



ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

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February 17, 2006

Ms. Sunne Wright McPeak
Secretary, California Business, Transportation and Housing Agency
State of California
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dr. Alan Lloyd
Secretary, California Environmental Protection Agency
State of California
1001 I Street
Sacramento, CA 95812-2815

Dear Secretaries McPeak and Lloyd:

On behalf of the Alameda Corridor Transportation Authority, we would like to express our support for the proposed bond measures put forth by the Governor to finance California's critical infrastructure needs. We also applaud your efforts to move forward with implementation of the state's Goods Movement Action Plan as well as the critically important draft Emission Reduction Plan.

ACTA strongly supports funding projects involving goods movement to and from our ports and related air quality improvements. There is an urgent need for freight capacity improvements that will ensure the long-term economic vitality of our state, as well as implementing initiatives to address the air quality and health risks associated with goods movement. More specifically, we want to draw your attention to a critical goods movement project being proposed jointly by Caltrans and ACTA known as the SR-47 Port Access Expressway, which we believe is ideally suited for some of the funding included in the bond measure.

Since its opening in 2002, the Alameda Corridor has improved the flow of goods to and from the ports of Los Angeles and Long Beach. The Corridor has helped to reduce congestion and has provided air quality relief throughout South Los Angeles County through improved rail efficiency and elimination of vehicle delays at more than 200 road-rail crossings. Long recognized by the Federal government as a "Project of National Significance," and the backbone of Southern California's trade network, the Alameda Corridor is an excellent example of an infrastructure project that can simultaneously provide both environmental mitigation and capacity enhancement.

According to ACTA's most current data, the total number of annual trains using the Corridor has increased nearly 20% since 2003 to more than 17,000 in 2005. Annual containers transported via the Corridor have also increased 20% since 2003 to 3.8 million TEU's in 2005, representing more than 25% of all imports, exports and empty container trips generated by the Ports.

The Alameda Corridor has also produced significant air emission reductions, through increased rail efficiency and the elimination of vehicle delays at more than 200 road-rail crossings. Since its opening, the Alameda Corridor's operation has resulted in 1,688 fewer tons of Nitrous Oxide (NOx) and 69 fewer tons of particulate matter (PM). In 2005 alone, the Corridor's operation resulted in more than 1,400 tons of total emission reductions. Nearly 5,300 tons of cumulative emission reductions have occurred since the Corridor's opening in April 2002.

Despite these impressive performance figures, ACTA recognized that much more is needed to accommodate future trade demands in an environmentally sensitive manner. Accordingly, ACTA

expanded its mission in 2004 to promote additional rail and highway projects that will provide even more congestion relief and air quality improvement.

One key component to the Expanded Mission is the SR-47 Port Access Expressway. Through a cooperative agreement with Caltrans, ACTA is completing environmental documents for replacement of the seismically deficient Schuyler Heim Bridge linking Terminal Island to Wilmington. The project also includes developing a four-lane elevated expressway connecting to Alameda Street that will reduce congestion on both the Long Beach and Harbor Freeways and make truck trips in and out of the harbor complex significantly more efficient.

As the Governor and the State Legislature continue discussions on the bond measure that will ultimately be considered by the voters, we want to provide you with some information that describes the benefits of this critical project:

- The SR-47 Port Access Expressway will reduce congestion on the Harbor and Long Beach Freeways by providing a more direct route between the ports and local businesses and warehousing. It is estimated that the expressway would reduce truck traffic on the Long Beach Freeway by more than 5%.
- The environmental studies and preliminary design are being jointly funded by Caltrans and ACTA, with both contributing nearly \$6 million. ACTA is preparing a cooperative agreement with Caltrans to commence the final design.
- Congress recognized the SR-47 Port Access Expressway as a "High-Priority Project," and it received a \$10 million earmark for final design in the recently enacted "SAFETEA-LU" legislation.
- Caltrans has already budgeted \$157 million in State Highway Operations and Protection Program (SHOPP) funds for the bridge replacement portion. An additional \$260 million, however, will be needed for the elevated extension.
- The project contains elements that could foster a public-private partnership arrangement for implementing the improvements on an expedited basis.
- A Draft EIR/EIS is anticipated for public review in mid-2006, and a Record of Decision from the Federal Government could be received by the end of the year.
- The project has already been included on most goods movement project lists developed by various regional transportation and planning agencies, and it is on the preliminary short-list of necessary projects included in the Governor's Goods Movement Action Plan.
- Unlike other large-scale infrastructure projects that might take decades to become reality, the SR-47 Port Access Expressway can be designed and built in the short-term to provide much-needed congestion and air quality relief.

If the bond measure ultimately includes project earmarks, ACTA respectfully requests that a funding earmark for this critical project be included. If, on the other hand, the legislation is going to create a competitive application process, ACTA wishes to make you aware that this critical project promotes goods movement efficiency, provides congestion relief and air quality benefits, possesses matching funds and is ready to go in the short-term. As you continue to identify needed improvements, we request that the SR-47 Port Access Expressway be included as a priority project.

Thank you both for all of your hard work over the last 18 months to advance a statewide comprehensive plan for goods movement and air quality, as well as public safety and security.

Sincerely,



Frank Colonna
Long Beach City Council
ACTA Chair



Janice Hahn
Los Angeles City Council
ACTA Vice Chair

cc: Barry Sedlik
Cindy Tuck