

# Industry & Business Groups



California

Los Angeles County Chapter

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February 18, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

RE: Gerald Desmond Bridge Replacement Project

Dear Mr. Cameron,

The Los Angeles County Chapter of the American Council of Engineering Companies (ACEC) supports replacement of the Gerald Desmond Bridge and supports the preferred Northside Alternative. ACEC is a national organization representing engineering companies throughout the United States. The Los Angeles Chapter consists of 85 member firms in Los Angeles County that employ nearly 2000 employees.

The American Society of Civil Engineers each year issues a report card for infrastructure throughout the United States. That report card for Los Angeles County notes our roads and highways rate a D+ and our bridges rate a C. Certainly the current condition of the Gerald Desmond Bridge is of great concern. Parts of the bridge are literally falling off and safety features must be added. Overall, it rates a very low inspection rating. It is not cost effective or a wise use of public money to simply patch the bridge. It must be replaced.

The bridge also is an important link for local transportation and trucks carrying goods in and out of the port. A new bridge will have a modern design, will be safer for trucks and cars, and will provide safe clearances for newer and cleaner fleets of cargo ships. Construction of the new bridge will bring jobs and economic impact to our region. More important, the new bridge will keep our San Pedro ports at the top in an increasingly competitive shipping climate. Strong ports mean good long-term jobs for our region.

Sincerely,

Shahram Vahdat, P.E.  
President

ACEC

FEB 22 2010

**PORTS**

*Elizabeth Warren  
Executive Director  
Berth 77, P 7-A, Ports O' Call  
San Pedro, CA 90731  
www.FuturePorts.org*

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Pasadena Chamber of Commerce  
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Partnership  
Valley Industry & Commerce  
Association  
Wilmington Chamber of Commerce*

March 22, 2010

Mr. Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach CA 90802

Re: Gerald Desmond Bridge Replacement Project  
Draft Environmental Impact Report/Statement Documents

Dear Mr. Cameron:

On behalf of FuturePorts and its members, we are pleased to support the Port of Long Beach's draft Environmental Impact Report and draft Environmental Impact Statement (DEIR/DEIS) for the Gerald Desmond Bridge Replacement Project (Project). FuturePorts is a membership-based advocacy group based in the harbor area and focused on balancing growth and environmental policies. We congratulate the Port of Long Beach (Port) on producing this document, and look forward to receiving the release of the document.

We acknowledge and recognize the importance of this bridge to the economic prosperity of the region, and the service it provides to the entire United States. Dubbed the "bridge to everywhere," the bridge, carrying about 15 percent of the nation's waterborne cargo, connects the cargo arriving at the San Pedro Bay Ports to virtually every Congressional District in America.

FuturePorts supports the three key objectives of the proposed project (1) To provide a structurally sound bridge linking Terminal Island and Long Beach/I-710 over the next hundred years; (2) To provide sufficient roadway capacity to handle current and projected vehicular traffic volume demand, which the existing bridge cannot provide with only two through lanes and no shoulders; and (3) To provide sufficient vertical clearance for safe navigation through the Back Channel to the inner Harbor, which the existing bridge, at only 156 feet (ft) (47.5 meters [m]) above mean high water level (MHWL), does not provide

FuturePorts also supports the Project purposes stated by the Port, namely to provide a bridge that will be structurally sound and seismically resistant; reduce approach grades; provide sufficient roadway capacity to handle current and future car and truck traffic volumes; and provide vertical clearance that would afford safe passage of existing container ships and for new-generation larger vessels currently being constructed.

While FuturePorts believes that the environmental impacts have been adequately analyzed in accordance with CEQA, FuturePorts would like to offer the following suggestions to further enhance the

FP(B)-1





environmental analysis provided. Specifically, our organization believes that the project may be supplemented:

- (1) Require the sources of building materials or the destination of demolition materials be as close to the project as possible, to minimize transportation distances and related emissions; } FP(B)-2
- (2) Recycle demolition materials for use in other nearby projects, thereby mitigating some of the transportation, air quality and hazardous materials handling impacts; } FP(B)-3
- (3) Utilize a recycler who will provide the maximum amount of wharfage fees to the Ports; } FP(B)-4
- (4) Expand Section 2.2.5.2 – Affected Environment Atmospheric Deposition (page 2-255), to clarify that in addition to combustion emissions, brake and tire wear produces significant deposition of copper and zinc, respectively, which are toxic in the aquatic environment; } FP(B)-5
- (5) Expand Section 2.2.5.2 – Affected Environment Atmospheric Deposition (page 2-255), to note the Ports’ Clean Truck Programs will reduce deposition from these sources by replacing older vehicles; } FP(B)-5
- (6) In Measure HS-1, require an Accident and Terrorist assessment of the Preferred Alternative, which would include an incident where increased bridge capacity and height for emergency evacuation purposes (by both ground vehicles and marine vessels) is needed because of a potential regional terrorist, extreme storm or seismic event; } FP(B)- 6
- (7) In the potential impacts section of Measure CEQA (GHG-1), note Port related truck traffic is expected to increase whether or not the capacity of the bridge increases and by evening out the truck traffic flow in a more efficient manner, the Preferred Alternative may actually decrease emissions in future years compared to the No Action Alternative; and } FP(B)-7
- (8) Address the need for Gerald Desmond Bridge to achieve emergency clearance to reopen as quickly as possible in the event of an earthquake, tsunami or other Act of God, or a terrorist attack, due to its critical role in facilitating emergency recovery assistance. } FP(B)-8

Of the alternatives evaluated in the Environmental Assessment under NEPA and the Environmental Impact Report under CEQA, FuturePorts supports the selection of the Preferred Alternative, the North-Side Alignment Alternative. FuturePorts will support the Port of Long Beach and the Port of Los Angeles in their efforts to obtain federal, state, regional and local funding as well as to assist in the exploration of public private partnerships to the extent required to supplement public funds. } FP(B)-9

Lastly, we would like to stress that the San Pedro Bay Ports of Long Beach and Los Angeles are major economic drivers to this region, providing approximately 500,000 jobs in the greater





FP(B)-9 { five county area and more than 1 million jobs nationally. The construction of this project will support about 4,000 construction jobs per year for five years.

In conclusion, FuturePorts believes neither the No Action Alternative nor the Rehabilitation Alternative meets the critical infrastructure needs of the region, the local communities, the Ports, the shipping lines, commuters or emergency relief planners. We, therefore, support the selection of the Preferred Alternative and the commencement of construction and demolition as expeditiously as possible.

Sincerely,

FuturePorts

A handwritten signature in cursive script that reads "Elizabeth Warren".

Elizabeth Warren  
Executive Director



**HARBOR ASSOCIATION OF INDUSTRY & COMMERCE**

P.O. Box 4250 • Sunland, CA 91041  
Phone: 818-951-6088 • Fax: 818-353-5976  
Website: www.harborassn.com • E-Mail: info@harborassn.com

March 11, 2010

Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

Dear Mr. Cameron:

The Harbor Association of Industry & Commerce (HAIC) would like to go on record in support of the Port of Long Beach EIR to construct a new Gerald Desmond Bridge. This bridge is a major artery for commerce and commuter traffic in the cities of Los Angeles and Long Beach. We recognize that this 40 year old, deteriorating bridge exceeds its operational capacity, posing safety, congestion and maintenance challenges. With the new proposed three lanes of traffic in each direction, as well as an emergency lane for disabled vehicles the congestion will be greatly improved as will the flow of traffic.

We understand that Caltrans inspectors have given the existing Desmond Bridge low marks. The concrete decks and superstructure need significant improvements. It make economic sense that rather than putting more money into repairs, to build a modern bridge that will last many decades.

This major project, with a proposed investment of \$1.2 billion into the new bridge construction which would generate \$2.8 billion in economic growth for the Southern California economy and provide an average of 4,000 jobs per year for five years, will not only be an economic benefit to Long Beach and the region, but will benefit the area for decades from the improved traffic safety, increased efficiency and reduced congestion on the new bridge.

HAIC strongly urges the Long Beach Board of Harbor Commissioners and all other entities involved in the EIR process to proceed without delay to replace this bridge.

Sincerely,

Tabb Bubier  
President

HAIC

MAR 15 2010

February 24, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

SUPPORT for Gerald Desmond Bridge

Harbor Truckers for a Sustainable Future (HTFSF) supports the Gerald Desmond Bridge Replacement Project. The HTFSF sixty members are based in Long Beach and Los Angeles. This bridge is a critical access route for HTFSF members to and from the marine terminals in the Long Beach port.

This forty year old bridge is obsolete, deteriorating and of great concern to motor carriers who have to use this bridge several times a day to pick up or return containers to the piers. The obsolete bridge poses a risk to the trucking companies and drivers that must use it daily in their intermodal drayage operations.

The bridge was never designed to carry the large volumes of container traffic and cars. The California Department of Transportation has given the bridge a very low inspection rating. It is imperative to replace this rapidly deteriorating and crumbling bridge for public safety.

Besides being unsafe, the bridge is inefficient with narrow lanes, no emergency lane and steep grade. When there is an accident or mechanical break down of a truck it creates a back up of cars and trucks on the bridge therefore causing needless idling and pollution.

HTFSF supports the six-lane cable stayed bridge as it will increase the efficiency and safety for both cars and trucks. The bridge is a critical part of our local, regional and national infrastructure and carries 15% of the United States waterborne cargo.

HTFSF supports the project and has full confidence that the Port of Long Beach will meet the requirements in the California Environmental Quality Act for environmental mitigation.

Sincerely,



Patty Senecal  
HTFSF Government Affairs

HTFSF





INTERMODAL ASSOCIATION OF NORTH AMERICA

Chairman  
**Stephen G. Branscum**  
BNSF Railway

President and CEO  
**Joanne F. Casey**

April 16, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
The Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802-6400

Dear Mr. Cameron:

On behalf of the more than 900 members of the Intermodal Association of North America (IANA), I would like to express our support of The Port of Long Beach's Environmental Impact Report (EIR) to replace the existing Gerald Desmond Bridge with a new, more efficient structure to better carry current and future traffic volume.

The Gerald Desmond Bridge is a critical supply chain link whose efficiency is extremely important to the U.S. economy. Its importance directly correlates with the large amount of America's commerce that crosses this critical infrastructure daily because it provides the best way for freight transportation providers to move freight to/from The Port of Long Beach.

According to CalTrans, the Desmond Bridge is near the end of its lifespan. Due to nearly 18 million vehicle trips over the bridge annually, its capacity has been exceeded, rendering it inefficient and in a state of dangerous disrepair. CalTrans says the bridge is deteriorating so rapidly that it has employed measures to protect people and vehicles below it from falling debris.

It would not be prudent to repair a bridge whose capacity has already been exceeded, or wait to replace it after it becomes so structurally deficient that it must be closed before its replacement has been completed. This would cause commercial vehicles and commuters to seek alternate routes that could cause increased road congestion and reduced air quality for the region.

The efficient movement of freight ensures that transportation providers can deliver their customers' goods cost-effectively and on-time. Increased delays moving freight to/from The Port of Long Beach could compel shippers to use other West Coast ports. Such a diversion of freight could result in a significant loss of transportation, warehousing and other logistics jobs in the region.

The construction of a new, modern replacement bridge at The Port of Long Beach would be good for the Port and its customers, the citizens of Long Beach and Southern California, and the U.S. economy as a whole. IANA strongly endorses The Port of Long Beach's EIR for construction of a new Gerald Desmond Bridge.

Sincerely,

Joanne F. Casey  
President and CEO

Cc. Ken Uriu, Port of Long Beach  
Marketing Manager Trade Relations

11785 Beltsville Drive, Suite 1100 ■ Calverton, MD 20705-4048 ■ Phone: 301-982-3400 ■ Fax: 301-982-4815

E-mail: [IANA@intermodal.org](mailto:IANA@intermodal.org) ■ Web site: [www.intermodal.org](http://www.intermodal.org)

IANA

1817 Aston Avenue, Suite 104  
Carlsbad, CA 92008

Direct: (760) 710-2156  
Fax: (760) 710-2158

## Long Beach Generation LLC

March 22, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

### RE: GERALD DESMOND BRIDGE REPLACEMENT - REVISED DRAFT EIR COMMENTS

Dear Mr. Cameron:

Long Beach Generation LLC (LBG), a wholly owned subsidiary of NRG Energy Inc. and owner of the Long Beach Generating Station (LBGS) at 2665 West Seaside Boulevard, has reviewed the Gerald Desmond Bridge Replacement Revised Draft Environmental Impact Report. LBG's comments are provided herein.

LBG-1

As background, LBGS consists of four 65-megawatt natural gas supplied combustion turbines (i.e., Units 1 – 4) that provide on-demand generation to the electric grid, typically during peak energy demand which typically coincides with the daylight hours. Co-located at LBGS are existing utility easements for transmission, natural gas, water, and wastewater – vital utilities that must be maintained for grid reliability and continued operation of LBGS and the adjoining Plain West Coast Terminal (Plains) and Southern California Edison (SCE) electric transmission infrastructure.

In general, LBG is supportive of the goal that the Port proposes to achieve by the proposed replacement of the Gerald Desmond Bridge – improvements to vehicle access to and from Terminal Island to increase the economic benefits and to improve the flow of cargo to and from Long Beach/Los Angeles Ports. However, we have following concerns with the preferred North Alternative:

LBG-2

- The North Alternative will bring the Gerald Desmond replacement bridge 140 feet closer to Long Beach Generating Station, resulting in condemnation of a “sliver” of the LBGS, which will consequently require relocation of vital utilities necessary for ongoing safe and compliant operation of LBGS and require ongoing easements

(terrestrial and aerial easements) for bridge maintenance. We support and implore the Port to pursue an alternative that would not require the extremely costly acquisition/taking of LBG property and relocation of assets.

} LBG-2

- The North Alternative will move mobile emissions sources (i.e., vehicles) closer to the plant and as a consequence, may effect the emissions of Units 1 – 4 which draw in ambient air through the respective Unit air inlet facilities. Effects of the full range of daily vehicular traffic through the life cycle of the power plant following implementation of either of the bridge alternatives should be modeled to assess ongoing compliance of Units 1 – 4 with LBG’s Title V air permit. Any project related impacts to Units 1 – 4 that would render the plant unable to meet applicable permit conditions and contractual energy sales requirements must be avoided or mitigated.

} LBG-3

- The North Alternative would also move vehicles and their occupants closer to LBGS in general and more specifically to the emission stacks of Units 1 – 4. The proximity of vehicles to LBGS and neighboring Plains and SCE properties may pose potential health and safety concerns that the draft does not address.

} LBG-4

We appreciate the opportunity to comment of the revised Draft EIR and look forward to future discussions with the Port of Long Beach regarding this significant development project. If you have any questions, please contact me at (760) 710-2156 (office) or (760) 707-6833 (mobile).

Sincerely,



George L. Piantka, PE  
Director, Environmental Business  
NRG Energy, West Region



Fm:MyFax - Judi Erickson To: BizFed Support for Desmond Bridge Replacement (15629011733)15:19 04/07/10GMT-04 Pg 02-02



Strengthening the Voice of Business

April 7, 2010

Robert Kanter  
Port of Long Beach  
925 Harbor Plaza  
Long Beach CA 90802

**Subject:** Gerald Desmond Bridge Replacement

Dear Dr. Kanter,

LCBF

On behalf of the Los Angeles County Business Federation, we are writing to express our strong support for the Port of Long Beach's proposed \$1.1 billion replacement of the aging Gerald Desmond Bridge, one of the most vital transportation and goods-movement links for the region.

The need for replacement is readily apparent: About 15 percent of the nation's imports move across the bridge, but traffic has become increasingly clogged. Protective netting is needed to catch pieces of concrete that fall from the deteriorating bridge. There are no safety lanes for emergency vehicles. And improvements are urgently needed to ensure the Port remains competitive in an increasingly fierce, global trading market.

The Port of Long Beach's plan to replace the Gerald Desmond Bridge will not only help ensure the safety of commuters and truck drivers, but also will help protect Southern California's important role as the nation's second-busiest seaport providing more than 315,000 high-quality regional jobs and moving more than \$100 billion in goods a year.

Your presentation to BizFed's Board of Directors at its monthly meeting in March was enthusiastically received, and highlighted the urgent need for replacement of the Gerald Desmond Bridge as well as the Port of Long Beach's successful track record and continuing commitment to responsible economic and environmental stewardship.

BizFed is formally committed to helping ensure the bridge replacement moves forward and is offering the Port of Long Beach all support necessary in the coming months through the final EIR process.

Sincerely,

Tom Flintoft  
BizFed Chair  
LAX Coastal Area Chamber

David Fleming  
BizFed Founding Chair  
Latham & Watkins

Tracy Rafter  
BizFed CEO  
Rafter Group, Inc.

Cc:  
Richard Steinke, Executive Director  
Richard Cameron, Director of Environmental Planning

1000 N. Alameda St. #240 Los Angeles, California 90012 T: 213.346.3282 F: 213.652.1802 www.bized.org



**THE LOS ANGELES CUSTOMS BROKERS &  
FREIGHT FORWARDERS ASSOCIATION, INC.**

March 11, 2010

Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

Dear Mr. Cameron:

The Los Angeles Customs Brokers & Freight Forwarders Association (LACBFFA) is pleased to see the release of the EIR to replace the Gerald Desmond Bridge and would like to go on record in support of this Port of Long Beach project.

Rather than spending additional funds on costly repairs it make much more sense to build a modern bridge that will last for decades. This bridge is a major artery for commerce and commuter traffic in the cities of Los Angeles and Long Beach and with the new proposed three lanes of traffic in each direction, as well as an emergency lane for disabled vehicles, the congestion will be greatly improved as will the flow of traffic.

The economic benefits to the Southern California economy would be immediate and long-lasting, with a proposed construction investment of \$1.2 billion generating \$2.8 billion in economic growth for the Southern California economy and providing an average of 4,000 jobs per year for five years. Jobs that are desperately needed in today's economy.

LACBFFA strongly urges the Long Beach Board of Harbor Commissioners and all other entities involved in the EIR process to proceed without delay to approve this EIR and replace this bridge.

Sincerely,

Daniel Meylor  
President

LACB&FFA

MAR 15 2010



March 17, 2010

Mr. Richard Cameron  
 Director of Environmental Planning  
 Port of Long Beach  
 925 Harbor Plaza  
 Long Beach, CA 90802

**Subject: Gerald Desmond Bridge**

- COALITION PARTNERS**
- Automobile Club of Southern California
  - Greater Riverside Chambers of Commerce
  - Inland Empire Economic Partnership
  - Los Angeles Area Chamber of Commerce
  - Los Angeles County Metropolitan Transportation Authority
  - Orange County Business Council
  - Orange County Transportation Auth
  - Southern California Association of Governments
  - Ventura County Federated Chambers of Commerce
  - Ventura County Transportation Commission

Dear Mr. Cameron:

Mobility 21, Southern California's nonprofit bipartisan transportation coalition comprised of business leaders and transportation providers, understands the need for maintaining and improving our region's freight movement infrastructure. The economic vitality of Southern California, and the vibrant quality of life we have all come to expect here are supported by the efficient flow of commerce through our region. We therefore appreciate the efforts of the Port of Long Beach to ensure the long-term health of the transportation infrastructure that supports the movement of goods in and around the Port.

M21-1

In 2008, the six counties of Southern California conducted a study and developed a roadmap called the Multi County Goods Movement Action Plan (MCGMAP), which focused on how goods can be moved from the Ports through our region and on to their final destinations in other states. Mobility 21 fully supports the MCGMAP plan, encompassing a set of projects that together will help Southern California maintain its preeminent place as the region of choice for cargo entry and distribution, while also protecting communities along the most-traveled freight routes from adverse impacts of commerce. The baseline need identified to implement this program of goods movement-related projects, which included the Gerald Desmond Bridge, was \$50 Billion.

The Gerald Desmond Bridge, one of the most heavily-traveled bridges in our region is a critical component of MCGMAP. Carrying 15% of the nation's imported goods, this bridge is truly a national asset. Its deteriorating conditions are a safety concern. The bridge's current configuration limits the access of modern, "greener" ships to the Port, thereby limiting the improvements in air quality that can be gained from servicing newer more efficient vessels.

M21-2

Mobility 21 encourages the Port to continue its efforts to reach out to both the surrounding communities and to communities along the region's trade

One Park Plaza, Suite 600, Irvine, CA 92614 • 949.288.6884 • 949.264.1456 fax • [mprimmer@mobility21.com](mailto:mprimmer@mobility21.com) • [www.mobility21.com](http://www.mobility21.com)





corridors when implementing the final approved alignment of this important project. We appreciate the efforts made thus far to include all stakeholders in the environmental process, but acknowledge there is still much work to be done ahead to ensure that the ultimate project delivers overall benefit to the region while minimizing adverse impacts from completing the project.

M21-2

Our coalition continues to be concerned that a true regional perspective be applied for any and all goods movement projects including projects within the landmark, consensus-driven MCGMAP framework and other proposals. Projects do not happen in a vacuum, and their impacts can be felt beyond immediate areas in the form of increased congestion, deteriorating air quality, or greater safety impacts.

M21-3

Mobility 21 looks forward to working with the Port of Long Beach as the Gerald Desmond Bridge project moves forward into the next phase of planning, and also hopes to be a partner with the Port in the development of projects region-wide that can both increase efficiency and reliability of freight through-put but also improve the quality of life for our entire region.

Sincerely,  
Mobility 21

Marnie O. Primmer  
Executive Director

- COALITION PARTNERS
- Automobile Club of Southern California
  - Greater Riverside Chambers of Commerce
  - Inland Empire Economic Partnership
  - Los Angeles Area Chamber of Commerce
  - Los Angeles County Metropolitan Transportation Authority
  - Orange County Business Council
  - Orange County Transportation Authority
  - Southern California Association of Governments
  - Ventura County Federated Chambers of Commerce
  - Ventura County Transportation Commission



March 22, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

Dear Mr. Cameron:

NRF

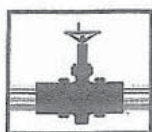
On behalf of the National Retail Federation (NRF), I am writing in strong support of the project to replace the Gerald Desmond Bridge. The bridge is a critical link in the supply chain that is vital to the national economy. For years the bridge has been deteriorating. Without a new structure in place, 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.

By way of background, the National Retail Federation (NRF) is the world's largest retail trade association, with membership that comprises all retail formats and channels of distribution including department, specialty, discount, catalog, Internet, independent

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



**PLAINS**  
West Coast Terminals, LLC

March 11, 2010

Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza,  
Long Beach, CA 90802

**Subject: Comments to Revised Draft Environmental Impact Report / Environmental Assessment & Application Summary Report for the Gerald-Desmond Bridge Replacement Project.**

Dear Mr. Cameron:

Plains West Coast Terminals, LLC (PWCT) formerly Pacific Terminals, LLC (PT) has reviewed the Revised Draft Environmental Impact Report / Environmental Assessment & Application Summary Report (Revised DEIR) for the Gerald-Desmond Bridge Replacement Project. As a result of this review, PWCT hereby submits the following comments:

1. Please add PWCT to the project distribution list and submit all correspondence to my attention at the Cherry Avenue address. } PWCT-1
2. Please note that PWCT is the legal owner/operator of the oil storage tank farm (Site No. 2) identified in Section 2.1.3.2.3 (Environmental Consequences Evaluation Criteria) as belonging to Pacific Pipeline System, LLC (PPS). Please revise all references to PPS to reflect PWCT. The facility is our "Long Beach Station" and is located at 2685 Pier S Lane, Long Beach, CA 90805. } PWCT-2
3. BP/Shell was not identified as an affected business operating within the project footprint, yet they operate three pipelines that run northwards through the project area and into and around our facility. These pipelines are identified as Lines 82, 83, and 95. Any impact to these lines could have a ripple effect into our facility. Please include these lines in your assessments. } PWCT-3
4. There are two firewater lines that feed our facility that run through the project area. Please ensure that these lines have been identified and accounted for in the project scope:
  - a. One line runs north and down into our facility from a 30-inch city main running along the existing bridge alignment (on the north side).
  - b. The other runs west from the Generating Station cooling water intake structure on the Back Channel. This particular line is supplied by fire boats from Fire Boat Station #20 that would dock at the Back Channel at the Generating Station cooling water intake structure.} PWCT-4
5. The North-side Alignment Alternative has been identified as the preferred alternative. PWCT has several concerns with this preference:
  - a. Our facility has been identified as a Homeland Security High-Risk facility. The preferred alternative will make our facility considerably more vulnerable to projectile attacks of all kinds (including vehicles) from the preferred bridge location. } PWCT-5

PWCT-LB Gerald-Desmond Bridge Revised Draft EIR-EIS Comments March 11 2010.doc

5900 Cherry Avenue • Long Beach, CA 90805-4408 • (562) 728-2800 • FAX (562) 728-2860

MAR 15 2010



Mr. R. Cameron  
Port of Long Beach  
March 11, 2010

Page 2 of 2

- PWCT-5 {
  - b. This vulnerability would be shared by both the NRG Generating Station (operates on natural gas) and the Southern California Edison (SCE) high-voltage sub-station. Any impact to one of these three facilities would domino into the other two.
  - c. Between the three facilities there is a potentially potent mix of natural gas, high voltage power, and crude oil.
  - d. Increased seismic activity and in particular the magnitudes of these seismic events also makes these three facilities much more vulnerable in the event of catastrophic failure of the bridge.
  - e. The estimated cost differential between the North-side and South-side Alternatives is only 1.7% of the project cost. Given the North-side Alignment concerns mentioned, PWCT strongly recommends that the South-side Alignment be named the preferred Alternative.
- PWCT-6 {
  - 6. The SCE Transmissions Towers and Line Relocation Project would need to account for two 24-inch PWCT pipelines located in the vicinity of the project area. These run in a northeast direction from our facility across the Cerritos Channel in the vicinity of the tower alignment.

Thank you for the opportunity to comment, and we look forward to participating in this project approval process.

Sincerely,



Thomas J. McLane  
Director, Environmental & Regulatory Compliance  
Western Division  
Plains West Coast Terminals, LLC

Port Petroleum Inc.  
260 North Pico Ave.  
Long Beach CA 90802  
562 437-0122

Richard Cameron,  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

March 17, 2010

Re: Response to revised draft of E.I.R.  
of the Gerald Desmond Bridge Project

Dear Mr. Cameron,

Port Petroleum, Inc. is a multi-million dollar investment located in the area directly affected by the proposed design of the preferred "north side alignment alternative" of the Desmond Bridge Project. Port Petroleum's management team has reviewed the information contained on the DVD sent to us and we also attended the two public forums held at the City Hall Council Chambers and at Silverado Park. At those meetings we spoke with various members of the Program Management Division of the Preliminary Environmental Impact Report Committee who explained how the initial design concepts would affect our business and the lives of the company's 13 employees and their families, all of whom reside within the City of Long Beach. We were asked to respond to you in writing.

PP-1

Specifically affecting Port Petroleum, Inc. is the placement of two support pillars of the proposed south-bound ramp on Pico Avenue which are placed directly on the site of Port Petroleum. We suggest three options to mitigate the impact of the proposed design. One is to move the clover-leaf entrance of the ramp slightly to the north and position the pillars so that no existing facilities are affected. Another solution would be to extend the ramp up to the currently existing ramp leading off Pico Avenue west toward Terminal Island. Or thirdly having the south-bound ramp intersect with the 710 Freeway South somewhere else north along Pico Avenue where its placement impact is diminished. We remain open to additional suggestions.

PP-2

Thank you in advance for considering our concerns.

*Patricia Gorman* 562437-0122  
Patricia Gorman  
Manager of Port Petroleum, Inc.

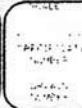




*Sample of 1<sup>st</sup> suggestion*



GERALD DESMOND BRIDGE REPLACEMENT PROJECT  
NORTH-SIDE ALIGNMENT ALTERNATIVE







*suggestion #2*

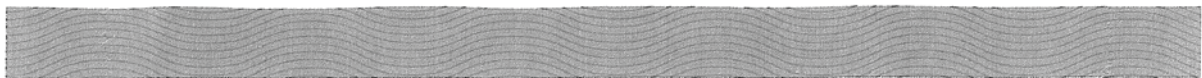
*(new ramp up)*  
*(existing ramp)*

W  
S  
1:8



GERALD DESMOND BRIDGE REPLACEMENT PROJECT  
NORTH-SIDE ALIGNMENT ALTERNATIVE

SCALE  
1" = 100'  
DATE  
DRAWN BY  
CHECKED BY



1700 NORTH MOORE STREET  
SUITE 2250  
ARLINGTON, VA 22209  
T (703) 841-2300 F (703) 841-1184  
WWW.RILA.ORG

March 22, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

**RE: Comments for the Record by the Retail Industry Leaders Association for Gerald Desmond Bridge Replacement Environmental Impact Report**

Dear Mr. Cameron:

On behalf of the Retail Industry Leaders Association (RILA), I am writing in regards to the environment impact reports on the replacement of the Gerald Desmond Bridge. RILA is supportive of replacing the bridge as the best measure to address the current structural and capacity related problems.

By way of background, RILA is a trade association of the largest and most successful companies in the retail industry. RILA promotes consumer choice and economic freedom through public policy and industry operational excellence. RILA members include more than 200 retailers, product manufacturers, and service suppliers, which together account for more than \$1.5 trillion in annual sales. RILA members operate more than 100,000 stores, manufacturing facilities and distribution centers, have facilities in all 50 states, and provide millions of jobs domestically and worldwide.

RILA

As some of the largest users of the nation's supply chain, RILA members recognize the importance of the Gerald Desmond Bridge as a key connector in the transportation system. As the Environmental Impact Report states, around 15 percent of all US port related container traffic crosses the Gerald Desmond Bridge. The retail industry heavily relies on the bridge as products are transported from the ports to our distribution centers and stores. It is no surprise that the retail supply chain depends on an efficient and effective transportation system of roads, railways, bridges, seaports, and other transportation infrastructure. For our transportation system to operate smoothly, it is critical that it is comprised of functioning and structurally sound components. The Gerald Desmond Bridge has serious capacity and structural problems that must be addressed and solved to keep a smooth flow of commerce.



March XX, 2010  
Mr. Richard Cameron  
Page 2

RILA members pride themselves on our commitment to safety in the transportation system. While the Gerald Desmond Bridge is currently operating safely, it is not difficult to picture a scenario where the bridge's serious structural problems create dangerous conditions. Concrete is falling off the bridge and must be caught by nets to protect people and property below the bridge. Furthermore, the bridge does not meet current seismic standards required by the American Association of State and Highway Transportation Officials (AASHTO). The structural condition of the bridge must be improved to ensure the safety of both those who use the bridge and those who work and live around it.

Also of concern to RILA members is the lack of capacity for the volume of traffic using the bridge. Traffic can often be heavy on the bridge, which is busy with local commuters and large trucks going in and out of the ports. Congestion delays the delivery of products, increases costs, and contributes negatively to greenhouse gas emissions as drivers burn fuel while they sit in traffic. The lack of emergency vehicle lanes exacerbates the congestion problem, as accidents or broken down vehicles severely slow traffic and at times even forcing traffic to be redirected to surrounding areas.

Finally, RILA is concerned with the height of the bridge. Currently, large container ships are barely clearing the bridge, sometimes with only a couple feet to spare. It is crucial that large container vessels are able to access the ports, and the next generation of vessels will undoubtedly be even larger. RILA believes that forward thinking is necessary to provide clearance for the large container ships of today and tomorrow.

RILA is encouraged by the actions of the Port of Long Beach to address concerns with the Gerald Desmond Bridge. We are supportive of the Port's plan to resolve the bridge's structural and capacity related problems. RILA encourages the Port and all other agencies and entities involved to put a special emphasis on progressive thinking. Any actions taking with the Gerald Desmond Bridge should consider not only our own needs, but the foreseeable needs of future generations.

Sincerely,



Kelly Kolb

RILA



March XX, 2010  
Mr. Richard Cameron  
Page 3

Vice President for Global Supply Chain Policy



Larry Labrado  
Region Manager  
Local Public Affairs

March 22, 2010

Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

RE: Notice of Availability of a Draft Environmental Impact Report/ Draft Environmental Assessment (Draft EIR/EA) for the Gerald Desmond Bridge Replacement Project

Dear Mr. Cameron:

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Draft EIR/EA for the Gerald Desmond Bridge Replacement Project. The project under review is described as a proposal to construct a replacement bridge for the Gerald Desmond Bridge linking Terminal Island to Long Beach/State Route 710. The project description includes relocation, raising or removal (relocation) of SCE's high-voltage transmission towers and lines crossing the Cerritos Channel, north of the bridge. SCE comments are to address the four alternatives to relocate SCE high-voltage lines and request more information about relocation of 66 kV lines paralleling and crossing the existing Gerald Desmond Bridge.

SCE-1

SCE has been working to determine the most technically and economically feasible alternative to relocate the 220 kV lines, however the 45 day review period for the Draft EIR/EA does not provide SCE sufficient time to conduct the engineering and analysis necessary to determine a preferred alternative necessary to support the project. As the project moves forward, SCE looks forward to continuing to work closely with the Port of Long Beach (POLB) and its partners to determine the most feasible alternative for the proposed relocation.

SCE-2

With regards to the four alternatives to relocate the 220kV line SCE believes that options 1, 2 and 4 are technically infeasible or cost prohibitive. Option 3, which the EIR recommends as the most likely feasible option will require further study. SCE plans to evaluate this option based on the EIR recommendation and will look at other alternatives to meet project objectives that have not been evaluated in draft EIR. SCE's final determination on the feasibility of these options will be available only after studies are completed.

2800 East Willow St.  
Long Beach, CA 90806  
(562) 981-8215 PAX 31215  
Fax: (562) 981-8289  
Larry.Labrado@sce.com

SCE-3

At this time, SCE would also like to request more information about the need to relocate the existing 66kV line currently paralleling and crossing the Gerald Desmond Bridge along Ocean Boulevard but not mentioned in the Draft EIR/EA. This line will be impacted by the proposed project and its relocation should be included within the scope of the Draft EIR/EA. While the Port is in the process of developing preliminary bridge drawings and identifying utility conflicts, further design and collaboration will be needed prior to defining the scope of SCE's relocation work.

SCE appreciates the opportunity to review and comment on the Draft EIR/EA for the Gerald Desmond Bridge Replacement Project and looks forward to working with the POLB to determine feasible solutions for the 220kV and 66kV line relocations. If you have any questions regarding this letter, please do not hesitate to contact me at (562) 981-8215.

Sincerely,



Larry Labrado  
Local Public Affairs Region Manager  
Southern California Edison Company

Cc. CalTrans





February 16, 2010

Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
*Sent by E-mail*

Dear Mr. Cameron:

On behalf of the Waterfront Coalition I am writing in support of the replacement of the Gerald Desmond Bridge. The bridge is a vital piece of infrastructure helping to facilitate the movement of an impressive amount of the nation's commerce. Unfortunately the current structure is deteriorating. Failure to quickly replace the bridge with a new structure to facilitate both cargo and commuters could harm the region's economy.

By way of background, the Waterfront Coalition represents cargo owners including manufacturers, retailers and agricultural producers, along with transportation providers moving maritime commerce through North American blue water ports. 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.

We believe the Desmond Bridge may be the single most important piece of infrastructure in the nation, because of the large amount of the nations commerce that travel across it on a daily basis. According to CalTrans, the bridge is nearing the end of its lifespan. The bridge is deteriorating, with chunks of concrete regularly falling from its undercarriage. The port cannot afford to wait to replace the bridge until it becomes so structurally deficient that it has to be closed. Without a replacement, commuters and cargo would find alternative routes leading to greater road congestion and a reduction in air quality for the region.

For our members, the elimination of the bridge has the very real potential to result in lengthy and very costly cargo delays. In this economic environment, importers and exporters are looking to reduce transportation costs by relying 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

WC

1707 L Street NW | Suite 570 | Washington, DC 20036 | (202) 861-0825 | [www.portmod.org](http://www.portmod.org)

WC { diversion in cargo could result in lost business opportunities for logistics partners, that could negatively impact the 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.

Thank you,

Robin Lanier  
Executive Director

# Individuals



**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Tuesday, March 16, 2010 7:35 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Ensure Pedestrian and Bicycle Access for the Gerald Desmond Bridge

*Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)*

**From:** dejaybe@gmail.com [mailto:dejaybe@gmail.com] **On Behalf Of** David Barboza  
**Sent:** Tuesday, March 16, 2010 6:02 AM  
**To:** Cameron, Rick  
**Subject:** Ensure Pedestrian and Bicycle Access for the Gerald Desmond Bridge

Dear Mr. Cameron,

DB

I am writing to urge you to design the Gerald Desmond Bridge with pedestrian and bicycle access when it is replaced.

Failure to do so would make POLB's claims of greenness laughable. You can cite low demand for these modes in an industrial area, but failing to accommodate pedestrians and cyclists and then observing low levels of pedestrian and bike activity is a self-fulfilling prophecy.

In this era of escalating environmental concern and increasing fuel costs, workers are looking for other ways to arrive at work, and cyclists are looking for ways to cross the region without having to resort to circuitous routes.

Bridges, no matter their location, should be designed with reasonable opportunities for ALL modes of transportation: walking, biking, transit, and private vehicles.

Regards,  
David J. Barboza

Crouch, Stacey

**From:** Cameron, Rick  
**Sent:** Thursday, March 18, 2010 11:56 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Gerald Desmond Bridge Replacement Project

*Richard D. Cameron*  
*Director of Environmental Planning*  
*Port of Long Beach*  
*925 Harbor Plaza*  
*Long Beach, CA 90802*  
*(562) 590-4156*  
[cameron@polb.com](mailto:cameron@polb.com)

**From:** Nicole Bissonnette [mailto:[nbissonnette@caltrop.com](mailto:nbissonnette@caltrop.com)]  
**Sent:** Thursday, March 18, 2010 11:47 AM  
**To:** Cameron, Rick  
**Subject:** Gerald Desmond Bridge Replacement Project

Port of Long Beach:

As a resident of the Long Beach Metro area, I would like to express my support of the Gerald Desmond Bridge Replacement Project. I am specifically interested in the impact the current bridge has on local traffic and traffic circulation on the main arterial roads and freeways that serve and lead in and out of the Port. Replacing the Bridge will increase capacity and improve traffic conditions from Long Beach to Orange County, as well as Los Angeles, north and east of the Port.

} NB-1

I am also concerned about the safety of the current Bridge. We have seen the impact of bridge safety during earthquakes in California, as well as the collapse of the bridge in Minnesota in 2007. Replacing the bridge now will prevent tragic accidents.

} NB-2

Thank you for the opportunity to express my views on this important project.

Sincerely,

Nicole Bissonnette  
10282 Aqueduct Drive  
Cypress, CA 90630

--  
Nicole Bissonnette  
CALTROP Corporation  
[nbissonnette@caltrop.com](mailto:nbissonnette@caltrop.com)

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Monday, March 01, 2010 8:06 AM  
**To:** Jelenic, Thomas; Crouch, Stacey  
**Subject:** FW: Replacement of the Gerald Desmond Bridge

*Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Mercedes Broughton [mailto:Mercedes.Broughton@hacla.org]  
**Sent:** Monday, March 01, 2010 8:02 AM  
**To:** Cameron, Rick  
**Subject:** Replacement of the Gerald Desmond Bridge

MB { It is about time we begin tending to our infrastructure. That bridge is one of our lifelines and the cost of maintaining it will continue to grow as will the replacement cost. We have the means and the technology to do a fine job of rebuilding it now, lets do it.

Mercedes Broughton  
Manager II, Rancho San Pedro  
Housing Authority City of Los Angeles



**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Thursday, March 18, 2010 1:21 PM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Cc:** Ashley, Samara; Hall, Sam  
**Subject:** FW: EIR Comment regarding the Gerald Desmond Bridge replacement

*Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Sue Castillo [mailto:Sue.Castillo@longbeach.gov]  
**Sent:** Thursday, March 18, 2010 1:08 PM  
**To:** Cameron, Rick  
**Subject:** EIR Comment regarding the Gerald Desmond Bridge replacement

Please make certain that the replacement bridge includes all modalities, especially pedestrians and bicyclists (One side of the bridge will be sufficient). I know that the current bridge provides this and the Vincent Thomas does not, but the Port of Long Beach should not miss this opportunity to provide a low-tech, non-motorized option for people traversing the Ports.

} SC

Sue Castillo  
City of Long Beach Department of Public Works  
Construction Services  
562-570-6996

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Thursday, March 04, 2010 12:39 PM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Re. new bridge, I propose bicycle lanes.

*Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Robert Curtis [<mailto:rcsongs@yahoo.com>]  
**Sent:** Monday, March 01, 2010 9:10 PM  
**To:** Cameron, Rick; Cameron, Rick  
**Subject:** Re. new bridge, I propose bicycle lanes.

Dear Mr. Cameron,

I'm writing to present some green ideas for the new Gerald Desmond Bridge project

RC-1

Firstly, I'd like to suggest consideration of including some type of dedicated bicycle lanes, perhaps as an elevated expanse above the automobile lanes, that ultimately could connect Long Beach city, such as downtown, to local port businesses and stretch to San Pedro. It could also serve as a recreational route as well.

RC-2

Secondly, I'd like to suggest getting some benefit out of the height of the two span towers by perhaps having them host vertical windmills on their tops to generate electricity to light the bridge at least and maybe more.

Perhaps these ideas are a bit far flung but maybe with more scrutiny and study they might turn out to be quite viable and smart.

Thank you, for your time

Robert Curtis

Bixby Knolls, Long Beach

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Thursday, March 04, 2010 12:21 PM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Comments on Gerald Desmond bridge  
**Attachments:** pic02168.jpg

Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)

-----Original Message-----

From: gerard.desmond@ldcommodities.com [mailto:gerard.desmond@ldcommodities.com]  
Sent: Thursday, March 04, 2010 12:18 PM  
To: Cameron, Rick  
Subject: Comments on Gerald Desmond bridge

HOW COULD YOU POSSIBLY CONSIDER TAKING DOWN A BRIDGE WITH SUCH A BEAUTIFUL NAME !!!!

I hope you are considering calling it the new and improved Gerald Desmond Bridge?

} GD

(Embedded image moved to file: pic02168.jpg)





**Gerard T. Desmond**  
**Louis Dreyfus Commodities**  
**Direct 203.761.4603**  
**Blackberry 203.856.0061 Fax 203.761.2365**  
**Email: [wltfrtchartering@ldcommodities.com](mailto:wltfrtchartering@ldcommodities.com)**  
**Instant Messenger: [desmondg@hotmail.com](mailto:desmondg@hotmail.com) (no email)**

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Monday, March 01, 2010 9:26 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: The new bridge

*Richard D. Cameron*  
*Director of Environmental Planning*  
*Port of Long Beach*  
*925 Harbor Plaza*  
*Long Beach, CA 90802*  
*(562) 590-4156*  
[cameron@polb.com](mailto:cameron@polb.com)

**From:** Dragony, Alexis [mailto:alexis.dragony@kyl.com]  
**Sent:** Monday, March 01, 2010 9:24 AM  
**To:** Cameron, Rick  
**Subject:** The new bridge

It's driving me *crazy* that no where is it mentioned in your news releases or articles the identity of the architect who rendered the drawings of the proposed bridge. I think it is stunning, by the way, but why no names? Was there a competition? I mean, what--?

} AD

I love the port, *love* being able to see it from my office window, and looking forward to the new bridge.

.....  
*Alexis M. Dragony*  
*Word Processor/Floater Secretary*  
**Keesal, Young & Logan**  
400 Oceangate, Long Beach, CA 90802  
562.436.2000 (office) | 562.436.7416 (fax)  
[alexis.dragony@kyl.com](mailto:alexis.dragony@kyl.com) | [www.kyl.com](http://www.kyl.com)

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# Open Letter To LB Port Bridge Commission

March 10, 2010

tags: [Bikes](#), [Long Beach](#), [Planning](#), [Port](#), [Walking](#)

by Drew

LALoyalist.wordpress.com

Dear Port Of Long Beach Bridge Commission:

D-1 { If I'm not mistaken, the Port of Long Beach has something of an interest in becoming "green", or at least creating an eco-friendly public image. The port has instituted its green port policy while also launching a massive publicity campaign to establish environmental credibility, including billboards, internet ads, and a vast series of pamphlets, newsletters, and videos. This is certainly commendable; the port has traditionally been a large source of pollution throughout the region, making environmental reform a welcome change. However, I fear the port's latest major undertaking – a replacement for the Gerald Desmond Bridge – falls short of the port's noble green goals.

The replacement is planned as a sleek, cable-stayed bridge, the first to be built on the West Coast. It will certainly be pleasant to look at, and is designed to be more efficient in handling truck traffic. But the replacement is lacking a critical feature, one which would greatly increase the environmentally friendliness, accessibility, and overall effectiveness of the bridge: a pathway for bicycles and pedestrians.

D-2 { Why is there no pedestrian walkway? The revised draft environmental impact report for the replacement bridge offers this line of reasoning:

Terminal Island is an industrial area within the Harbor District where there is currently no residential, retail, or public recreational facilities. Since the closing of the Naval Shipyard and the opening of the Pier T container terminal, there has been low demand from nonmotorized traffic (e.g., pedestrians or bicycles) on Ocean Boulevard over the Gerald Desmond Bridge, despite a patchwork of sidewalks that exist along the roadway. In addition, Terminal Island does not include any designated bicycle route... Both pedestrians and cyclists can utilize the regularly scheduled bus service equipped with bicycle racks provided by the Los Angeles Department of Transportation to travel between downtown Long Beach, Terminal Island, and San Pedro. A designated bike route exists to the north of the Port on Anaheim Street at the northern edge of the Harbor District.

Having invested so heavily in a green brand, and ostensibly committed to genuine environmental reform, the port would surely have a great interest in promoting walking and bicycling – two of the most energy efficient forms of transportation. But here we see the port working *against* walkers and cyclists. It's true that Terminal Island and the Port complex are difficult to navigate on foot or bicycle, but this is because current conditions are not yet suitable; as the DEIR notes, there is only a "patchwork" network of sidewalks. The existing bike route on Anaheim and



LADOT bus service are hardly workable solutions: the bike route is a 3 mile detour between downtown Long Beach and San Pedro, and bus service is infrequent.



The port has been thoughtful enough to supply a proposed “Bike Restrictions/Access” map. This supposed bike access route would involve bikes having to follow a circuitous route, exiting and reentering the road on offramps and then having to travel in the breakdown lane. This is a route that would make even the most hardened road cyclist balk.

What is particularly painful about the replacement bridge’s pathway deficiency is that the current bridge actually *includes* one. It is far from perfect, but if coupled with further improvements it would be workable. The port is electing to make the situation even worse for cyclists and pedestrians, instead it should be working to reinstate bike and pedestrian access on the bridge, improve it on the other roads in its jurisdiction, and encourage the Port of Los Angeles to do likewise on its bridges and roads.

In San Francisco and Oakland, there is an effort being made to add bike and pedestrian access to the Oakland-Bay Bridge, here we are *removing* it. Is this something an environmentally conscious port would do? I think not. The Long Beach-San Pedro corridor can be seen as a smaller scale version of the Northern California span: Both are long and traverse industrial port regions, but have dense population and employment centers on either side. But in order for progress to be made, broad improvements in bicycle and pedestrian infrastructure. This will not happen if the port continues on its regressive course to remove pedestrian access from the bridge.

D-3

D-4 { It is my hope that the port will make good on its green aspirations, by including a bicycle/pedestrian pathway on the Gerald Desmond replacement bridge.

March 21, 2010

Mr. Richard Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza, Long Beach, CA 90802,  
via email [Cameron@polb.com](mailto:Cameron@polb.com)

Subject: Gerald Desmond Bridge Draft EIR/EIS

Dear Mr. Cameron:

I am a San Pedro Bay resident and a frequent user of the existing Gerald Desmond Bridge. I have observed the tremendous improvements in traffic flow across Terminal Island as a result of the removal of the Vincent Thomas Bridge toll requirement, the addition of the fifth lane on the existing Gerald Desmond Bridge, and TI Freeway Interchange improvements. The improvement in traffic flow has resulted in more efficient vehicle operation with a resulting reduction in pollution. I am pleased that the Port continues to make improvements to traffic flow through the planned bridge replacement. Increasing the number of lanes and reducing the slope of the approaches will continue this improvement process.

KF(A)

The draft environmental document was a substantial undertaking and appears to address the many issues associated with the significant new construction as well as the impacts associated with making the Port more accessible to larger ships. I encourage the approval of this document so that the planned new bridge can move forward.

Sincerely,



Ken Fredrickson  
1430 W. Hamilton Ave.  
San Pedro, California 90731



**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Friday, February 26, 2010 3:35 PM  
**To:** Jelenic, Thomas; Crouch, Stacey  
**Subject:** Fw: Gerald Desmond Bridge EIR

Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
(562) 590-4156  
Cell (562) 477-1597

Sent from my BlackBerry Wireless Handheld

----- Original Message -----

From: Jane Kelleher <jane@savonsigns.com>  
To: Cameron, Rick  
Cc: Macias, Steven  
Sent: Fri Feb 26 15:27:55 2010  
Subject: Gerald Desmond Bridge EIR

Dear Richard,

I request the following concerns be included and addressed in the EIR for the replacement of the Gerald Desmond Bridge:

- JK-1 { --why do we not replace the bridge without the expansion component?
- JK-2 { --increased bridge lanes will increase traffic up the 710 freeway; even clean trucks spew black residue from their tires -- trucks hauling containers is an inefficient method of hauling goods; why are we building infrastructure to increase such inefficient method of goods movement?
- JK-3 { --why aren't we encouraging use of the Alameda corridor by financially incentivising such use?
- JK-4 { --heightened bridge will allow megacontainers and increase container traffic which will increase pollution from the bunker fuel --pollution from trucks represents only 20% of port generated pollution; bunker fuel represents most of the balance of the pollution; why are we building a pollution increasing bridge?
- JK-5 { --any port expansion should come after bunker fuel contamination problem is solved --why are we building a bridge to accomodate today's technologies? Are we going to be moving goods via trucks 30 years from now?
- JK-6 { --why not build a bridge to accomodate new technologies, such as electric lanes?

Thank you for your consideration.

Jane Kelleher  
Sav-On-Signs, Inc.  
3929 E. Anaheim St.  
Long Beach, CA 90804  
877-493-5065  
562-961-3414  
562-961-3525 fax  
562-472-5663 cell  
[www.savonsigns.com](http://www.savonsigns.com)

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Monday, March 22, 2010 6:49 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Plans for bicycle/pedestrian link on new Gerald Desmond bridge

**From:** michaelm2010 @dslextreme.com [michaelm2010@dslextreme.com]  
**Sent:** Saturday, March 20, 2010 7:29 AM  
**To:** Cameron, Rick  
**Subject:** Plans for bicycle/pedestrian link on new Gerald Desmond bridge

Hello Cameron:

No big issue, but I was just wondering if bicycle lanes and/or pedestrian walkways would be included on the future Gerald Desmond bridge. If they could be somehow integrated into the design of the bridge, many commuters including myself could ride between San Pedro and Downtown Long Beach. Some of the biggest trends/buzzwords lately have been "the environment" and anything "green." The POLB itself labels itself the "green port." Furthermore, many bridges in cities around the world integrate some type of pedestrian/bicycle right-of-ways, since those alternative modes of transportation are often ubiquitous in various regions. From the artist renderings and other documents, it doesn't appear that such pedestrian/bicycle lanes will be included in the final design. Of course, having to make many cost, safety, traffic-capacity and other tradeoffs may have precluded other features which would have also benefited different community groups (including pedestrians, bicyclists and possibly hang-gliders). Maybe a pedestrian/bike path would get little use, or isn't supported by enough people in the community.

In any instance I'll continue to commute by vehicle to work and recreation via the current and future Gerald Desmond spans. Nevertheless, if possible please appraise me of any bicycle/pedestrian issues relating to the new bridge.

MMei

Thank you, and enjoy your weekend.

Sincerely

Michael J Meichtry / San Pedro, CA.

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Monday, March 01, 2010 8:18 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Gerald Desmond Bridge Replacement

*Richard D. Cameron*  
*Director of Environmental Planning*  
*Port of Long Beach*  
*925 Harbor Plaza*  
*Long Beach, CA 90802*  
*(562) 590-4156*  
*[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Jessica Mickelson [mailto:kailuajem@gmail.com]  
**Sent:** Saturday, February 27, 2010 7:02 PM  
**To:** Cameron, Rick  
**Subject:** Gerald Desmond Bridge Replacement

Good Evening Mr. Cameron,

I just received the newest re:port in the mail and noticed that the public hearing dates for the proposed new bridge have already passed, so I just wanted to take a minute to make a recommendation.

JMi

As an officer in the US Coast Guard, I commute to Terminal Island everyday and would be thrilled if consideration would be taken to add bicycle lanes on the new bridge. The current bridge is extremely dangerous to try to ride a bike on (an maybe even illegal- not sure). I think hundreds, if not thousands, of port workers, myself included would be inclined to bike to work if there were a safe means. With all of the Green Port initiatives, I can imagine that this idea would be well-received in the port and maritime community.

Thank you for your time and consideration.

Very respectfully,

Jessica Mickelson

[jessica.e.mickelson@uscg.mil](mailto:jessica.e.mickelson@uscg.mil) work  
[kailuajem@gmail.com](mailto:kailuajem@gmail.com) home  
808-371-1138 cell

2/26/10

MR. CAMELON

I AM A RETIRED SO CAL EDISON LINE CREW  
FOREMAN I WORKED IN LONG BEACH  
MANY YRS & EXTENDED TIMES WORKING  
IN LONG BEACH HARBOR. WE BUILT POWER  
LINES FOR ALL THE INDUSTRIES & HELPED  
BUILT LINES FOR PIERS & OTHER PROJECTS.  
THIS WAS IN THE 1950'S & 1960'S. WE NEED  
TO GET THE NEW BRIDGE BUILT AS  
SOON AS POSSIBLE FOR THE SAFETY  
& ECONOMY ON L.B. HARBOR LA. HARBER  
I HOPE THIS INPUT HELPS GET THE  
PROJECT GOING

Ted Olson

LONG BEACH

6760 CORALITE ST LONG BEACH  
90808

TO



Ted J Olson  
6760 E Coralite St  
Long Beach CA 90808-4120

POSTAL SERVICE  
27 FEB 2010 PM 5 L



RICK CAMELON  
915 HARBOR PLAZA  
LONG BEACH CALIF 90802

30402+6411





Andrew Reed  
723 Terraine Avenue  
Long Beach, CA 90804

Richard Cameron  
Director of Environmental Planning, Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

Dear Mr. Cameron:

Last week, I posted on my blog an open letter to you and all others concerned with the planning of the Gerald Desmond Bridge replacement project concerning the lack of bicycle and pedestrian considerations for the new bridge. I was pleased to receive a prompt reply from a representative of the port, leading me to believe that the letter has already been brought to your attention. However, I am sending it again in print, in case you have not yet read the letter, and because I feel my message bears repeating. On a related note, earlier this week I wrote a similar post to Streetsblog Los Angeles, a regional bicycle blog, which received support from others of similar views. Without further ado, here is the letter which appeared on my blog last week.

If I'm not mistaken, the Port of Long Beach has something of an interest in becoming "green", or at least creating an eco-friendly public image. The port has instituted its green port policy while also launching a massive publicity campaign to establish environmental credibility, including billboards, internet ads, and a vast series of pamphlets, newsletters, and videos. This is certainly commendable; the port has traditionally been a large source of pollution throughout the region, making environmental reform a welcome change. However, I fear the port's latest major undertaking – a replacement for the Gerald Desmond Bridge – falls short of the port's noble green goals.

AR

The replacement is planned as a sleek, cable-stayed bridge, the first to be built on the West Coast. It will certainly be pleasant to look at, and is designed to be more efficient in handling truck traffic. But the replacement is lacking a critical feature, one which would greatly increase the environmentally friendliness, accessibility, and overall effectiveness of the bridge: a pathway for bicycles and pedestrians.

Why is there no pedestrian walkway? The revised draft environmental impact report for the replacement bridge offers this line of reasoning:

"Terminal Island is an industrial area within the Harbor District where there is currently no residential, retail, or public recreational facilities. Since the closing of the Naval Shipyard and the opening of the Pier T container terminal, there has been low demand from nonmotorized traffic (e.g., pedestrians or bicycles) on Ocean Boulevard over the Gerald Desmond Bridge, despite a patchwork of sidewalks that exist along the roadway. In addition, Terminal Island does not include any designated bicycle route. . . Both pedestrians and cyclists can utilize the regularly scheduled bus service equipped with bicycle racks provided by the Los Angeles Department of Transportation to travel between downtown Long Beach, Terminal Island, and San Pedro. A designated bike route exists to the north of the Port on Anaheim Street at the northern edge of the Harbor District."

MAR 19 2010

Having invested so heavily in a green brand, and ostensibly committed to genuine environmental reform, the port would surely have a great interest in promoting walking and bicycling – two of the most energy efficient forms of transportation. But here we see the port working *against* walkers and cyclists. It's true that Terminal Island and the Port complex are difficult to navigate on foot or bicycle, but this is because current conditions are not yet suitable; as the DEIR notes, there is only a "patchwork" network of sidewalks. The existing bike route on Anaheim and LADOT bus service are hardly workable solutions: the bike route is a 3 mile detour between downtown Long Beach and San Pedro, and bus service is infrequent.

The port has been thoughtful enough to supply a proposed "Bike Restrictions/Access" map. This supposed bike access route would involve bikes having to follow a circuitous route, exiting and reentering the road on offramps and then having to travel in the breakdown lane. This is a route that would make even the most hardened road cyclist balk.

What is particularly painful about the replacement bridge's pathway deficiency is that the current bridge actually *includes* one. It is far from perfect, but if coupled with further improvements it would be workable. The port is electing to make the situation even worse for cyclists and pedestrians, instead it should be working to reinstate bike and pedestrian access on the bridge, improve it on the other roads in its jurisdiction, and encourage the Port of Los Angeles to do likewise on its bridges and roads.

In San Francisco and Oakland, there is an effort being made to *add* bike and pedestrian access to the Oakland-Bay Bridge, here we are *removing* it. Is this something an environmentally conscious port would do? I think not. The Long Beach-San Pedro corridor can be seen as a smaller-scale version of the Northern California span: Both are long and traverse industrial port regions, but have dense population and employment centers on either side. But in order for progress to be made, broad improvements in bicycle and pedestrian infrastructure need to be instituted. This will not happen if the port continues on its regressive course to remove pedestrian access from the bridge.

While I am not happy with the direction of the bridge replacement plan in regard to bicycles, I am quite pleased that the port is considerate of the views of the community. Your efforts to reach out to those affected by the project have not gone unnoticed, which is why I have chosen to contact you directly. Moreover, though I may at times seem unkind your environmental platform, I feel it necessary to reiterate that I feel your work to this end is both admirable and vital to the future of the port and city. If I seem critical, it is only because I feel that the port's policy towards bicycles should be brought in line with the innovative nature of its other environmental reforms.

It is my hope that the port will make good on its green aspirations, by including a bicycle/pedestrian pathway on the Gerald Desmond replacement bridge. I thank you for the consideration of this necessary addition, in addition to the valuable work you perform elsewhere.

Sincerely,



Andrew Reed (Drew)

AR

**Crouch, Stacey**

**From:** Cameron, Rick  
**Sent:** Saturday, February 27, 2010 1:51 PM  
**To:** Jelenic, Thomas; Crouch, Stacey  
**Subject:** Fw: Gerald Desmond Bridge EIR

Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
(562) 590-4156  
Cell (562) 477-1597

-----  
Sent from my BlackBerry Wireless Handheld

----- Original Message -----  
From: Tony Rivera <tony@easyrolloffservices.net>  
To: Cameron, Rick  
Sent: Sat Feb 27 13:06:24 2010  
Subject: Gerald Desmond Bridge EIR

Dear Richard,

I request the following concerns be included and addressed in the EIR for the replacement of the Gerald Desmond Bridge:

- TR-1 { 1) We need to replace the bridge with three traffic lanes plus one emergency lane on each side so that the bridge can safely handle the traffic demands for today and for the future.
- TR-2 { 2) Bridge must be coordinated for future expansion on the 710 freeway.
- TR-3 { 3) Any increase in container needs due to mega ships or any other increases must use on dock rail to accommodate the increase.
- TR-4 { 4) Any port expansion should address all bunker fuel contamination problems for today and in the future so that bunker fuel contamination can be eliminated.
- TR-5 { 5) We must have electric rail system to moved container in and out from the harbor to rail yard going out of state.

Thank you,

Tony Rivera  
Easy Roll Off Services  
2145 West 16th Street  
Long Beach, CA 90813  
562-432-0001  
562-432-0747 Fax

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Thursday, March 04, 2010 12:40 PM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Bike Lanes on The Bridge?

Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)

-----Original Message-----

**From:** Ron Smith [mailto:[dadasmith@mac.com](mailto:dadasmith@mac.com)]  
**Sent:** Monday, March 01, 2010 9:12 PM  
**To:** Cameron, Rick  
**Subject:** Bike Lanes on The Bridge?

Dear Mr. Cameron,

Where are the bike lanes? Where are the pedestrian pathways? I have lived in New York, San Francisco and Copenhagen. All of these great international cities have pedestrian and bike lanes on their urban bridges. What better way to advertise the "Green Port" of Long beach, than with a carbon-free way to see it from above! I ride a road bike for recreation, and have often wanted to ride over to Palos Verdes without riding the dreaded PCH through Wilmington. I also ride a commuter bike everyday to work at Poly High from Belmont Heights.

It is time to see the bike lanes as good advertisements for the city (look at Manhattan), and also as ways for adults and students alike to get to and from work or school. Long Beach has an incredibly bike friendly geography, but unfortunately a very unfriendly, car dominant, infrastructure.

We can change this through new projects that include them from the design phase, such as the Gerald Desmond Bridge. Ever been across the Brooklyn or Manhattan bridges on a bike? Unforgettable experiences. I used to commute on my bike from Brooklyn to Manhattan weekly, with hundreds of others. Get this one going, and LA can do the same on the Vincent Thomas.

I apologize for missing the Feb. 24 deadline, but I just received the re:port newsletter today. All the dates are passed. Is this purposeful?

Thank you,

Ron Smith  
Educator  
LB Poly HS

} RS



Bruce D. Sutherland  
353 Colorado Place. #301  
Long Beach, California  
90814, USA  
Email: [suth532000@yahoo.com](mailto:suth532000@yahoo.com)

3-3-10

Mr. Richard D. Steinke  
Executive Port Director, Port of Long Beach  
Long Beach, California  
Dear Mr. Steinke,

BS

Will the new Gerald Desmond Bridge be bike friendly?  
According to the photoshop renderings on the cover in "re-port"--a  
community newsletter from the Port of Los Angeles, there does not  
seem to be any bicyclists or pedestrians on this bridge. Gas prices  
in the long run will only go up. A lot of bicyclists want to ride  
safely from Long Beach to San Pedro and back.

Thank you for your attention.

Sincerely,

  
Bruce D. Sutherland

MAR - 5 2010

**Crouch, Stacey**

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**From:** Cameron, Rick  
**Sent:** Friday, March 19, 2010 7:41 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: gerald desmond bridge

*Richard D. Cameron*  
*Director of Environmental Planning*  
*Port of Long Beach*  
*925 Harbor Plaza*  
*Long Beach, CA 90802*  
*(562) 590-4156*  
*[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Amy Tingirides [mailto:[atingirides@cox.net](mailto:atingirides@cox.net)]  
**Sent:** Thursday, March 18, 2010 9:10 PM  
**To:** Cameron, Rick  
**Subject:** gerald desmond bridge

Hi Cameron,

I am a student interested in financing and wondered if you could answer a couple of questions for me regarding the Gerald Desmond Bridge.

I would like to address some questions in your current draft EIR for the Gerald Desmond Bridge, but didn't know where to send them. If you can please send these to the appropriate person I would appreciate it if they can be included.

1. Since, POLB is short \$487M per the estimated amount of funding necessary to build the Desmond Bridge what is being done to secure those funds? } AT-1
2. Has a P-3 been considered for possible alternative financing method? } AT-2
3. Has the EIR considered all private financing for the bridge project? } AT-3
4. If POLB has \$600M in commitments has the EIR considered going out to the contractor community to see what could be built for \$600M? } AT-4

Best Regards,  
Amy Tingirides

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Monday, February 22, 2010 4:24 PM  
**To:** Jelenic, Thomas; Crouch, Stacey  
**Subject:** FW: Gerald Desmond bridge

*Richard D. Cameron*  
*Director of Environmental Planning*  
*Port of Long Beach*  
*925 Harbor Plaza*  
*Long Beach, CA 90802*  
*(562) 590-4156*  
*[cameron@polb.com](mailto:cameron@polb.com)*

**From:** marie trotter [mailto:marie90803@gmail.com]  
**Sent:** Monday, February 22, 2010 4:20 PM  
**To:** Cameron, Rick  
**Subject:** Gerald Desmond bridge

Richard Cameron,

Whenever I see 'aging' Gerald Desmond bridge, the first thing that comes to mind is the Brooklyn Bridge. It was built lonnnng before the Desmond & is still in great shape.

The Desmond bridge was a cheap shortcut build & aging should NOT be used for the reason it needs to be rebuilt.

Thank you for letting me vent,

M. Trotter

MT {

**Crouch, Stacey**

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**From:** Cameron, Rick  
**Sent:** Tuesday, February 23, 2010 8:50 AM  
**To:** Jack Volkov  
**Cc:** Jelenic, Thomas; Crouch, Stacey  
**Subject:** RE: Gerald Desmond Bridge

*Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Jack Volkov [mailto:[jvol3@hotmail.com](mailto:jvol3@hotmail.com)]  
**Sent:** Tuesday, February 23, 2010 7:33 AM  
**To:** Cameron, Rick  
**Subject:** Gerald Desmond Bridge

Regarding the new Gerald Desmond Bridge, while new bridge it is under construction, will the old bridge still be in use? Or will I need to find a new way home? } JV

Sincerely,

Jack Volkov III  
[jvol3@hotmail.com](mailto:jvol3@hotmail.com)  
562.491.0930 Home  
626.252.2897 Cell

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)



**Crouch, Stacey**

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**From:** Cameron, Rick  
**Sent:** Wednesday, March 10, 2010 2:59 PM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Comment on the Gerald Desmond Bridge

*Richard D. Cameron*  
*Director of Environmental Planning*  
*Port of Long Beach*  
*925 Harbor Plaza*  
*Long Beach, CA 90802*  
*(562) 590-4156*  
[cameron@polb.com](mailto:cameron@polb.com)

**From:** Brian Wolfe [mailto:bwolfe@prarchitects.com]  
**Sent:** Wednesday, March 10, 2010 1:34 PM  
**To:** Cameron, Rick  
**Subject:** Comment on the Gerald Desmond Bridge

Dear Mr. Cameron;

BW { The Gerald Desmond Bridge is a wonderful opportunity to create an iconic landmark for the port and city of Long Beach. I would suspect that an international design competition would bring forth innovative design from highly qualified bridge engineers and architects.

Respectfully;

**Brian Wolfe, AIA**  
Principal  
**Perkowitz + Ruth Architects**  
111 W. Ocean Blvd., 21st Floor  
Long Beach, CA 90802  
[562] 628-8000 phone  
[562] 628-8004 fax  
<mailto:bwolfe@prarchitects.com>  
[www.prarchitects.com](http://www.prarchitects.com)

**Crouch, Stacey**

---

**From:** Cameron, Rick  
**Sent:** Tuesday, March 23, 2010 8:05 AM  
**To:** Crouch, Stacey; Jelenic, Thomas  
**Subject:** FW: Gerald Desmond Bridge

*Richard D. Cameron  
Director of Environmental Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802  
(562) 590-4156  
[cameron@polb.com](mailto:cameron@polb.com)*

**From:** Kumars Zandparsa [mailto:kzandparsa@caltrop.com]  
**Sent:** Tuesday, March 23, 2010 8:04 AM  
**To:** Cameron, Rick  
**Subject:** Gerald Desmond Bridge

**Port of Long Beach:**

The Gerald Desmond Bridge is a vital project for our region and I would like to take this opportunity to express my support. As a resident of the region I am concerned about the deteriorating condition of the Bridge. In 2001, Caltrans deemed the bridge in need of immediate repairs. The bridge is not only important for Los Angeles, but the nation as a whole, because its connecting span is the mainstay for trucks that import and then carry goods from one of the busiest ports in the country.

The constant movement of trucks and big rigs is the causation of the damage to the bridge, due to the frequency, duration, and intensity of our area's needs and the port's of commerce from which those needs are met.

If it continues to deteriorate and become so unsafe it will be closed, traffic will potentially be at a standstill around the Port, Terminal Island, I-710 and negatively impact the region. I appreciate the opportunity to comment on the project.

KZ

Best Regards,

Kumars Zandparsa

1516 West First Street #315

San Pedro, CA 90732

1-714-476-3500

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# Public Hearing Comments- February 17, 2010

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2	
3	GERALD DESMOND BRIDGE
4	REPLACEMENT PROJECT
5	PUBLIC HEARING
6	PORT OF LONG BEACH
7	CALIFORNIA DEPARTMENT OF TRANSPORTATION
8	
9	
10	<hr/>
11	REPORTER'S TRANSCRIPT OF PROCEEDINGS
12	<hr/>
13	
14	
15	
16	City Council Chambers
17	Long Beach City Hall
18	333 West Ocean Boulevard
19	Long Beach, California
20	Wednesday, February 17, 2010
21	6:30 P.M. - 7:30 P.M.
22	
23	Reported By:
24	Natalie Rodriguez, CSR No. 12851
25	JOB NO. 118621



<p style="text-align: right;">Page 2</p> <p>1 LONG BEACH, CALIFORNIA, WEDNESDAY, FEBRUARY 17, 2001</p> <p>2</p> <p>3 PROCEEDINGS</p> <p>4</p> <p>5 MR. CAMERON: I'd like to welcome everybody</p> <p>6 here this evening and welcome to the Gerald Desmond</p> <p>7 Bridge Replacement Project EIR/EA public hearing. My</p> <p>8 name is Rick Cameron and I'm the Director of</p> <p>9 Environmental Planning for the Port of Long Beach.</p> <p>10 Tonight we're holding this public hearing to solicit</p> <p>11 input on the proposed Gerald Desmond Bridge Replacement</p> <p>12 Project. The Port of Long Beach in cooperation with the</p> <p>13 California Department of Transportation, Cal Trans, has</p> <p>14 produced an Environmental Impact Report/Environmental</p> <p>15 Assessment for the proposed bridge replacement project.</p> <p>16 This is actually a revised draft. In 2004 we</p> <p>17 had the first draft that went out for public review and</p> <p>18 we're in the process right now of -- we made some</p> <p>19 corrections, some revisions and this is kind of round</p> <p>20 two. The Port is the state lead under the California</p> <p>21 Environmental Quality Act and Cal Trans is the federal</p> <p>22 lead under the National Environmental Policy Act. The</p> <p>23 purpose of tonight's meeting is to present the proposed</p> <p>24 project and its alternatives, to describe the impacts</p> <p>25 associated with the proposed project, and measures to</p>	<p style="text-align: right;">Page 4</p> <p>1 rehabilitation alternative of the existing bridge.</p> <p>2 Because of the length of time that has passed the traffic</p> <p>3 analysis was also updated and several of the technical</p> <p>4 studies, including the air quality and the health risk</p> <p>5 studies were also updated and are currently reflected in</p> <p>6 this current draft.</p> <p>7 The need for the project. The existing bridge</p> <p>8 was built in 1968 and there have been several studies</p> <p>9 conducted by Cal Trans and by the Port of Engineers which</p> <p>10 had deemed this bridge to be below sufficiency in terms</p> <p>11 of structure and for other seismic standards as well.</p> <p>12 There's also a need in terms of its current height</p> <p>13 limitations that it has for vessel navigation for the</p> <p>14 marine facilities that need to go north of the bridge</p> <p>15 area and in the back area of Port of Long Beach, as well</p> <p>16 as the need for additional capacity.</p> <p>17 There are currently insufficient -- there are</p> <p>18 two lanes on each side. There are no right-away areas</p> <p>19 for any type of emergency vehicles and/or for when cars</p> <p>20 break down on the bridge. A lot of this boils down to</p> <p>21 our purpose and need and reflects where we're moving</p> <p>22 forward with the proposed project. The purpose of the</p> <p>23 proposed projects and the building of the new bridge as</p> <p>24 well as looking at the alternatives, which includes</p> <p>25 rehabilitation of the existing bridge and we also look at</p>
<p style="text-align: right;">Page 3</p> <p>1 mitigate those impacts.</p> <p>2 They've been analyzed and a better --</p> <p>3 (inaudible) in the revised draft. This is the first of</p> <p>4 several opportunities for you to provide any comments you</p> <p>5 may have on the proposed project and the environmental</p> <p>6 document that's out for public review right now, any of</p> <p>7 the alternatives as well. There will be a second public</p> <p>8 hearing on the 24th, February 24, at Silverado Park in</p> <p>9 West Long Beach, and you may also submit written comments</p> <p>10 any time up until March 22. In the transmittal letter</p> <p>11 for releasing the environmental documents a couple weeks</p> <p>12 ago we had a typo. We had March 18.</p> <p>13 So I just want to make a clarification right now</p> <p>14 for the record that it's actually March 22, and we'll be</p> <p>15 putting out a notification to that as well. The draft</p> <p>16 EIR/EA for the proposed project, as I stated earlier, was</p> <p>17 circulated in June 2004. After which time the Port's</p> <p>18 environmental documents were put on hold pending</p> <p>19 development of some new environmental protocols, which</p> <p>20 are reflected in this current revised draft document.</p> <p>21 The 2004 EIR/EA considered three alternatives:</p> <p>22 The North-Side Alignment for the proposed project,</p> <p>23 preferred project; the South-Side Alignment, and the No</p> <p>24 Project. The 2010 current revised draft EIR/EI -- EA,</p> <p>25 excuse me, includes an additional alternative, which is</p>	<p style="text-align: right;">Page 5</p> <p>1 the No Project alternative in the environmental document.</p> <p>2 The overall goals and objectives is to build a</p> <p>3 new bridge that is structurally sound, deal with the</p> <p>4 seismic stability of the bridge at this point current</p> <p>5 time, bring it up to code and standards, address the</p> <p>6 approach grades. The current bridge has very steep</p> <p>7 approach grades and many of the alternatives in the</p> <p>8 document actually lower the current approach grades and</p> <p>9 have overall benefits in terms of reduce speeds, the need</p> <p>10 to climb the grade with heavy vehicles. It talked about</p> <p>11 the capacity for existing and future demand. That's</p> <p>12 adding additional lanes.</p> <p>13 There will be three lanes on each side in the</p> <p>14 alternatives in addition to 10 foot clearance for safety</p> <p>15 and set back areas. And more importantly, vertical</p> <p>16 clearance for the larger ships. The current bridge</p> <p>17 limits even the midsize current vessels from safely</p> <p>18 navigating into the back facilities. I've mentioned</p> <p>19 several alternatives that have been considered. There</p> <p>20 are four alternatives.</p> <p>21 Once again, the North-Side Alternative is the</p> <p>22 preferred project alternative. We have also looked at</p> <p>23 the South-Side Alignment Alternative, the bridge rehab</p> <p>24 alternative, and the No Project. I'm going to give a</p> <p>25 little bit of description on each of these currently.</p>



<p style="text-align: right;">Page 6</p> <p>1 The North-Side Alignment Alternative will provide a new 2 bridge located approximately 140 feet north of the 3 existing bridge. 4 The new bridge would be a cable-stayed design, 5 200 feet above the back channel, and have a five percent 6 grade with three lanes, plus shoulders, in each 7 direction. The project would also include reconstruction 8 of the existing horseshoe ramp interchange on Pier T, 9 which is on the westward side, island side, and 10 reconstruction of the connectors to the I-710 and Pico 11 Avenue, which would be on the eastern side of the project 12 area. The South-Side Alignment would include the same 13 basic elements as the North-Side Alignment as I've just 14 described, but it would be approximately 177 feet south 15 of the existing bridge. 16 Following construction of a new bridge on either 17 the North- or South-Side Alignments, the existing bridge 18 would be demolished. So the existing bridge on both of 19 these alternatives would stay in operation until either 20 one of the alternatives was ready for opening. There 21 probably would be some minor delays on the back end of 22 connecting the horseshoe ramps and I-710 connectors. 23 However, the overall operation of the existing bridge 24 will stay in place. 25 The Rehabilitation/No Project Alternatives:</p>	<p style="text-align: right;">Page 8</p> <p>1 impact to the Port operations, and maintenance. These 2 are all the considerations that have gone into evaluating 3 each of these alternatives and the selection of these 4 alternatives. Based on all of these parameters a single 5 mast tower, cable-stayed bridge design was chosen to move 6 forward with. 7 I now will highlight some of the impacts 8 associated with the project, which are also associated 9 with many of the alternatives and have a lot of 10 similarities when we're talking about the preferred 11 project of the Northern Alignment as well as Southern 12 Alignment alternative. Some of the impacts are much 13 different also with the rehabilitation and that's by 14 virtue of not replacing the existing bridge and so much 15 of the impacts are a little bit different, maybe even 16 less. And the No Project doesn't have many of the 17 structural impacts associated with it. So I'm just 18 going to give you a little bit of highlight on some of 19 the things -- the two alternatives for replacement of the 20 bridge. 21 Project Impacts: There would be impacts to 22 intersections during construction including the Pier B 23 Street, 9th Street, Pico Avenue intersection and the Pico 24 Avenue, Pier D Street intersection. The impacts 25 associated with construction would be temporary but</p>
<p style="text-align: right;">Page 7</p> <p>1 With the Bridge Rehabilitation Alternative the existing 2 bridge would be rehabilitated to improve its seismic 3 performance and extend its life span. No new lanes would 4 be added and the height of the bridge would remain at 156 5 feet. Rehabilitation would include replacement of the 6 bridge deck, expansion joints, and sway bracings, 7 painting of the steel members, and seismic retrofit of 8 foundations, columns, bent caps, abutments, and 9 superstructure. Rehabilitation would extend the life of 10 the existing bridge by approximately 20 years, after 11 which time it would need to be replaced. 12 The No Project Alternative, as the name implies, 13 would not result in any changes to the bridge, its 14 approach ramps, or connecting intersections. As traffic 15 is increased in the coming years, the area would become 16 more and more congested. That's as a result of not 17 adding additional capacity -- (inaudible). Replacement 18 Concepts. I'm just going to go over a little bit of the 19 different types of designs that went into the overall 20 replacement of the bridge and some of the elements. 21 The bridge replacement parameters include 22 different types of bridges, bridge roadway geometry, 23 height and span, dimension of the major structural 24 members, location, aesthetics, cost, constructability, 25 seismic performance, right-of-way issues, schedule,</p>	<p style="text-align: right;">Page 9</p> <p>1 mitigation measures such as lane widening, re-stripping, 2 and installation of a traffic signal would help lessen 3 these impacts. These are described as mitigation 4 measures in the current draft. By 2015, traffic volumes 5 would be such that there would be significant adverse 6 impact during operations at the Navy Way/Seaside Avenue 7 intersection. 8 There is no mitigation within the Port's control 9 that could be implemented. However, the Port of Los 10 Angeles is proposing improvements that would reduce the 11 impact to insignificant. Until that time, the impact 12 would remain significant. And this is associated with 13 some of the improvements that the Port of Los Angeles has 14 planned as part of their mitigation improvements. 15 There would be air quality impacts during 16 construction. The Port would use mitigation measures 17 prescribed by the South Coast Air Quality Management 18 District, such as dust suppression, turning off trucks to 19 reduce idling, and scheduling deliveries of construction 20 materials for off-peak hours. These are very basic and 21 standard mitigation measures. In addition, we would be 22 applying many of the same types of mitigation measures 23 associated with the cleaner -- cleaner construction 24 equipment that was proposed in the Middle Harbor Project. 25 For consistency purposes that was necessary.</p>



<p style="text-align: right;">Page 10</p> <p>1 There would also be significant cumulative air 2 impacts during the overall operation of the bridge. And 3 this is by virtue of that and other single lane capacity 4 volumes traffic on the bridge. From a habitat biological 5 standpoint there are Peregrine falcons that occasionally 6 use the existing bridge for nesting. They also use the 7 Heim Bridge on Terminal Island. 8 They use Koch Carbon's silos on Pier F in the 9 Port of Long Beach, as well as -- as many of you know or 10 do not know if you've ever served at the county 11 courthouse, they actually utilized the courthouse. It's 12 one of their primary nesting areas as well as city hall 13 here. They will actually nest at the top of building. 14 The Port has worked the California Department of Fish and 15 Game to establish a monitoring program associated with 16 this project, which would provide no work zones and place 17 nesting platforms on the new bridge for the new bridge 18 operations. 19 Since the old bridge would not be demolished 20 until the new one is finished, there would never be a 21 time when nesting platforms were not available. So there 22 will be nesting platforms at all times. The current 23 bridge also has bats, and yes, they are protected and we 24 have to make sure we are not impacting the bats on the 25 bridge. Again, the Port has worked with California</p>	<p style="text-align: right;">Page 12</p> <p>1 although traffic would continue to flow it would be much 2 slower than today creating traffic as well as air quality 3 issues. The existing bridge which currently has three 4 climbing lanes and two descending lanes on each side and 5 while the additional climbing lanes help traffic flow, it 6 is a Band-Aid at best. That's kind of -- I think 7 everybody knows what I'm talking about there. 8 The new bridge would have three through lanes 9 and a shoulder on each side. The shoulders, in 10 particular, would help maintain traffic flow on the 11 bridge since breakdowns and accidents could be moved to 12 the side and out of traffic lanes and help maintain flow. 13 I don't know if any of you have ever been stuck on the 14 top of that bridge during a traffic jam or accident, but 15 you can definitely feel the bridge moving around. 16 Raising the bridge would help accommodate the new 17 generation of ships currently being built or already in 18 service. 19 That factors back to the need for higher 20 clearance. The new bridge height would help the new, 21 larger ships transit the back channel safely. As a bonus 22 these newer ships also are the newer greener ships that 23 will be the future as well. I'm kind of wrapping up the 24 conclusion of my presentation at this point in time. I 25 just want to make a couple of announcements I should have</p>
<p style="text-align: right;">Page 11</p> <p>1 Department Fish and Game to establish the appropriate 2 mitigation measures that would provide a smooth 3 transition from the old bridge to the new bridge. 4 Another issue of concern is encountering 5 historic hazardous materials and hazardous waste. This 6 is associated with each of the alternatives for the 7 replacement of the bridge, and the document describes the 8 processes and protocols to ensure that worker health and 9 safety and the materials are properly handled, disposed 10 of, what that implies in the project. Once again, just a 11 reminder -- a little of summary of what we're trying to 12 accomplish here with the replacement of the bridge. 13 The existing bridge is nearing the end of its 14 useful life as I stated earlier. It was built in 1968 15 and the standards for bridges have evolved. The new 16 bridge would have a 100 year life span and would be 17 structurally sound, seismically resistant, and it almost 18 certainly would become a signature for the City of Long 19 Beach. The grades on the existing bridge make it 20 difficult for trucks to make the climb, resulting in much 21 slower speeds on the bridge. 22 The new lower grades would allow the trucks to 23 move faster and therefore keep traffic moving faster 24 overall. The projected future car and truck volumes 25 could overwhelm the capacity of the existing bridge and</p>	<p style="text-align: right;">Page 13</p> <p>1 made earlier. 2 We do have our partners. We have Carl Price 3 from Cal Trans who's here. Carl, would you raise your 4 hand. It really has been a collaboration for many years 5 now in preparing this environmental document, and it 6 needs to meet multiple standards and I think we've been 7 able to accomplish that. Some next steps: There will be 8 a second public hearing, which I indicated earlier, on 9 February 24. It will be at 6 o'clock, starting out in a 10 very similar format with the first half hour, we'll have 11 kind of a walk around through display boards, Q&amp;A. And 12 then at 6:30 the public hearing will start promptly. 13 That's at Silverado Park at the address listed 14 above. Finally, we have our court reporter here and I've 15 probably been talking a little bit faster than I should, 16 but when you do come up for the public comment, please be 17 clear, state your name. We do have this for the record. 18 We also have Spanish translation if there's anybody that 19 needs Spanish translation, as well as sign language for 20 hearing impaired. So I just want to accommodate that. 21 In conclusion, just a reminder where you can 22 find the draft environmental document and other project 23 information, special studies are available at the Port of 24 Long Beach or Cal Trans District 7 at the addresses above 25 on the slide in terms of the online and you can download</p>



<p style="text-align: right;">Page 14</p> <p>1 materials. If anybody has a need for hard copies or 2 doesn't have the means to access that material, feel free 3 to contact my staff or myself and we'll make sure that 4 you get the proper materials. We also have, as indicated 5 above, they also can be located at Long Beach City Hall, 6 City of Long Beach Main Library located next door, and 7 the San Pedro Regional Branch Library on 931 South Gaffey 8 Street, San Pedro; and the Wilmington Branch Library at 9 1300 North Avalon Boulevard in Wilmington. 10 Some of the kind of next steps as indicated 11 before the 45 day public comment period will conclude on 12 March 22. From that time moving forward both Port and 13 Cal Trans staff will be preparing the final EIR/EA, which 14 includes reviewing all the comments we receive, all the 15 public testimony that we receive at this hearing as well 16 as the next hearing next week. We will prepare responses 17 to those comments. We will make the necessary revisions 18 that need to be incorporated into the final document 19 pursuant to those comments in the public testimony. 20 Following preparation of the final document, it 21 will be distributed to all those who commented, firstly, 22 and then in the Port's case the EIR would go before the 23 Board of Harbor Commissioners for certification, and the 24 Board at that particular time could then choose one of 25 the alternatives to move forward. Cal Trans' -- their</p>	<p style="text-align: right;">Page 16</p> <p>1 Beach Gerald Desmond Bridge replacement project, which I 2 believe will bring jobs and encourage economic growth to 3 our communities and overall region. This bridge is vital 4 to the Ports of Long Beach and Los Angeles, the region, 5 national infrastructure and more than 60,000 vehicles a 6 day that travel on it. With its deteriorating physical 7 condition and low rating by state and federal inspectors, 8 the new bridge with additional lanes and emergency 9 shoulders in both directions will help keep the bridge 10 from becoming a traffic trap when an accident or 11 breakdown occurs. 12 The new higher clearance of 200 feet will also 13 help accommodate the bigger, greener ships of the future. 14 This project will support on average about 4,000 jobs a 15 year for five years. According to the LA Economic 16 Development Analysis the 1.1 billion dollars invested in 17 the bridge will generate 2.8 billion dollars in economic 18 activity for the area. Finally, I believe it is crucial 19 that the project move forward in a way that remains 20 respectful of and responsive to businesses and community 21 members whose lives will be most closely affected. Thank 22 you. 23 MR. CAMERON: Thank you. 24 PUBLIC SPEAKER: Good evening. My name is 25 Geraldine Knatz. I'm the Executive Director of the Port</p>
<p style="text-align: right;">Page 15</p> <p>1 next step would be to prepare a finding of no significant 2 impact, if that is the conclusion, and ultimately approve 3 the project. We release final document 10 days prior to 4 the Board -- (inaudible) taking any action on this 5 project. So it's a little bit of the next steps in the 6 process. 7 And as I indicated earlier, you can still make 8 comments to me directly at the contact information listed 9 above. And at this point in time I would like to thank 10 everybody. I'm going to conclude my presentation and 11 open it for public comment. I have the list of speakers 12 that have signed in. For those of you who have walked in 13 or have not signed in or choose to speak midway through, 14 please find -- I've got several staff of people around, 15 you can fill out a yellow card. 16 It's very important to get your contact 17 information. And we'll get you in the proper cue. The 18 first speaker I'm going to call is Bianca Villanueva and 19 she is a representative for Assembly member Bonnie 20 Lowenthal. The next speaker will be Geraldine Knatz, 21 executive director for the Port of Los Angeles. 22 PUBLIC SPEAKER: Good afternoon. My name is 23 Bianca Villanueva and I'm here to read a statement on 24 behalf of Assembly Member Bonnie Lowenthal. I am pleased 25 to add my voice to those in support of the Port of Long</p>	<p style="text-align: right;">Page 17</p> <p>1 of Los Angeles. That other San Pedro bay port. I'm here 2 tonight on behalf of the Port of Los Angeles to voice our 3 support for replacing the Gerald Desmond Bridge. On a 4 personal note as Long Beach resident I'm in the 5 population of motorists that collectively make about 6 25,000 daily trips over the bridge. 7 As a daily commuter I have to tell you that 8 crossing the Gerald Desmond Bridge can be a riveting 9 experience because it funnels down to two lanes at the 10 top and the trucks with the heaviest loads slow to a 11 crawl and push noncarga traffic to the inside lanes like 12 sheep being herded over a mountain pass. For that reason 13 you really have to have your wits about you as you drive 14 around the cargo-hauling trucks and the occasional 15 motorists who are not accustomed to a bridge with a 16 stunning view, a ton of freight traffic, and at its apex 17 only two lanes in each direction. 18 So those are the considerations that go through 19 my mind as a daily commuting adventure going across the 20 bridge. But in the bigger scheme of things tonight it 21 will be noted how important construction of a new bridge 22 is to our cities, our region, our state, and the nation. 23 This bridge is as important to the Port of Los Angeles as 24 it is to Long Beach not only because of the jobs created 25 by the construction, but because about 60 percent of</p>

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<p style="text-align: right;">Page 18</p> <p>1 containers going over the bridge come from Port of Los 2 Angeles cargo terminals. 3 Both the ports are presently investing hundreds 4 of millions of dollars to grow and green their facilities 5 for the decades ahead and to protect the regional job 6 base connected to international trade through San Pedro 7 Bay. It's for these reasons that as a de facto trade 8 highway to the nation the I-710 Gerald Desmond Bridge 9 gateway must be upgraded to 21st century standards. Now 10 the speakers here tonight will attest to the fact that 11 this is a project of national significance. 12 Although, in the wake of today's federal tiger 13 grant funding announcement and that's the pot of money 14 awarded by the Secretary of Transportation, the stimulus 15 money, we ought to remind people in Washington about this 16 fact because much to our surprise this project and really 17 all the projects in the City of Los Angeles and Long 18 Beach were overlooked in this award of important national 19 strategic transportation projects. And for a bridge like 20 this not to be at the top of the list, the top of the 21 nation's list is pretty shocking. Although, it is a 22 small consultation as a former planning director at the 23 Port of Long Beach, I happen to know the exact location 24 of the golden spike that was relocated on the bridge 25 following its dedication in 1978 and when the time comes,</p>	<p style="text-align: right;">Page 20</p> <p>1 tallest container vessels to enter the port. The Gerald 2 Desmond Bridge is old, antiquated, outdated, and 3 crumbling from excess wear and tear. 4 Bridge replacement will provide us with a 5 modern, safe, and seismically secure transportation 6 artery. A new bridge will keep our ports competitive 7 with other US ports. It will also serve as a catalyst 8 for new job creation benefiting those presently involved 9 in the goods movement industry and will provide unlimited 10 work and career opportunities for those young people 11 enrolled in high school, college, and university logistic 12 programs sponsored in large part by both the ports of San 13 Pedro Bay. 14 A new bridge will help the port recapture some 15 of its lost discretionary cargo and improve and increase 16 its cargo market share. As a consequence everyone 17 benefits. More jobs create an economic multiplier 18 effect, local businesses prosper, tax revenue increases 19 while our regional economy grows stronger. Taking a do 20 nothing approach will surely result in traffic 21 congestion, loss of jobs, loss of discretionary cargo, 22 loss of cargo market share. 23 Reduced cargo volume means reduced port revenue, 24 which will limit the port's ability to continue to expand 25 and improve its green port programs. As much as we love</p>
<p style="text-align: right;">Page 19</p> <p>1 I will pass on this protected piece of intelligence to 2 Mr. Sankey because he may need to hawk it in order to 3 raise some funds for this critical project, a project of 4 national importance. Thank you for providing me an 5 opportunity to speak in support of this important 6 project. 7 MR. CAMERON: Thank you. Domenick Miretti and 8 then after that will be Tom Moxley. 9 PUBLIC SPEAKER: Thank you Mr. Chairman. I'm 10 Domenick Miretti a member of ILWU Local 63 and the 11 union's liaison to the ports of San Pedro Bay. I'm 12 speaking in favor of replacing the aging Gerald Desmond 13 Bridge. Local market area residents often see massive 14 infrastructure projects as being cold, impersonal, and at 15 times intimidating. On the other hand, I along with ILW 16 coworkers and many community residents see replacing the 17 Gerald Desmond Bridge as a positive project that will 18 benefit numerous people. 19 Bridge replacement we believe will provide a 20 number of very positive benefits to local residents, the 21 business sector, our regional economy and improve our 22 area's quality of life. A new bridge will increase 23 capacity, cars, trucks and other cargo will faster and 24 more efficiently reducing traffic congestion. Increasing 25 the height of the bridge will allow the newest and</p>	<p style="text-align: right;">Page 21</p> <p>1 our northern and southern neighbors let's keep the ports 2 of San Pedro Bay the gateway to Pacific rim trade and 3 create American jobs. Replacing the Gerald Desmond 4 Bridge will help accomplish those goals. Thank you. 5 MR. CAMERON: Thank you. After Mr. Moxley will 6 be Mr. Larison. 7 PUBLIC SPEAKER: Mr. Chairman, thank you. My 8 name is Tom Moxley and I am President of the LA, Orange 9 County Building and Construction Trades Counsel, 140,000 10 men and women who work in the building construction 11 trades. Many of them are here in the audience tonight 12 from the different crafts that will be working on this 13 bridge. I also grew up in Long Beach. A little history, 14 I remember when the pontoon bridge was there with the 15 draw bridge. It was thought at that time and said we 16 don't need it. The Gerald Desmond Bridge was named after 17 a prominent attorney here in Long Beach and I hope it 18 retains that name. But this is job that provides jobs, 19 career opportunities for the young men and women in the 20 building construction trades. It was much needed then. 21 It's life has been used up and it's time to replace it. 22 The building construction trades, and I am a 23 member of the Iron Workers Association Bridge, 24 Structural, Ornamental Iron Workers and we have a very 25 concerned effort in this due to the fact that we build</p>

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<p>LA/OCBCTC</p>	<p style="text-align: right;">Page 22</p> <p>1 bridges. The bridges in the United States today are all 2 crumbling. If you look at the number of safe bridge, 3 it's deplorable what Eisenhower started in the '50s and 4 where we've come today. This is just one of the many 5 bridges that need to be replaced and it's much needed. 6 I have been following this bridge for 10 years, 7 and it should have been finished in 2007 as originally 8 designed. It's time to build this bridge, build it now, 9 and the impacts are greatly manifested that I think your 10 EIR, which I've been sitting down reading and sometimes 11 fall asleep, but the benefits that aren't in the EIR with 12 air quality -- I think is more beneficial by not having 13 trucks idling on the bridge and the traffic and the flow 14 of commerce. Thank you very much. 15 MR. CAMERON: Thank you. After Mr. Larison, 16 Carlo DeAntouguia -- sorry. 17 PUBLIC SPEAKER: Good evening. My name is 18 Michael Larison, and I represent tradesmen just like a 19 lot of these people that are sitting here. I'm retired 20 from local 12 operating engineers. I represent the 21 industry. I'd like to follow up a little bit on what the 22 gentleman said. I'm a native. I've worked here for -- 23 in the harbor for over 40 years. I remember the pontoon 24 bridge, and I remember when the Gerald Desmond Bridge was 25 built. My grandfather remembers the lift bridge</p>	<p style="text-align: right;">Page 24</p> <p>1 of those wires. So from 156 feet to 200 feet is what 2 this harbor needs to accommodate the newer vessels that 3 are in service or are going to be in service especially 4 to support Pier A and Pier S Project, not to mention what 5 might happen in Pier T. 6 There's a lot of work that's going to happen in 7 the future to accommodate these harbors on Terminal 8 Island. The traffic needs to get on and get off. This 9 bridge is going to help that immensely. Thanks. 10 MR. CAMERON: Thank you. Please pronounce your 11 name. 12 PUBLIC SPEAKER: Good evening. My name is 13 Carlo DeAntouguia. I'm the president of the Foreign 14 Trade Association of Southern California. The Foreign 15 Trade Association of Southern California is the oldest 16 international trade association in Southern California. 17 We represent over 300 member firms in the area who have 18 tons of thousands of employees who are not only residents 19 of the area but also commuters over the current Gerald 20 Desmond Bridge. 21 I'm here to voice my support for the 22 redevelopment of the new bridge. As has been eloquently 23 articulated by the speakers before me, not only will it 24 provide new jobs to the area which are much needed, but 25 being active in the international trade community, we</p>	<p>ML</p> <p>FTASC</p>
	<p style="text-align: right;">Page 23</p> <p>1 before it. So that's three different generations. This 2 will be the fourth. I'd like -- I want to be on record 3 as saying that we need this bridge and we need it now. 4 Knowing the industry and being associated with the 5 construction of the harbor in Long Beach and LA, there 6 are tremendous projects that are going on on Terminal 7 Island, not the least of which is the Pier S Project. 8 One of the studies in the EIR indicates that in 2005, 25 9 percent of the traffic that either have an origin or a 10 destination in LA or Long Beach went across the Gerald 11 Desmond. 12 By 2030 that will increase to 44 percent by 13 projections. A lot of the benefits of this bridge are 14 going to be the flatter slope going five and a half 15 percent east to west and six percent west to east or vice 16 versa to a flat five percent with three lanes either 17 direction and outside shoulders. So when the broke-down 18 trucks get broke down, they can pull off to the side. 19 It's time for the bridge and it's time to happen now. 20 As a little side bar one of the things that I'm 21 sure some of the people here that are familiar with the 22 harbor realize that at a 156 foot vertical clearance on 23 the existing Gerald Desmond, that's exactly equal to the 24 power lines on SCE from Pier A to Pier S. Part of this 25 EIR, as I understand it, will be to increase the height</p>	<p style="text-align: right;">Page 25</p> <p>1 cannot take our eye off the fact that the Panama Canal 2 will come on line on 2014 and we need to do whatever we 3 can in Southern California to ensure that we are ahead of 4 the game providing that we maintain our spot as the 5 biggest port in the United States. So once again on 6 behalf of the association of the Foreign Trade 7 Association I'd like to voice our support for the 8 development of a new Gerald Desmond Bridge. 9 MR. CAMERON: Thank you. The next two speakers 10 Bruce Russell and after Bruce will be Mark Jurisic. 11 PUBLIC SPEAKER: Good evening. My name is 12 Bruce Russell. I'm here as a member of the board of 13 directors of the Los Angeles County Chapter of the 14 American Counsel of Engineering Companies, also known as 15 ACEC. I'm here today on behalf of the chapter to express 16 our support of the FAIS for the Gerald Desmond Bridge. 17 ACECLA will provide a letter of support for the record 18 and to include the public comments in support of the 19 FAIS. 20 One of our partner organization, the American 21 Society of Civil Engineers each year issues a report card 22 for infrastructure throughout the United States. That 23 report card for Los Angeles County notes our roads and 24 highway is rated D plus and our bridges rate a C. 25 Neither of those grades are very admirable. Certainly,</p>	



<p>LACACEC</p>	<p style="text-align: right;">Page 26</p> <p>1 the current condition of the Gerald Desmond Bridge is of 2 great concern. Parts of the bridge are literally falling 3 off and safety features must be added. 4 Overall it rates a very low inspections rating. 5 It is neither cost effective nor a wise use of public 6 money to simply patch the bridge. It must be replaced. 7 The bridge is also an important link for local 8 transportation and trucks carrying goods in and out of 9 the ports. 10 The new bridge will have a modern design, will 11 be safer for trucks and cars, and will be provide safe 12 clearance for newer and cleaner fleets of cargo ships. 13 Construction of the new bridge will bring jobs and 14 economic impact to our region. More important the new 15 bridge will keep our two San Pedro ports at the top in an 16 increasingly competitive shipping climate. A strong -- 17 strong ports mean good long-term jobs for our region. We 18 support the recommended north side project. Thank you. 19 MR. CAMERON: Thank you. 20 PUBLIC SPEAKER: Good evening. My name is Mark 21 Jurisic. I'm from the ILWU Local 13. I'm here to speak 22 in support of the Gerald Desmond replacement project. 23 I'm here to speak because this is the responsible thing 24 to do. This is not just a project that's going to create 25 jobs. This is a safety issue. Our friends, our</p>	<p style="text-align: right;">Page 28</p> <p>1 MR. CAMERON: Thank you. Tammy -- is it 2 Faavae -- Tommy. I apologize. It looked like an A. 3 PUBLIC SPEAKER: It's okay. I get that a lot 4 from the Mayor of Los Angeles. My name is Tommy Faavae. 5 I represent International Brotherhood of Electrical 6 Workers of the greater Los Angeles area. I'm a stake 7 holder in Port of Long Beach and City of Long Beach. I'm 8 an organizer in the particular area. No disrespect to 9 Gerald Desmond. I think this bridge should be named 10 after Larry Henderson because I feel he has put a lot of 11 mileage on this Gerald Desmond Bridge of going back and 12 forth to Port of Long Beach Harbor Commissioner meetings. 13 But I would like to say wholeheartedly that we 14 are in full support of this project -- this major project 15 to build a new Gerald Desmond Bridge. I feel this is -- 16 it's an opportunity and a ladder for our youth to come 17 into apprentice program and go through apprentice program 18 and finish it and say that they not just only have a job 19 but a career to come through -- a career pathway. And I 20 feel that's really needed in the Port of Long Beach and 21 City of Long Beach. That we move on this project and we 22 would like to, you know, have the Port of Long Beach 23 support a Project Labor Agreement because it gives the 24 opportunity for local hire within the Port of Long Beach 25 and the city also. So we definitely support this project</p>	<p>IBEWLA</p>
<p>MJ</p>	<p style="text-align: right;">Page 27</p> <p>1 families, our neighbors are using this bridge. Chunks of 2 concrete are falling off. It's not earthquake safe. 3 This is a safety issue first and foremost. 4 The creation of jobs is a wonderful byline, but 5 I drive this bridge and so does my family. I'm really 6 concerned. The only responsible thing we can do is 7 replace this bridge. It's insanity to think that some 8 people don't want to make this change. I'm here to speak 9 in support. Thank you. 10 MR. CAMERON: Thank you. Rich Pines, Kevin 11 Bass. 12 PUBLIC SPEAKER: Good evening. I'm Kevin Bass 13 with District Counsel 36, Painters and Allied Trades. We 14 represent about 11,000 workers from Bakersfield down to 15 the border and we have many workers that are in this area 16 also. Some of them are here. You guys can stand. These 17 are just some of the guys in some of our trades. 18 Above and beyond the obvious reasons the safety 19 issues, the obsolescence of the bridge, this is a good 20 opportunity to give some of these people an opportunity 21 to get back in the working force, help to stimulate our 22 economy, and just help people to raise their families and 23 give them good working jobs. Good jobs with a good 24 living wage. So that's what I'd like to say and we're 25 all in support of this project. Thank you.</p>	<p style="text-align: right;">Page 29</p> <p>1 and we'd like to see it several ready soon. Thank you. 2 MR. CAMERON: Thank you, Tom. I apologize. 3 The next two speakers Michele Grubbs and then Jane 4 Templin. 5 PUBLIC SPEAKER: Good evening. My name is 6 Michelle Grubbs and I'm here on behalf of Pacific 7 Merchant Shipping Association. We represent more than 60 8 marine terminal operators, ocean carriers, and passenger 9 vessel members. Our members are primarily engaged in 10 containerized trade at US West Coast ports. As the home 11 of one of the nation's busiest container ports Long Beach 12 must keep up and stay competitive with up-and-coming 13 ports on the horizon. The Gerald Desmond Bridge serves 14 as a critical cargo artery from the San Pedro Bay ports 15 to the rest of the nation. The 42-year-old bridge is on 16 the cusp of being found structurally deficient. 17 As we know Cal Trans has given the Gerald 18 Desmond Bridge a low sufficiency rating 43 out of a 19 hundred, and that is unacceptable for a critical piece of 20 infrastructure in California. The bridge today carries 21 millions of cars and trucks trips annually. Today's 22 reality far exceeds traffic expectations of the bridge 23 original planners in 1968. Replacing the bridge would 24 benefit the local community. Local commuters make up 75 25 percent of the traffic that travels over the bridge and</p>	<p>PMSA</p>
<p>PATDC36(A)</p>	<p>California Deposition Reporters</p>	<p style="text-align: right;">Page: 8</p>	



PMSA	<p style="text-align: right;">Page 30</p> <p>1 my husband is one of those that travels it every day.          2 Ultimately, this one billion dollar investment          3 would generate 2.8 billion in economic growth for          4 Southern California economy. And I think we've heard          5 from a number of speakers about that today. It would          6 provide an average of 4,000 much needed jobs per year for          7 five years. And the benefits of this investment would          8 not just be for the immediate economic boost, which we          9 all desperately need to the region, but would run for          10 several decades as a result of improved traffic safety on          11 the new bridge.          12 We ask that the Gerald Desmond Bridge EIR be          13 approved in a timely manner. We cannot afford multiyear          14 delays like we've seen with other port projects. This is          15 a bridge that has a net referred to as a diaper below it          16 to catch falling concrete. And as we all well know          17 anything that requires a diaper definitely needs to be          18 changed.          19 PUBLIC SPEAKER: Good evening. Jane Templin,          20 resident, 30 year resident of Long Beach and IBEW Local          21 11 construction wire woman, 34 years. I'm here to          22 support the North-Side construction of the new Gerald          23 Desmond Bridge, but I'd also like to speak about -- I          24 hope it's going to be under a PLA. It is the opportunity          25 to bring in the youth. The tradesmen that you saw stand</p>	<p style="text-align: right;">Page 32</p> <p>1 Street and the privately held property. You then refer          2 in the EIR to look at section 2.1.3.2. When you refer to          3 that section, that section looks like it's been left out          4 of the draft on the web. I don't know. It's just blank.          5 And we would ask that inclusion in the final EIR          6 description of which properties would be taken, which          7 parcels, and the amount of size on each parcel, so that          8 our business can have a little bit more certainty about          9 future operations on Pier D Street. Thank you.          10 MR. CAMERON: Thanks Lou. Lou, what we'll do          11 is we'll go back and double check what's online and if          12 there's something missing, we'll make sure we get it out          13 there. Thank you for noting that. Next speaker.          14 PUBLIC SPEAKER: Good evening. My name is          15 Stephanie Esparza. I am the secretary and treasurer for          16 the Propellor Club of Los Angeles and Long Beach. We          17 have close to 200 members residing in the LA, Long Beach          18 area. And representing the Propellor Club, I would like          19 to express our support for the Port of Long Beach's EIR          20 to construct the new Gerald Desmond Bridge. This bridge          21 is a major artery for commuter traffic, commerce, and          22 emergency vehicles in the cities of Los Angeles and Long          23 Beach. The Gerald Desmond Bridge is now 40 years old.          24 It is deteriorating with pieces of concrete          25 periodically falling from the span. Cal Trans has put</p>	BCOM
JTe	<p style="text-align: right;">Page 31</p> <p>1 up -- those that are apprentices would you please stand          2 up. This is our youth in training to become the next          3 skilled craftsmen and the opportunity to have a steady          4 good job and a good life and career. Thank you.          5 The opportunity under a PLA to bring in our          6 community youth and to bring in the next middle class          7 style and career potential can't be passed up. So I          8 strongly urge you not only to build the bridge but to do          9 it under a PLA. Thank you.          10 MR. CAMERON: Thank you. The next two          11 speakers, Lou Baglietto and then Stephanie Esparza.          12 PUBLIC SPEAKER: Good afternoon. I'm Lou          13 Baglietto, a partner at Butterfield Communications and          14 I'm also a daily commuter across the bridge. I along          15 with every one of our clients at Butterfield          16 Communications enthusiastically supports the need to          17 rebuild the bridge and look forward to the day when we          18 reopen the new bridge. However, on behalf of one of my          19 clients, Gamble Industries, which is located at 1825 Pier          20 D Street, essentially we have a question. Looking -- and          21 the Port of Long Beach did a wonderful job at writing          22 this EIR. It's in depth. It's a breath.          23 However, in the community impact section you essentially          24 talk about there may be a potential need of taking          25 approximately point seven acre of property along Pier D</p>	<p style="text-align: right;">Page 33</p> <p>1 netting to protect people and vehicles from below the          2 bridge from this debris. However, a permanent fix must          3 be made as soon as possible. The Port of Long Beach has          4 a plan that enlists funding from federal, state, and          5 local sources to construct a new bridge alongside the          6 existing bridge. This will allow uninterrupted traffic          7 to flow during construction.          8 With approximately 18 million vehicle trips a          9 year over the existing bridge the Gerald Desmond has          10 exceeded its capacity. The proposed bridge will have          11 three lanes of traffic in each direction as well as          12 emergency lane for disabled vehicles. Having three lanes          13 in each direction as well as a breakdown lane will          14 decrease congestion and improve the flow of traffic.          15 Recently, Cal Trans inspectors have given the existing          16 Desmond Bridge a low mark.          17 The concrete decks and superstructure need          18 significant improvements. It makes sense rather than          19 putting more money into repairs to build a modern bridge          20 that will last many decades. The new proposed bridge          21 would have a 200 foot vertical clearance. That would          22 allow newer, cleaner, greener vessels to access the back          23 channel of Long Beach Harbor. The construction project          24 would create approximately 4,000 jobs that would last for          25 the length of the project, estimated at five years.</p>	PCLALB



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<p>1 The plan includes additional improvements to the                  2 Terminal Island and the 710 interchanges. This should                  3 also assist with the uninterrupted flow of traffic.                  4 Overall, the construction of a new modern bridge through                  5 the Port of Long Beach would be good for the economy,                  6 good for the Port, and good for the community. The                  7 larger bridge will keep traffic moving thus decreasing                  8 truck and auto emissions by reducing engine idling.                  9 The Propellor Club of Los Angeles, Long Beach                  10 stands with the Port of Long Beach in support of the EIR                  11 for a new Gerald Desmond Bridge. Thank you.                  12 MR. CAMERON: Thank you. Those were all the                  13 cards that I had and I butchered a couple people's names.                  14 Tommy, I apologize. Is there anybody else that would                  15 like to speak at this point in time? No. We have Rich                  16 Pines, but we'll catch him next time. We have next week.                  17 With that I'm going to go ahead and close the public                  18 hearing at this given time. I do want to remind                  19 everybody, once again, that we have the second public                  20 hearing next Wednesday, Silverado Park.                  21 You can find this information online. I also                  22 want encourage everybody to -- if you don't have access                  23 to our Web site, to get -- to review the environmental                  24 document, I know there's been a lot of comments tonight                  25 about a lot of the projects and alternatives. Please do</p>	<p>1 REPORTER'S CERTIFICATE                  2 STATE OF CALIFORNIA )                  3 COUNTY OF LOS ANGELES )                  4                  5 I, NATALIE RODRIGUEZ, CSR No. 12851, a Certified                  6 Shorthand Reporter, certify;                  7 That the foregoing proceedings were taken before me                  8 at the time and place therein set forth.                  9 That the testimony and all statements made at the                  10 time of the hearing were recorded stenographically by me                  11 and were thereafter transcribed;                  12 That the foregoing is a true and correct transcript                  13 of my shorthand notes so taken.                  14 I further certify that I am not a relative or                  15 employee of the parties, nor financially interested in                  16 the action.                  17 I declare under penalty of perjury under the laws of                  18 California that the foregoing is true and correct.                  19                  20 Dated this 28th day of February, 2010.                  21                  22                  23 NATALIE RODRIGUEZ, CSR No. 12851                  24                  25</p>
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<p>1 review the environmental documents. We are going through                  2 this process for that very purpose, and I also encourage                  3 anybody who's spoken this evening or anybody who hasn't,                  4 please provide your comments in writing. Thank you again                  5 for participating and have a good evening.                  6 (The proceedings were                  7 concluded at 7:30 p.m.)                  8                  9                  10                  11                  12                  13                  14                  15                  16                  17                  18                  19                  20                  21                  22                  23                  24                  25</p>	