



Harbor
Trucking
Association

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RE: (Project EA 07-39020)

Submitted Electronically to caltransvtb@virtualeventroom.net

To whom it may concern:

The Harbor Trucking Association (HTA) and the California Trucking Association (CTA) welcomes this opportunity to provide initial comments here on the Vincent Thomas Bridge (VTB) Replacement Project. HTA is the largest not-for-profit trade association representing drayage and intermodal motor carriers in the United States (US) with a particular focus in California and the West Coast. CTA is the largest statewide trucking association in the US representing motor carriers engaged in a multitude of trucking vocations throughout California including drayage and intermodal.

Motor Carrier members of the HTA and CTA move the majority of cargo traversing the San Pedro Bay Port (SPBP) gateway. It is clear, as evidenced by the recent supply chain challenges experienced across the globe, the SPBP complex is a critical component of the national goods movement network. With over 30% of all US imports traversing the southern California gateway, it is of the utmost importance that any potential disruptions to the intricate network that supports the ports of Los Angeles and Long Beach be closely examined prior to any initiation of work.

We appreciate the level of outreach CalTrans has so far engaged in, however, with few details on actual project timelines and closures, it is difficult to provide in depth comments at this time. However, from the available information, the HTA, the CTA and our motor carrier member companies have a handful of observations that should be addressed initially in order to ensure smooth project execution with minimal disruption.

The deteriorating road surfaces of the surrounding streets that will absorb the spillover from any closures of the VTB should be the highest priority prior to project initiation. Specifically, Harry Bridges Blvd and S. Alameda Street just north of the project area. While this particular roadway is in dire need of resurfacing and repair, any other potential detour routes will also need consideration prior to any closure of the VTB.

Furthermore, HTA and CTA members have expressed support for the single stage, full closure which will be the shortest and potentially least disruptive. However, without actual project option timelines and detour information, it is impossible to say which option is most appropriate.

Perhaps a hybrid approach that includes 24 hours of continuous work with full closures during late evening and early morning hours with limited lane openings during the day could be the most effective.

Another component of the project should include detailed origin and destination (O/D) studies of heavy-duty vehicles working in the port complex to determine the least restrictive and disruptive pathway for project completion. This can be accomplished through working with the multiple providers who collect and maintain GPS data for trucking fleets.


Additionally, any efforts by local jurisdictions to limit or close existing infrastructure that supports the port complex including the Terminal Island Freeway in the City of Long Beach and the Overweight Corridor which traverses through multiple cities including Long Beach, Carson and Los Angeles should be tabled until VTB project completion.

Finally, all detour efforts should focus on keeping passenger and light duty vehicle traffic separate from established Heavy Duty truck routes. Conversely, any routes or surface streets that prohibit truck traffic should continue with the restrictions to prevent prohibited vehicles. All detour routes should be clearly identified with large, easy to read and permanent signage.

While no doubt there are a host of issues that will need to be addressed throughout the process, the opportunity to provide preliminary comments here is appreciated.

We look forward to additional dialogue.

Sincerely,



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