air quality for the region.

Many retailers have come to rely on the bridge as a means to connect to vital transportation arteries in order to fill orders and complete their supply chain. Closing the bridge without a replacement may result in cargo delays that would significantly increase transportation costs. Such delays could lead some cargo owners to consider less expensive faster blue water ports. This could result in lost business opportunities for many logistics based industries with adverse consequences for the transportation, warehousing and other affiliated jobs in the region.

As the world's largest retail trade association and the voice of retail worldwide, the National Retail Federation's global membership includes retailers of all sizes, formats and channels of distribution as well as chain restaurants and industry partners

Liberty Place
325 7th Street NW, Suite 1100
Washington, DC 20004
800.NRF.HOW2 (800.673.4692)
202.783.7971 fax 202.737.2849
www.nrf.com

from the U.S. and more than 45 countries abroad. In the U.S., NRF represents the breadth and diversity of an industry with more than 1.6 million American companies that employ nearly 25 million workers and generated 2009 sales of \$2.3 trillion. .

We believe that the Gerald Desmond Bridge is a vital piece of infrastructure for the region and the nation and we support its replacement. We appreciate this opportunity to express our support for this project. Please feel free to contact me with any questions.

Sincerely,



Jonathan Gold
Vice President, Supply Chain and Customs Policy
National Retail Federation

CC: Secretary Dale Bonner – Business Transportation and Housing Agency
Senator Alan Lowenthal, Chair – Senate Transportation and Housing Committee
Assemblywoman Bonnie Lowenthal, Chair – Assembly Transportation Committee
Bimla Rhinehart, Executive Director – California Transportation Commission
Andre Boutros, Deputy Executive Director – California Transportation Commission
Cindy McKim, Director – California Department of Transportation



ANTONIO R. VILLARAIGOSA
MAYOR



October 14, 2010

James Earp
Chairman
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Re: Support for the Gerald Desmond Bridge Replacement Project

Dear Chairman Earp:

I write to express my support for the Gerald Desmond Bridge Replacement Project located in the San Pedro Bay Port Complex. To date, the Port of Long Beach has secured nearly \$640 million dollars from state and federal sources, including \$114 million of port funds. Despite these efforts, there is still a significant funding shortfall. I support the Port of Long Beach's request for \$200 million in State Highway Operation and Protection Program (SHOPP) funds (beyond the currently committed \$299 million in SHOPP funds via the State Prop. 1B TCIF program) for this nationally vital project. The Gerald Desmond Bridge (GDB) is a federally designated "Project of National and Regional Significance," as defined in The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The GDB Replacement Project will also have an added economic benefit to our region by providing 4,000 construction jobs for five-years.

The GDB handles 15% of all seaborne import and export containers for the U.S., serving businesses throughout the nation and the State of California, and providing consumer goods to all Californians. The GDB has several critical operational issues and maintenance challenges. Traffic has exceeded the capability of the GDB, which now handles approximately 68,000 vehicles trips a day (the equivalent of 18 million trips per year). After inspection by Caltrans, the GDB received a low "sufficiency" rating of 48 out of 100 for the super structure and concrete decks. The deteriorating physical condition of the GDB has forced protective netting to be installed under sections of the bridge to stop falling pieces of the concrete from hitting workers and waterway below.

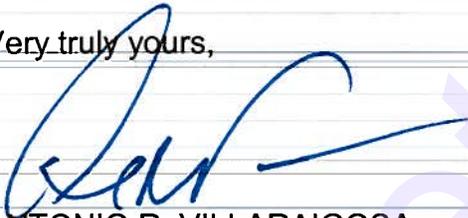


James Earp
October 14, 2010
Page 2

The City and the Port of Los Angeles have collaborated extensively with the Port of Long Beach, all of the southern California transportation agencies (including Southern California Association of Governments and the Los Angeles County Metropolitan Transportation Authority), and the State on a consensus list of priority goods movement transportation projects, including the GDB. The GDB is also included in the following programs: the Governor's Goods Movement Action Plan, the Multi-County Goods Movement Action Plan, and the State Proposition 1B Trade Corridors Improvement Fund (TCIF) program.

Thank you for considering this letter of support, and I respectfully urge your approval of \$200 million in SHOPP funds for this project of critical regional, statewide, and national significance.

Very truly yours,



ANTONIO R. VILLARAIGOSA
Mayor

ARV:sc

cc: Governor Arnold Schwarzenegger
Members, California Transportation Commission
Secretary Dale Bonner, Business, Transportation & Housing Agency

CALIFORNIA ASSOCIATION OF PORT AUTHORITIES

1510 14TH STREET SACRAMENTO, CA 95814 (916) 444-7158

MEMBERS

Humboldt Bay Harbor District
Port of Hueneme
Port of Long Beach
Port of Los Angeles
Port of Oakland
Port of Redwood City
Port of Richmond
Port of San Diego
Port of San Francisco
Port of Stockton
Port of West Sacramento



OFFICERS

Omar R. Benjamin
President

Dianna L. Baker
Treasurer

Timothy N. Schott
Association Secretary

November 1, 2010

Mr. James Earp
Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814



RE: Gerald Desmond Bridge Funding

Dear Chair Earp:

On behalf of the California Association of Port Authorities (CAPA), which is comprised of the state's eleven commercial publicly-owned ports, we write today to encourage the CTC to approve the Caltrans recommendation for the Gerald Desmond Bridge Replacement project.

This project has been one of the highest priority projects in Southern California for improving our goods-movement system. It is a project of significant national importance and is critical to meeting safety and efficiency standards as well as improving trade-related environmental impacts in the region.

The Gerald Desmond Bridge is more than 40 years old and in dire need of replacement. This bridge alone handles some 15% of the nation's waterborne commerce and as such is a critical link in the regional, state, and national goods movement infrastructure system.

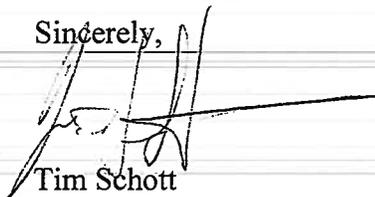
In addition, this project is key to California's long-term economic vitality and to maintaining a leadership role in international trade. The Ports of Long Beach and Los Angeles, which both rely on the Gerald Desmond Bridge, are among the largest, most efficient, and most environmentally friendly ports in the nation and indeed the world. The replacement of the bridge will facilitate long term improvement at our ports; allow California to service the cleanest and most efficient vessels plying the world's waters; improve traffic safety; reduce traffic congestion; and better serve the drayage fleet calling at California's ports, the cleanest truck fleet in the state.

In the shorter term, the project will provide a major economic boost in California, by supporting some 4,000 jobs a year for the next five years of construction.

Many in the trade community, including our Association, have been actively participating in discussions over the last few years on how best to move forward with this project. Under the leadership of Secretary Bonner, the Business Transportation and Housing Agency, and Caltrans, we are proud to have played a small role in the thoughtful and visionary process that has led to the recommendation before you.

We appreciate your time and respectfully request your support of the Gerald Desmond Bridge project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Schott', is written over a set of horizontal lines. The signature is stylized and somewhat cursive.

Tim Schott

cc: CTC Commissioners
Ms. Bimla Rhinehart, CTC
Secretary Bonner, BT&H



IBEW

International Brotherhood of
Electrical Workers, AFL-CIO

P.O. Box 2500
297 North Marengo Avenue
Pasadena, CA 91102-2500
PHONE: (626) 243-9700
FAX: (626) 796-8612

November 2, 2010

Chairman James Earp
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

*Letter individually
addressed to Chair
and each Commissioner*

Dear Mr. Earp:

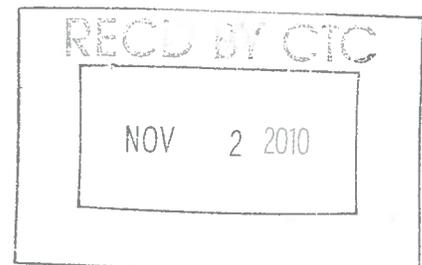
On behalf of IBEW Local 11, we are writing to express our strong support for the proposed New Replacement of the Gerald Desmond Bridge project located in the city of Long Beach. The Gerald Desmond Bridge is in desperate need of replacement. It poses a long term risk to truck drivers and commuters in the port area. There is also a danger that the debris falling off of the bridge poses to cargo carrying vessels that use the channel under the bridge.

As a labor union that has over 1,200 members that live and work in and near the port, we are deeply concerned about jobs. We believe this project will create 4,000 to 5,000 jobs and bring desperately needed revenue back to the community. These jobs will be the difference between many community members being able to make ends meet or not. We have a concern that keeping the status quo could also be a real danger to existing jobs if the bridge is not fixed and catastrophe happens, it will hurt the largest economic engine for our region. For all the reasons listed above we support the New Replacement of the Gerald Desmond Bridge project.

Sincerely,

Kevin Norton
Assistant Business Manager
IBEW Local #11

KN/bir
opelu#537 afl/cio





October 29, 2010

Chairman James Earp
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

RE: Replacement of the Gerald Desmond Bridge

Dear Chairman Earp:

On behalf of the Waterfront Coalition, I am writing to express support for the replacement of the Gerald Desmond Bridge. This piece of infrastructure is a vital component of the North American supply chain helping exporters and importers reach markets here at home and abroad. The bridge is in a serious state of decay and should be replaced to help move the nation's commerce, the region's commuters and provide thousands of local jobs for southern California.

By way of background, the Waterfront Coalition represents manufacturers, product suppliers, retailers, agricultural producers and other exporters and importers moving commerce through the nation's seaports. Our members move quite a large amount of cargo through the San Pedro Bay each day by truck services, much of which travels over the bridge. We have a direct interest in making sure that this cargo transits the region safely, efficiently and as environmentally responsible as possible.

The Gerald Desmond Bridge may be the single most important piece of infrastructure to our members given the amount of commerce that transits the bridge each day. Unfortunately, the bridge is quickly becoming functionally obsolete with large pieces of concrete falling from its structure every day. Caltrans has determined that the bridge is quickly reaching the end of its life span. Without a replacement, we fear that the bridge may be closed forcing trucks and commuters will find alternative routes leading to greater congestion on local roadways and higher levels of air pollution.

Closure of the bridge would be quite costly for exporters and importers relying on truck services to move freight through San Pedro Bay. In this economic environment, exporters and importers rely on speed to delivery to make sure that factory floors have inputs, store shelves are replenished and overseas markets are easily reached. Greater cargo delays that raise costs could force shippers to consider alternative maritime gateways. This diversion in cargo could result in lost business opportunities for logistics partners, that could negatively impact many transportation, warehousing and other logistics jobs in the region.

We believe that the Gerald Desmond Bridge is a vital piece of infrastructure for the region and the nation and we support its replacement. A new Gerald Desmond Bridge will help improve the North American supply chain, expand logistics based employment in the region, provide thousands of new construction jobs and reduce congestion related air emissions.

Thank you,



Robin Lanier
Executive Director

Cc: Secretary Dale Bonner – Business Transportation and Housing Agency
Senator Alan Lowenthal, Chair – Senate Transportation and Housing Committee
✓ Assemblywoman Bonnie Lowenthal, Chair – Assembly Transportation Committee
Bimla Rhinehart, Executive Director – California Transportation Commission
Andre Boutros, Deputy Executive Director – California Transportation Commission
Cindy McKim, Director – California Department of Transportation