



ALAMITOS BAY BRIDGE PROJECT

SCOPING SUMMARY REPORT

Project EA: 27540

EFIS #: 0700000520



November 2015

California Department of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012



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1. Introduction

The California Department of Transportation (Caltrans) District 7 proposes to improve the seismically deficient Alamitos Bay Bridge on Pacific Coast Highway (PCH, or SR-1) in the City of Long Beach. Caltrans has initiated environmental studies for this project. A joint Initial Study/Environmental Assessment is being prepared pursuant to CEQA (California Environmental Quality Act) and NEPA (National Environmental Policy Act). Caltrans is the lead agency under CEQA and NEPA. In order to better identify the issues to be addressed for the proposed project, Caltrans has solicited comments from public agencies, private entities and interested individuals regarding potential social, economic, traffic, safety, environmental issues, and agency permit and review requirements related to the project. These public outreach activities were conducted during the scoping period of July 22, 2015 through September 5, 2015. This Scoping Summary Report (SSR) has been prepared to document these scoping activities. Public and agency outreach efforts will continue throughout the project development process.

2. Project Overview

The Alamitos Bay Bridge crosses over the Alamitos Bay and is located between Loynes Drive and 2nd Street. The existing bridge has been identified as having seismic deficiencies. Improvements are needed to ensure safe operation of the bridge, especially during a maximum credible earthquake.

Three alternatives were proposed for the project: The No Build Alternative; the Bridge Seismic Retrofit Alternative; and the Bridge Replacement Alternative:

- No Build Alternative: Under this alternative, no improvements will be made to the bridge or roadway. The bridge will remain seismically deficient.
- Bridge Seismic Retrofit Alternative: This alternative would mainly include adding new support pile extensions; strengthening existing piles; adding new support beams; strengthening joints between deck slabs; upgrading guardrails at each end of the bridge; and adding a new sidewalk on the NB side at each end of the bridge.
- Bridge Replacement Alternative: Under this alternative, the existing bridge would be replaced with a new 5-span or 4-span bridge. The proposed new bridge would be 23 feet wider than the existing bridge to allow for a standard median and shoulders; the adjacent roadway would be widened to match the new bridge; the new bridge would be higher than the existing bridge to accommodate new navigation requirements and accommodate future sea level rise. Permanent and temporary right of way acquisition and utility relocation would be involved in this alternative.

Note: As the result of scoping efforts, a Bridge Replacement with Limited Width Alternative has been added to the project for further consideration.

3. Public Outreach Summary

The following public outreach activities were conducted for the project.

General public noticing:

- Newspaper advertisements about the project proposal and scoping meeting were placed in the Long Beach Press Telegram and La Opinion (in Spanish) on July 22, 2015.

- Postcard notices about the project proposal and public scoping meeting were sent to about 3,500 addresses on July 22, 2015. The mailing included residents and property owners within a 0.4 mile radius of the project site; all affected boat slip users; and local groups and organizations. Those contacts without mailing addresses were emailed the postcard. About 50 additional contacts were emailed.
- A short presentation was provided to the Long Beach Marine Advisory Commission on July 9, 2015 and coordination with the Long Beach Boat Owners Association was made to place information in the organization's newsletter/website.
- A project website was set up at: <http://www.dot.ca.gov/dist07/travel/projects/details.php?id=47>. The website included the scoping notices and project information.

A copy of the notices, postcards, and scoping materials are included in Appendix A.

Elected officials and agencies noticing:

Scoping letters were sent on July 23, 2015 to appropriate federal, state and local elected officials and agencies notifying them about the proposed project and the planned public scoping meeting. The scoping notices, sample letters, and a list of agencies and elected officials notified about the project and invited to attend the scoping meeting are included in Appendix A.

Scoping Meeting:

The meeting was held adjacent to the project site, on August 5, 2015, from 6:00 PM - 8:30 PM, at the Best Western Golden Sails Hotel (Emerald Room), 6285 E. Pacific Coast Highway, Long Beach, CA 90803. 33 people attended the meeting, including 2 elected officials/representatives. The meeting was held in an open house type forum and a Spanish interpreter was provided by the project team. Handouts containing project information and a meeting guide were provided to the attendees. The meeting included a time for viewing the project maps and exhibits; a power point presentation from Caltrans staff providing an overview and description of project alternatives; and an opportunity for verbal comments and questions from the public. Audio recordation of the meeting was made for future reference. Caltrans Project staff members were available to clarify and answer questions about the project proposal, and contact information was provided for subsequent communication. Comment cards were also provided for the public to provide written comments.



Figure 1: A Caltrans staff member giving a presentation about the project in the meeting.



Figure 2: A public member giving verbal comments in the meeting.



Figure 3: Meeting attendees viewing project exhibits.

4. Summary of Scoping Comments

The scoping comment period extended from July 22, 2015 through September 5, 2015. Caltrans accepted comments on the proposed project throughout the entire scoping period and beyond; all comments were accepted regardless of the date they were received. A total of 26 comments were received from 12 different government agencies, businesses, local organizations and members of the public via letters, comment cards, and individuals’ oral testimony. These comments are summarized below. All written comments are also included in their entirety in Appendix B.

Table 1: Summary of comment sources.

Media type	Number of commenters	Note
Speakers at scoping meeting	5	These comments are also included in the comment cards
Comments cards	6	
Comment letters	7	4 of these letters are from government agencies, 3 are from businesses and organizations

Figure 4 below shows the comments by topics:

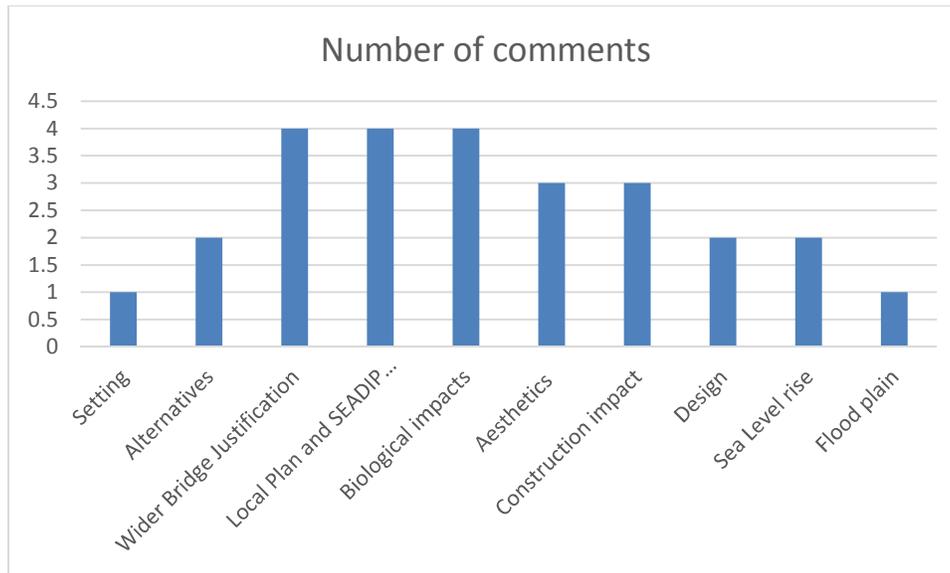


Figure 4: Number of scoping comments by topic

It can be seen from the graph that although the comments were received on a variety of topics, more interest was shown regarding the justification for the wider bridge, consistency with local plan and SADIP, as well as potential biological impacts. Issues of aesthetics, construction impacts and others were also raised. Below is a further discussion on general public comments and agencies comments. A copy of the written comments in their original format can be found on Appendix B.

4. 1. General public comment summary

Verbal comments from the scoping meeting include the following:

- Substantial studies have been conducted for the SEADIP so the project should use some of this information to save money on environmental Studies.
- A Traffic study for the overall area should be conducted.
- The Project team should coordinate with the SEADIP's representative from Caltrans.
- Questions about right of way acquisition.
- A question about the seismic challenges of the bridge.
- The project environmental document should be an EIR rather than an Initial Study.

Written comments from the general public reiterated the above oral comments. In addition, the following issues were raised in the written comments:

- Concern about water quality during construction and post construction.
- The environmental document should analyze impacts and mitigation measures for wetlands, planned wetlands, waterway and associated aquatic resources.
- The Project Team needs to coordinate with Termo Oil Company and Verizon Company about oil pipeline and other utility facilities on and near the bridge.
- Traffic impacts and safety during construction should be analyzed.
- A wider bridge would promote higher traffic speed, would not promote traffic calming and walkable community.

- An EIR should be prepared because the bridge replacement alternative would involve the construction of a wider and taller bridge. The construction and demolition impacts as well as traffic impact would be considered significant to the environment.
- Concern about justification for the proposed bridge width; the width should be the minimum necessary to minimize impact to coastal resources.
- Should consider complete streets goals of the City of Long Beach.
- Should be consistent with SEADIP update.
- The project purpose should be to address seismic safety, not increase capacity;
- Any potential significant impacts (direct, indirect, and cumulative) must be mitigated. Mitigation measures must be concrete and enforceable.
- Would growth inducement be involved?
- Should consider good bridge design.
- Should consider cumulative impacts.
- Asked to be informed of the alternatives.

4. 2. Agency comment summary

The following is a summary of agencies' comments by topic.

- Environmental setting:
The bridge is in a sensitive environmental setting: It is a locally and regionally important road serving commercial and residential destinations but in close proximity to wetland, marinas, and open waters and is subject to sea level rise.
- Purpose and Need:
 - Justification of the seismic deficiencies.
 - Need to justify the bridge width.
 - Need to focus on seismic improvement, not capacity increase.
- Alternatives:
 - Should include a replacement bridge that has similar profile as the existing one.
- Design:
 - Should limit the number of piles, columns, size of abutments and retaining structure.
 - Design should accommodate the navigation of vessels.
 - Bridge width design should be minimum necessary to minimize impacts on the environment.
 - Design should accommodate sea level rise.
 - Lane width should be 11 feet instead of 12 feet and Shoulder/Bike lane should be 5 feet instead of 8 feet to avoid misunderstanding with travel lane.
- Biological impacts:
 - Impacts to wetlands, eel grass and aquatic resources should be analyzed and mitigated as appropriate.
 - Noise impacts to birds, bats, and other wildlife resources should be studied.

- Wildlife diversion poles, if needed, should be carefully studied and justified.
- Should limit lighting to minimize impacts on habitats.
- Local Plan consistency:
 - Mobility Element of the City's General Plan recommends that ROW for road at this location is 100ft. A wide bridge would be inconsistent with this Element.
 - Should be consistent with SEADIP.
 - Should be consistent with Traffic calming goal of SEADIP.
 - The City's Complete Street Goal: balance safety, mobility, context sensitive, sustainability, community, bikers and pedestrians, environmental goals, thoughtful integration between build and natural environment.
- Aesthetics:
 - Coastal views should be analyzed and maintained, railing should be low and open, concern about visual effect of retaining walls.
- Sea level rise:
 - Should incorporate latest scientific information/predictions.
- Construction impacts:
 - Concern about traffic impact during construction on nearby local streets, and access for marinas in the channel. Channel access must be maintained.

Appendix A: Scoping Notices and Materials

July 22, 2015
Scoping Notice for the Alamitos Bay Bridge Improvement Project
Page 2 of 2

Please submit any written comments no later than September 5, 2015 to:

Mr. Karl Price, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning (Alamitos Bay Bridge)
100 South Main Street MS-16A
Los Angeles, CA 90012

Thank you for your interest in this transportation improvement project.

Sincerely,

CARRIE L. BOWEN
District Director

Attachment: Project location map

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

State Route 1 Alamos Bay Bridge



2/ Sample Agency letter:

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 MAIN STREET, MS16A
LOS ANGELES, CA 90012
PHONE (213) 897-0703
FAX (213) 897-0685
TTY (213) 897-4937
www.dot.ca.gov/dist07



*Serious Drought.
Help save water!*

July 22, 2015

Deputy Director of Transportation Patrick DeChellis
Los Angeles County Department of Public Works
900 S Fremont Ave
Alhambra, CA 91803

State Route 1 between
Loynes Drive / East 2nd Street
Alamitos Bay Bridge Project
EA 27540

Scoping Notice for the Alamitos Bay Bridge Improvement Project

This is to advise you that the California Department of Transportation (Caltrans) is initiating environmental studies for the proposed Alamitos Bay Bridge Improvement Project located on State Route 1 (SR-1) in the City of Long Beach, Los Angeles County, California.

The Alamitos Bay Bridge (Bridge No. 53-0064) is located on SR-1 and acts as a major north-south thoroughfare that provides interregional, recreational, commuter, truck access and local travel through an urbanized corridor. The current configuration is a five-lane highway with an approximate 100-foot wide right-of-way. The existing structure was identified as having seismic deficiencies. Therefore, improvement to the bridge is needed to enhance the safety of the structure and to maintain the level of service.

Three alternatives are proposed for the project:

1. A No Build Alternative
2. A Seismic Retrofit Alternative that proposes to seismically strengthen the existing bridge
3. A Bridge Replacement Alternative that involves replacing the existing bridge with a new bridge, as well as various associated roadway components

Potential impacts associated with the build alternatives involve property acquisition, biological resources and wetlands, visual resources, hydrology and floodplains, construction noise and air quality, hazardous materials, coastal resources, cultural resources, and Section 4(f). Permanent Right-of-Way acquisition and Temporary Construction Easements (TCE) will be required from various property owners for either build alternatives.

A joint Initial Study/Environmental Assessment is being prepared pursuant to CEQA/NEPA respectively. Caltrans is the lead agency under CEQA and NEPA.

A public open house will be held for the project on August 5, 2015 from 6:00 PM to 8:30 PM at:

Best Western Golden Sails Hotel
6285 Pacific Coast Highway
Long Beach, CA 90803

Project updates can be found on the project website at:
<http://www.dot.ca.gov/dist07/travel/projects/details.php?id=47>

July 22, 2015

Scoping Notice for the Alamos Bay Bridge Improvement Project

Page 2 of 2

Please submit any written comments no later than September 5, 2015 to:

Mr. Karl Price, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning (Alamos Bay Bridge)
100 South Main Street MS-16A
Los Angeles, CA 90012

Thank you for your interest in this transportation improvement project.

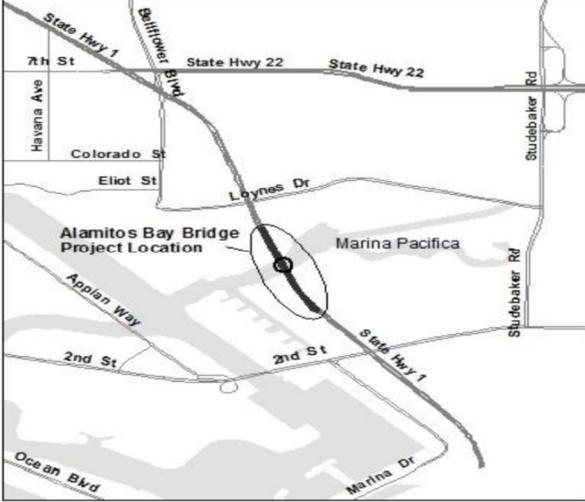
Sincerely,

RON KOSINSKI
Deputy District Director of Environmental Planning

Attachment: Project location map

State Route 1 Alamitos Bay Bridge



	<p align="center">Environmental Scoping Notice for Alamitos Bay Bridge Improvement Project</p>
 <p align="center">Project Location Map</p>	
<p>What is Being Planned?</p> <p>The California Department of Transportation (Caltrans), District 7, proposes to improve the seismically deficient Alamitos Bay Bridge on Pacific Coast Highway in the City of Long Beach. A No Build Alternative, Bridge Retrofit Alternative, and Bridge Replacement Alternative have been proposed. The Bridge Retrofit Alternative proposes to seismically strengthen the existing bridge. It includes constructing additional concrete piles next to the existing bridge piles and various other components. The Bridge Replacement Alternative involves replacing the existing bridge with a new wider bridge, as well as various associated roadway components. Permanent Right-of-Way acquisition and Temporary Construction Easements (TCE) for construction staging will be required from various property owners for both alternatives. A joint Initial Study / Environmental Assessment is being prepared pursuant to CEQA and NEPA. Caltrans is the lead agency under CEQA and NEPA.</p>	
<p>Why This Notice?</p> <p>Caltrans is initiating studies for this project. In order to better identify the issues to be addressed for the proposed project, Caltrans is soliciting comments from public agencies, private entities and interested individuals regarding potential social, economic, traffic, safety, environmental issues, and agency permit and review requirements related to the project.</p>	
<p>Where do you come in?</p> <p>There will be a public meeting/open house held for the project on August 5, 2015 from 6:00pm – 8:30pm, at The Best Western Golden Sails Hotel (Emerald Room) 6285 East Pacific Coast Highway, Long Beach, CA 90803-4803</p> <p>Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by September 5, 2015 to:</p> <p>Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012</p>	
<p>Contact</p> <p>For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 1-213-897-4937.</p> <p align="center"><i>Thank you for your interest!</i></p>	

#Latinoamérica
#México



México trabaja con países vecinos para recapturar a 'El Chapo'
"Hemos tenido un diálogo cercano con todos los países fronterizos para asegurar que por las fronteras tengamos la mejor información", dijo José Antonio Meade, secretario de Relaciones Exteriores mexicano

#Narcotráfico

¿Cómo se explica la idolatría por "El Chapo"?

Los capos son vistos como ejemplos de superación y antagonismo exitoso contra un sistema que es negligente con los pobres



Marchas populares respaldaron la segunda fuga de 'El Chapo'. TWITTER @ACTUALIDADRT

Juliana Zapata
juliana.zapata@impredia.com
Si Joaquín "El Chapo" Guzmán Loera ya era popular antes de su segundo escape de una prisión de máxima seguridad en México, ahora se ha consolidado como uno de los criminales más famosos, y hasta admirados, de la historia.

Su figura no solamente ha inspirado una telenovela y decenas de narcocorridos, sino que también, luego de su recaptura en febrero de 2014, se vieron diversas muestras de solidaridad tanto en la web como en marchas populares.

La narcocultura se ha masificado y mueve más millones que nunca. Aquí algunas de las causas:

● **Factor social:**

"Alguien como 'El Chapo' Guzmán no es un héroe por ser un psicópata o asesino", dijo Elijah Wald, historiador de música y escritor especializado en la narcocultura. "Es un héroe porque viene de un pequeño pueblo, era pobre, no tenía nada y ahora es uno de los hombres más ricos del mundo y para los jóvenes pobres esto es algo increíble".

Para Wald, los motivos que han hecho de EEUU tierra fértil para la narcocultura

están relacionados con la forma en la que los latinos son tratados y percibidos por la sociedad.

"El Chapo' Guzmán es lo opuesto a un jardinero o sirviente y por el contrario es uno de los hombres más ricos del mundo", dijo Wald. "Para un joven mexicano en los EEUU, que constantemente es obligado a sentirse pequeño o menos que otros, es una forma de sentirse grande y fuerte y esto es muy importante".

"En una cultura en la que la gente tiene que luchar tremendamente para avanzar un poquito, entonces el que ha podido avanzar rápido es sujeto de veneración y adoración", reflexiona Sam Quiñones, periodista de *Los Angeles Times*.

● **Sentimientos antigubernos:**

Según explicó Gustavo Arellano, editor de *OC Weekly*, la apatía y desconfianza contra el gobierno mexicano es sentida por un sector considerable de la población, algo que es posiblemente una de las causas de esta extraña tendencia de apoyar a un delincuente.

"A nadie de la clase trabajadora le agrada el gobierno", dijo Arellano. "Es por esto

que cuando el gobierno es ridiculizado por cualquier individuo, como 'El Chapo' Guzmán, la gente celebra y se alegra aunque no estén de acuerdo con sus crímenes y acciones".

● **¿Predisposición a la violencia?**

De acuerdo con Wald, cuando un país está en guerra, aumenta el mercado de películas de guerra. La actual lucha contra el narcotráfico en México explica por qué hay un mercado para canciones con letras como la de los Sanguiñarios del MI: "Con bazuca en la nuca, volando cabezas al que se atraviesa, somos sanguiñarios... nos gusta matar".

● **La dualidad del ser humano:**

La disonancia cognitiva lleva a que los humanos inconscientemente alberguemos por los menos dos sistemas de valores opuestos que coexisten, señaló Juan Carlos Ramírez-Pimienta, profesor e investigador de Estudios Mexicanos en la Universidad Estatal de San Diego en Imperial Valley.

La gente apoya a los malos y no quiere que nada le pase al protagonista que puede llegar a ser un narcotraficante", dijo Ramírez-Pimienta.

Aviso de Alcance Ambiental Para Proyecto de Mejora del Puente Alamitos Bay



¿Qué Está Siendo Planeado? El Departamento de Transporte de California (Caltrans), Distrito 7, propone mejorar la deficiencia sísmica del Puente Alamitos Bay en la Autopista Pacific Coast en la Ciudad de Long Beach. Una Alternativa de No Construcción, Alternativa de Modernización del Puente, y Alternativa de Reemplazo del Puente han sido propuestas. La Alternativa de Modernización del Puente propone reforzar sísmicamente el puente existente. Esto incluye la construcción de pilares de concreto adicionales próximos a los pilares del puente existentes y varios otros componentes. La Alternativa de Reemplazo del Puente consiste en el reemplazo del puente existente con un nuevo puente más amplio, así como diversos componentes viales asociados. La adquisición del Derecho de Paso permanente y la Construcción de Derechos de Acceso Temporales (TCE, por sus siglas en inglés) para la preparación de la construcción será requerida por varios propietarios para ambas alternativas. Un Estudio Inicial/Evaluación Ambiental conjunto está siendo preparado de conformidad con CEQA y NEPA. Caltrans es la agencia líder bajo CEQA y NEPA.



¿Por Qué Este Anuncio? Caltrans está iniciando estudios para este proyecto. Con el fin de identificar mejor los temas a ser abordados para el proyecto propuesto, Caltrans está solicitando comentarios de las agencias públicas, entidades privadas y personas interesadas en relación con los cuestionamientos sociales, económicos, de tráfico, seguridad, ambientales potenciales, y permisos de la agencia y revisión relacionados con el proyecto.

¿Dónde Entra Usted? Habrá una reunión pública/puertas abiertas celebrada para el proyecto el **5 de Agosto de 2015** de 6:00pm - 8:30pm, en The Best Western Golden Sails Hotel (Salón Emerald) 6285 East Pacific Coast Highway, Long Beach, CA 90803-4803.

Los comentarios escritos serán aceptados en la reunión. Usted también puede enviar sus comentarios, sugerencias o preguntas antes del **5 de septiembre de 2015**.

Mt. Karl Price, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning
100 South Main Street, Mail Stop 16A
Los Angeles, CA 90012

LOS ANGELES

Contactos: Para obtener más información acerca de este proyecto, llame al Sr. Karl Price al (213) 897-1839. Usuarios TTY pueden llamar al 1-213-897-4937. ¡Gracias por su interés!

ABOGADOS HONESTOS

State Bar #189850

INMIGRACIÓN

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What is being planned?

The California Department of Transportation (CALTRANS) is proposing to improve the seismically deficient Alamitos Bay Bridge on Pacific Coast Highway in the City of Long Beach. A No Build Alternative, Bridge Retrofit Alternative, and Bridge Replacement Alternative have been proposed.

Why this notice?

CALTRANS is initiating studies for this project. In order to better identify the issues to be addressed for the proposed project, CALTRANS is soliciting comments from public agencies, private entities and interested individuals.

NOTICE OF PUBLIC SCOPING/OPEN HOUSE FOR THE ALAMITOS BAY BRIDGE IMPROVEMENT PROJECT

AUGUST 5, 2015
6:00 PM - 8:30 PM
Best Western Golden Sails Hotel
(Emerald Room)
6285 E Pacific Coast Highway
Long Beach, CA 90803

For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call (213) 897-4937.

Please visit our website:
<http://www.dot.ca.gov/dist07/travel/projects/details.php?id=47>



Division of Environmental Planning
100 South Main Street, Mail Stop-16A
Los Angeles, CA 90012



**NOTICE OF PUBLIC SCOPING/
OPEN HOUSE FOR THE ALAMITOS BAY
BRIDGE IMPROVEMENT PROJECT**



Alamitos Bay Bridge Project

General Overview Fact Sheet

July 2015



Improving the Alamitos Bay Bridge

The California Department of Transportation (Caltrans) District 7 proposes to improve the seismically deficient Alamitos Bay Bridge on Pacific Coast Highway (PCH, or SR-1) in the City of Long Beach. The Alamitos Bay Bridge crosses over the Alamitos Bay and is located between Loynes Drive and 2nd Street (see map). Three alternatives are being considered:

1. No Build Alternative – there would be no changes to the existing bridge.
2. Bridge Retrofit Alternative – the existing bridge would be repaired and strengthened to meet current seismic standards.
3. Bridge Replacement Alternative – the existing bridge would be replaced with a new, wider bridge that meets current seismic standards.

Caltrans is initiating studies for this project. A joint Initial Study/Environmental Assessment is being prepared pursuant to CEQA (California Environmental Quality Act) and NEPA (National Environmental Policy Act). Caltrans is the lead agency under CEQA and NEPA.

In order to better identify the issues to be addressed for the proposed project, Caltrans is soliciting comments from public agencies, private entities and interested individuals regarding potential social, economic, traffic, safety, environmental issues, and agency permit and review requirements related to the project.

Why the Improvements are Needed

The Alamitos Bay Bridge was determined to have seismic deficiencies. Although still safe to use, a Bridge Inspection Report noted cracks in the concrete curb, potholes on the deck, and cracks at various piers and piles. The report also indicated that erosion has occurred at both the north and south banks and that most of the original wooden fender system (the bumper designed to protect both boats and the bridge structure) is missing at the north and south banks. The existing bridge is a concrete slab bridge design that may be vulnerable to seismic ground motion. Improvements to the bridge are needed to enhance the safety of the structure and to maintain the level of service.

Stay Connected and Informed

Throughout the project, Caltrans will be gathering public input to understand issues and concerns. Public outreach will be conducted with the purpose of providing project updates, educating the community and soliciting feedback. Community input is a critical part of this project and your input is encouraged. The next formal public comment period will be from December 2016 to January 2017 following the release of the Draft Initial Study/Environmental Assessment (IS/EA) in fall 2016. If you have questions or comments, please contact Mr. Karl Price at (213) 897-1839. TTY users may call (213) 897-4937.



Quick Facts:

- The Alamitos Bay Bridge was built in 1959.
- The bridge was widened by 20 feet (from 72 feet to 92 feet) in 1967.
- The existing structure is currently 404.5 feet in length and 92 feet in width.
- The bridge has three regular travel lanes and one bike lane in the sound bound direction, and two regular travel lanes and one bike lane in the north bound direction.
- The median varies from 4 to 25-feet wide.
- The bridge carries traffic northbound into Long Beach and southbound into Seal Beach.
- The bridge consists of a continuous nineteen span, reinforced concrete slab deck, and is supported by ten to fifteen -16 inch diameter reinforced concrete driven piles per bent.

6/ List of notified elected officials and agencies:

Elected officials:

The Honorable Barbara Boxer
U.S. Senate
112 Hart Senate Office Building
Washington, DC 20510

The Honorable Suzie Price
City of Long Beach
3rd District Council Office
333 W Ocean Blvd
14th Floor
Long Beach, CA 90802

The Honorable Dianne Feinstein
U.S. Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Mike Varipapa
City of Seal Beach
District Three Council Office
211 8th St
Seal Beach, CA 90740

The Honorable Alan Lowenthal
U.S. House of Representatives–
Congressional District 47
100 W Broadway
West Tower, Suite 600
Long Beach, CA 90802

The Honorable Ellery Deaton
Mayor
City of Seal Beach
211 8th St
Seal Beach, CA 90740

The Honorable Dana Rohrabacher
U.S. Representative –
Congressional District 48
101 Main St
Suite 380
Huntington Beach, CA 92648

The Honorable David Sloan
Mayor Pro Tem
City of Seal Beach
211 8th St
Seal Beach, CA 90740

The Honorable Patrick O'Donnell
State Assembly - District 70
110 Pine Ave
Suite 804
Long Beach, CA 90802

Government Agencies:

Federal:

The Honorable Travis Allen
State Assembly - District 72
17011 Beach Blvd
Suite 1120
Huntington Beach, CA 92647

Mr. Jared Blumenfeld
U.S. Environmental Protection Agency
600 Wilshire Blvd.; Ste. 1460 Los Angeles, CA
90017

The Honorable Janet Nguyen
State Senate - District 34
2323 N Broadway
Suite 245
Santa Ana, CA 92706

Connell Dunning
US Environmental Protection Agency
USEPA Region 9, Pacific Southwest, Environmental
Review Section
75 Hawthorne St, (ENF-4-2)
San Francisco, CA 94105

The Honorable Don Knabe
Los Angeles County Supervisor, 4th District
500 W Temple St
Room 822
Los Angeles, CA 90012

Patricia Port
US Department of the Interior
333 Bush St., Ste. 515
San Francisco, CA 94104

The Honorable Robert Garcia
City of Long Beach
333 W Ocean Blvd
14th Floor
Long Beach, CA 90802

NOAA Fisheries West Coast Region
501 W Ocean Blvd.; Ste. 4200
Long Beach, CA 90802-4213

NOAA
Office of Ecology and Conservation, US Dept. of
Commerce,
1401 Constitution Ave NW.; Rm 6800
Washington, DC 20230

Mark Cohen
US Army Corps of Engineers
915 Wilshire Blvd.; Ste. 980
Los Angeles, CA 90017

Stephanie Hall
US Army Corps of Engineers
915 Wilshire Blvd.; Ste. 980
Los Angeles, CA 90017-3409

Richard Leifield
US Army Corps of Engineers
915 Wilshire Blvd.; Ste. 980
Los Angeles, CA 90017

Lyndell Luster
United States Coast Guard
1001 S Seaside Ave, Bldg. 20
San Pedro, CA 90731

Scott Sobiech
US Fish and Wildlife Service
2177 Salk Ave.; Ste. 250
Carlsbad, CA 92008

Mr. Ren Lohofener
U.S. Department of Fish and Wildlife
2800 Cottage Way
Sacramento, CA 95825

Adam Obaza
National Marine Fisheries Services
501 W Ocean Blvd.
Long Beach, CA 90802-4213

Mark Whitney
US Department of Energy
Office of Environmental Management
1000 Independence Ave SW
Washington, DC 20585

Federal Emergency Management Agency
1111 Broadway; Ste. 1200
Oakland, CA 94607-4052

FHWA California Division
888 S Figueroa St.; Ste 750
Los Angeles, CA 90017

Dave Singleton
Native American Heritage Commission
915 Capitol Mall; Rm 364, Sacramento, CA 95814

Reid Nelson
Advisory Council on Historic Preservation
401 F Street NW.; Ste. 308
Washington, DC 20001-2637

Department of the Navy, Western Division
900 Commodore Dr, San Bruno, CA 94066

State:

Jack Ainsworth
Coastal Commission, South Coast District
200 Ocean Gate, 10th Floor
Long Beach, CA 90802

Teresa Henry
Coastal Commission, South Coast District
200 Ocean Gate, 10th Floor
Long Beach, CA 90802

Mr. Ed Pert
California Department of Fish and Wildlife
3883 Ruffin Road
San Diego, CA 92123

Mr. Mark Nechodom
California Department of Conservation
801 K. Street, MS 24-01
Sacramento, CA 95814

Ms. Joan Cardellino
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Mr. Ryan Chamberlain
California Department of Transportation, District 12
3347 Michelson Drive; Ste. 100
Irvine, CA 92612

Ms. Chona Sarte
California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812

Ms. Lisa Mangat
California Department of Parks and Recreation
1416 9th Street
Sacramento, CA 95814

Mr. John Ainsworth
CA Coastal Commission
200 Ocean Gate
Long Beach, CA 90802

Colonel Christopher Conlin
California Department of Parks and Recreation
One Capitol Mall; Ste. 500
Division of Boating and Waterways
Sacramento, CA 95814

Rosa Munoz
California Public Utilities Commission
320 West 4th St.; Ste. 500
Los Angeles, CA 90013

Valerie Carrillo Zara
Regional Water Quality Control Board
320 W 4th St.; Ste. 200 Los Angeles, CA 90013

Captain Robert Knowles
Agency for Toxic Substances and Disease Registry
75 Hawthorne St
Suite 100, M/S:HHS-1
San Francisco, CA 94105

Department of Toxic Substances Control
P.O. Box 806
Sacramento, CA 95812-0806

Laura Pennebaker
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Chris Flynn
California Department of Transportation
Division of Environmental Analysis, MS-27
P.O. Box 942874
Sacramento, CA 94274-0001

Naresh Amatya
California Highway Patrol
13200 Goldenwest St
Westminster, CA 92683

Julianne Polanco
California State Historic Preservation Officer
1725 23rd St.; Ste. 100
Sacramento, CA 95816

Jamie Jackson
California Department of Fish and Wildlife
P.O. Box 1179, Ventura, CA 93012

Kevin Gilhooley
SCAG - Orange County Regional Office
600 S. Main St.; Ste. 906
Orange, CA 92868

SCAG
818 W 7th St.; 12th Floor
Los Angeles, CA 90017

Karen Magliano
California Air Resources Board
Air Quality Planning and Science Division
P.O. Box 2815
Sacramento, CA 95812

Local:

Patrick DeChellis
Los Angeles County Department of Public Works
900 S Fremont Ave, Alhambra, CA 91803

Los Angeles County Department of Regional
Planning
320 W Temple St.; 13th Floor
Los Angeles, CA 90012

Mr. Shane Silsby
Orange County
Department of Public Works
300 N. Flower Street
Santa Ana, CA 92703

Ms. Gail Farber
County of Los Angeles
900 S. Fremont Avenue
Alhambra, CA 91803

Mr. Ken Cruz
Orange County Fire Authority
8081 Western Avenue
Buena Park, CA 90620

Patrick West
City of Long Beach
333 W. Ocean Blvd.; 13th Floor
Long Beach, CA 90802

Ara Maloyan
City of Long Beach
Department of Public Works
333 W. Ocean Blvd
Long Beach, CA 90802

Amy Bodek
City of Long Beach
Department of City Planning
333 W. Ocean Blvd.; 4th Floor
Long Beach, CA 90802

Ms. Anneke vanGelder
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

Jon Slangerup
Port of Long Beach
4801 Airport Plaza Dr
Long Beach, CA 90815

Jill Ingram
City of Seal Beach
211 8th St
Seal Beach, CA 90740

Charles Moore
Algalita Marine Research and Education
148 N Marina Dr.
Long Beach, CA 90803-4601

Local (Cont.):

Ms. Kimarie Vestre
City of Long Beach
205 N. Marina Drive
Long Beach, CA 90803

Mr. Russell Craveness
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

Ms. Vivian Crook
City of Long Beach
Alamitos Bay Marina
205 N. Marina Drive
Long Beach, CA 90803

Chief Joe Stilinovich
City of Seal Beach
Police Department
911 Seal Beach Boulevard
Seal Beach, CA 90740

Chief Robert Luna
City of Long Beach
Police Department
400 W Broadway
Long Beach, CA 90802

Chief Mike DuRee
City of Long Beach, Fire Department
3205 Lakewood Boulevard
Long Beach, CA 90808

Gene Seroka
Port of Los Angeles
425 S. Palos Verdes St
San Pedro, CA 90731

Sean Crumby
City of Seal Beach
Department of Public Works
211 8th St
Seal Beach, CA 90740

Mr. Rick DuRee
City of Long Beach
Marine Advisory Commission
6201 E. Appian Way
Long Beach, CA 90803

Daryl May
Long Beach Marine Institute
6475 E Pacific Coast Hwy
P.O. Box 281, Long Beach, CA 90803

Christopher Garner
City of Long Beach
Gas & Oil Department
333 W Ocean Blvd
Long Beach, CA 90802

Harry Saltzgaver
City of Long Beach
Water Department
1800 E Wardlow Rd
Long Beach, CA 90807

Mr. Christopher Steinhauser
Long Beach Unified School District
1515 Hughes Way
Long Beach, CA 90810

Ms. Sherry Kropp
Los Alamitos Unified School District
10293 Bloomfield St.
Los Alamitos , CA 90720

Mr. Jim Basham
City of Seal Beach
211 Eighth Street
Seal Beach, CA 90740

Chief Joe Bailey
Marine Safety Department
888 Ocean Avenue
Seal Beach, CA 90740

Mr. Phil Hester
City of Long Beach
2760 Studebaker Road
Long Beach, CA 90815

Ms. Elvira Hallinan
City of Long Beach
Marine Bureau
205 N. Marina Drive
Long Beach, CA 90803

Karen Cadavona
Southern California Edison
2244 Walnut Grove Ave
GO 1 Quad 4C
Rosemead, CA 91770

Mark Stanley
Los Cerritos Wetlands Authority
100 N. Old San Gabriel Canyon Rd
Azusa, CA 91702

Keith Simmons
Los Cerritos Wetlands Land Trust
P.O. Box 30165
Long Beach, CA 90853

Appendix B: Copy of Public Comments

ALAMITOS BAY BRIDGE PROJECT
PUBLIC SCOPING MEETING/OPEN HOUSE COMMENT CARD
WEDNESDAY, AUGUST 5, 2015



Name: Joe Geever
Address: PO Box 41033, Long Beach, CA 90853
Phone Number: _____ E-Mail: geeverjoe@gmail.com
COMMENTS: Cumulative impacts (including other simultaneous development)
② Coordination with SEADIP update
③ why assume a Negative Declaration
④ traffic and associated impacts (during + after construction)
⑤ growth inducement ⑥ list permits needed + participating agencies

Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by **Saturday, September 5, 2015** to:
Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012.
For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 711.
 Please contact me with future updates about the project.

ALAMITOS BAY BRIDGE PROJECT
PUBLIC SCOPING MEETING/OPEN HOUSE COMMENT CARD
WEDNESDAY, AUGUST 5, 2015



Name: Hep Wood
Address: 397 Haines Ave LB 50814
Phone Number: 562-597-9839 E-Mail: alpinair@aol.com
COMMENTS: Please Co-ordinate w/ LB Planning Dept
SEADIP II Current Planning Committee as they
are already planning this area & contain many
current owners & residences.
BRIDGE - Need \$ & Time estimates for alternatives
Keep in internal plans

Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by **Saturday, September 5, 2015** to:
Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012.
For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 711.
 Please contact me with future updates about the project.

ALAMITOS BAY BRIDGE PROJECT
PUBLIC SCOPING MEETING/OPEN HOUSE COMMENT CARD
WEDNESDAY, AUGUST 5, 2015



Name: Richard Roth
Address: 56 Sicilian Walk
Phone Number: 562-221-1285 E-Mail: rroth@rg-services.com
COMMENTS: somehow this should be coordinated to
help flow

Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by **Saturday, September 5, 2015** to:

Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012.

For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 711.

Please contact me with future updates about the project.

ALAMITOS BAY BRIDGE PROJECT
PUBLIC SCOPING MEETING/OPEN HOUSE COMMENT CARD
WEDNESDAY, AUGUST 5, 2015



Name: Dagmar Muthamia
Address: 2838 Palo Verde
Phone Number: 562 429 9427 E-Mail: twlga870@gmail.com
COMMENTS: ① Could you be more specific about the seismic deficiencies
is there a report with specifics that is available?
② where is the 24 feet additional width coming from?

Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by **Saturday, September 5, 2015** to:

Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012.

For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 711.

Please contact me with future updates about the project.

ALAMITOS BAY BRIDGE PROJECT
PUBLIC SCOPING MEETING/OPEN HOUSE COMMENT CARD
WEDNESDAY, AUGUST 5, 2015



Name: RALPH COMBS, THE TERMO COMPANY
Address: P.O. Box 2767, LONG BEACH, CA 90801
Phone Number: 562-595-7401 E-Mail: RALPHC@TERMOCO.COM
COMMENTS: TERMO OPERATES OIL & GAS PRODUCTION
FACILITIES AND RELATED INFRASTRUCTURE ON BOTH
SIDES OF THE BRIDGE. PLEASE KEEP US IN THE
CONSULTATION LOOP. THANKS

Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by **Saturday, September 5, 2015** to:

Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012.

For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 711.

Please contact me with future updates about the project.

ALAMITOS BAY BRIDGE PROJECT
PUBLIC SCOPING MEETING/OPEN HOUSE COMMENT CARD
WEDNESDAY, AUGUST 5, 2015



Name: RALPH COMBS
Address: 5934 THE TOLEDO
Phone Number: _____ E-Mail: RALPHCOMBS@GMAIL.COM
COMMENTS: I SUPPORT THE BRIDGE REPLACEMENT / IMPROVE.
MENTS. I WOULD LIKE CALTRANS TO CONSIDER GOOD DESIGN
(ARCHITECTURE) IN THE BUILD. MAKE IT INTERESTING!
THANKS!

Written comments will be accepted at the meeting. You may also send comments, suggestions or inquiries by **Saturday, September 5, 2015** to:

Mr. Karl Price, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 100 South Main Street, Mail Stop 16A Los Angeles, CA 90012.

For more information about this project, call Mr. Karl Price at (213) 897-1839. TTY users may call 711.

Please contact me with future updates about the project.



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 Phone: 570.5237

September 2, 2015

Mr. Karl Price, Senior Environmental Planner^{KP}
California Department of Transportation
Division of Environmental Planning
100 South Main Street, MS-16A
Los Angeles, CA 90012

Re: Alamitos Bay Bridge (Bridge No. 53-0064)

Dear Mr. Price,

The City of Long Beach would like to thank CalTrans for their diligence in notifying the City of this project and providing information at the recent public scoping meeting. The purpose of this letter is to lay out the City's concerns with the proposed project, and begin a process by which Caltrans and the City develop an alternative that shares our common objectives. Our primary concerns relate to public safety during the period of construction, the overall size and bulk of the new bridge, retaining walls associated with construction of the bridge, public access to marine recreation activities, and impacts to critical wetlands and open-water habitat.

Environmental Setting – The setting of this bridge is important to establishing the purpose and need for the project as well as conducting the analysis. This stretch of Pacific Coast Highway (PCH) is not a traditional highway; it is located in the South East portion of the City of Long Beach near Jack Nichol Park, Marine Stadium and the Los Cerritos Channel, as well as the Cerritos Bahia Yacht Club. The Los Cerritos Wetlands are within close proximity to the proposed bridge replacement. This stretch of roadway is locally and regionally serving with multiple curb-cuts to serve residential, hotel, retail and recreational uses. This is also a sensitive location due to its proximity to wetlands habitat, open water, as well as, adjacent land that is subject to sea level rise-related potential flooding.

The City of Long Beach's goals for this stretch of roadway are more than just the efficient movement of cars, but also mobility and accessibility for all modes of transportation, while improving safety and sustainability. The replacement of this bridge should be seen as a down payment on creating complete streets in this area while improving mobility and safety. The environmental document prepared by CalTrans should take this specific set of goals and the local setting into account.

Mobility Element – Adopted in 2013 as a portion of the General Plan, the Mobility Element establishes the transportation vision, policies and priorities for the City of Long Beach. The Mobility Element helps guide Long Beach's efforts to create complete streets and promote mobility, safety and sustainability citywide.

While this section of PCH is under CalTrans jurisdiction, the Mobility Element does identify it and express standards and guidelines reflective to the local needs and priorities for the area. This

section is identified as a regional corridor with a recommended right-of-way of 100 feet consisting of 84 feet of roadway plus sidewalk. All street segments are recommended for a context-sensitive design based on six criteria: 1) emphasize safety and balance mobility, community and environmental goals in all projects; 2) involve the public and affected agencies early and continuously; 3) use an interdisciplinary team tailored to project needs; 4) address all modes of travel; 5) apply flexibility inherent in design standards; and 6) incorporate aesthetics as an integral part of good design. The plan further identifies this stretch of PCH as an opportunity for street character change through the application of policies and guidelines to create complete streets. We note that the proposed bridge reconstruction presented at the scoping meeting is inconsistent with these guidelines.

SEADIP Plan – The property surrounding and served by the proposed bridge reconstruction is known as the Southeast Area Development and Improvement Plan (SEADIP, also known as PD-1). This is a special planning area for the City of Long Beach with specific development standards first adopted in 1977. The area is comprised of approximately 1,500 acres of land in the southeast area of Long Beach, which is bounded by Seventh Street, Marine Stadium, and the Orange County border. The area includes the stretch of PCH from Bellflower Boulevard to the City of Seal Beach border. The area is home to a diverse mix of land uses, including the Los Cerritos Wetlands, neighborhood shopping centers, industrial uses and established residential neighborhoods. The project area is also located in close proximity to California State University Long Beach and the Alamitos Bay waterfront.

The City of Long Beach is in the process of updating its SEADIP regulations and enacting a new Specific Plan. This effort began in 2014 and is expected to reach completion in 2016. The work that has already been done, including an extensive public outreach program, analysis of physical and market conditions and survey of existing sites, is relevant to the proposed bridge reconstruction. Our outreach found a strong consensus of local residents desiring traffic calming, complete streets and context sensitive roadway and building design. It should be noted that a CalTrans representative was a designated member of the SEADIP Stakeholder Advisory Committee, and participated in these discussions. A relevant portion of the SEADIP 2060 vision is reproduced below:

Southeast Long Beach is clearly defined by attractive streetscapes that create an immediate impression that you have arrived someplace special. Bike lanes and pedestrian walkways are carefully integrated into our safe and efficient network of roadways, and along with our transit system, provide attractive alternatives to the car in this active area of town.

Buildings are designed at a scale and with a form that allows for variety in the appearance of the streetscape, encourages the pedestrian environment and creates central gathering areas to generate lively spaces. Great care has also been taken to implement thoughtful and carefully designed transitions between urbanized areas and natural areas and waterways so they are complimentary of one another.

The City of Long Beach is concerned that the wider and taller bridge, as well as the associated retaining walls, will not be reflective nor supportive of the community's vision for a multimodal SEADIP area with traffic calming and thoughtful integration between the built and natural environment. The SEADIP update seeks to bring new development to the area that will serve

residents and visitors, expand open space and restore critical wetland areas. This vision can only be accomplished with a safe, human-scale roadway network.

Public Safety – There are several interrelated public safety issues associated with the bridge replacement. This is an important stretch of roadway, and it will be essential to maintain some degree of access during construction. No major alternative route exists, and the neighborhood streets that could serve as alternates cannot accept a large influx of additional traffic. We are particularly concerned with road safety hazards that would occur with higher vehicle loads on Loynes Drive, while simultaneously increasing noise and vehicle congestion for adjacent residences.

The larger safety issue, however, relates to the operation of the future bridge. Based on the presentation at the scoping meeting, the new bridge will not only be wider and taller than the existing bridge, it will require a widening of the roadway on either side of the bridge in order to transition to the wider layout. This widening would be accomplished by retaining walls on both sides of the roadway. These types of improvements do not promote traffic calming nor create safe and walkable communities; rather they increase the speed of traffic in an area with neither the demonstrated need nor desire to do so.

According to the Long Beach Police Department, 41 collisions were reported on PCH between Loynes and 2nd Street during August 1, 2014, and July 31, 2015. This is 41 too many and a goal of the bridge replacement should be to calm traffic and improve safety. The City is concerned not only with the widening of the bridge, but also that the widening of the approach will increase the speeding that occurs on this corridor, especially during off-peak periods. As you are aware, speed not only contributes to the chance of collision but to the amount of damage in terms of both life and property.

Roadway Width – The proposed bridge cross-sections presented at the scoping meeting contain lane widths of twelve feet. The CalTrans Highway Design Manual (Topic 300-1) appears to allow an 11-foot lane if speeds were reduced to 40mph. Additionally, the proposed bike lane width, median, shoulder and sidewalk appear to exceed the minimum size. While the City appreciates the presence of bike lanes and sidewalks, the width of these features and the need for a large separate shoulder need to be balanced against the need to restrain the size of the bridge and calm traffic speeds.

Retaining Walls – The enlarged roadway creates issues beyond encouraging speeding. This design width results in retaining walls that change the character of the roadway, block views of the waterway and open space, and complicates future redevelopment of the site currently occupied by the Golden Sails Hotel. The City is concerned that construction of these retaining walls will further reinforce the visual depiction of this corridor as highway speed corridor rather than a destination unto itself for residents and visitors to enjoy. The retaining walls will disturb soils and remove existing views of the yacht club, the park and the channel. Construction of a bridge closer in size and profile to the current bridge would ameliorate most or all of these impacts.

Marine Recreation – Boats safely traverse under the current bridge from slips at Los Cerritos Yacht Club to Alamitos Bay and into the open ocean. Maintaining this access is critical to public recreation and access to the Coastal Zone. It is essential that this access remain for crafts of all sizes throughout construction as well as the operation of the new bridge.

Impacts to Wetlands, Habitat and Property – The environmental document should evaluate any impacts to wetlands and habitat, as well as the impact on adjacent resource extraction lands that could potentially be converted to open space habitat in the future. The expansion of the northbound approach to the bridge and associated retaining walls may have a direct impact on such lands and an indirect impact or complicate access to future redevelopment or repurposing of this land.

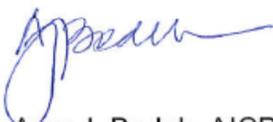
Purpose and Need, Alternatives and Analysis – The SEADIP vision includes modest growth in the SEADIP area with a focus on shifting mode split to transit, biking and walking. The overall population growth rate for Long Beach, as forecasted by SCAG in their draft projections for the 2016 RTP, is low to modest. In light of this, the need for the bridge replacement is safety, not increasing vehicle flow or speed.

With these facts in mind, the environmental document produced should stem from a purpose and needs to be focused on seismic safety, access and mobility for all. This approach necessitates consideration of an alternative that replaces the current bridge with one that is seismically sound and similar in size and profile to the existing structure. The City of Long Beach looks forward to working collaboratively with CalTrans to develop this alternative.

Conclusions - The City of Long Beach is concerned the proposed widening of the bridge from approximately 92 feet to 116 feet is inconsistent with the policies established in the Mobility Plan, as well as the goals of the SEADIP update. We request that the CEQA/NEPA document focus on seismic safety and not on capacity enhancement. We also request that an alternative design, limiting the width and height of the new bridge, be studied at the same level of detail as the alternatives already presented in the scoping meeting.

We thank you for your consideration. Should you have any questions, please contact Christopher Koontz in the Planning Bureau at Christopher.koontz@longbeach.gov or (562) 570-6288.

Sincerely,



Amy J. Bodek, AICP
Director of Development Services

AJB:ck

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



September 4, 2015

Mr. Karl Price, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning
100 South Main Street, MS 16-A
Los Angeles, CA 90012

**Re: Scoping Notice for the Alamitos Bay Bridge Improvement Project
(Bridge No. 53-0064, Long Beach SR-1)**

Dear Mr. Price,

Thank you for this opportunity to provide comments for the Alamitos Bay Bridge Improvement Project. Below is a list of some of the concerns that we might have in relation to the proposed project. This is not a comprehensive list. Additional issues may emerge in the planning process.

1. Biological Resources/ Sensitive Species. Coastal Act Section 30240 (b). Nesting Birds and Bats. If nesting birds or bat colonies exist within 300' of the project site (500' for raptors and owls), we may impose restrictions on demolition and construction activities, including noise limits or other mitigation methods, and may require monitoring plans. The biological survey should include identification of bird and bat habitats in and adjacent to the project site.

Wildlife diversion poles (Sebastian Poles). If wildlife diversion poles are required to direct inflight birds over vehicular traffic on the bridge, studies shall be provided which show that diversion poles are necessary and that they will be effective for this location specifically. The minimum height for effectiveness and an alternatives analysis should also be provided.

Eelgrass and *Caluherpa taxifolia*. If any work is proposed in the water, eelgrass and *Caluherpa taxifolia* surveys will be required. If there is eelgrass present in the area, any increased width of the bridge may be of concern. A wider bridge will cast a wider shadow over the water, which may prevent eelgrass from growing. A mitigation plan should be proposed if any eelgrass impacts are anticipated.

Lighting. Any proposed lighting should be designed to minimize impacts to habitat with the use of low intensity and directional lighting.

2. Water Quality / Marine Resources. Coastal Act Sections 30224, 30230, 30231, and 30233. Construction and storage BMPs that prevent discharge of construction material, debris, waste, etc. into coastal waters will need to be observed. Post-construction water quality impacts (storm water run-off, etc.) will need to be addressed through a drainage plan.

Fill. Minimize the number of piles and size of abutments, retaining structures should be minimal. Unavoidable impacts to wetlands/open coastal waters shall be mitigated. A mitigation site should be identified for the mitigation of these impacts

3. Public Access. Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act. We will ask for a construction area staging plan, a demolition/construction schedule, and a traffic management plan, including temporary detours. The bridge shall be designed to accommodate pedestrian and bicycle traffic.

Navigation. The bridge spans a navigable channel, as such, vessels shall be able to navigate under the bridge.

4. Public Views. Coastal Act Sections 30250, 30251, and 30252. Any fence/rail along the sides of the bridge should incorporate an open design and should be the lowest height necessary to protect public safety and public views. If a wider bridge than what currently exists is proposed, a views analysis will need to be conducted.

5. Hazards. Coastal Act Section 30253. The project shall minimize risks to life and property. The project should be designed to assume the risks associated with development in a hazardous location.

Sea Level Rise. A coastal hazards analysis that incorporates sea level rise concerns will need to be conducted. Proposed design should consider the most up to date scientific data and current sea level rise predictions.

6. Increased Bridge Width. The preliminary proposal for the bridge replacement includes an increase in the current bridge width by approximately 24 feet, which could have impacts on eelgrass, public views, and other coastal/marine resources. The new bridge should be the minimum width necessary to accommodate vehicular, pedestrian, and bicycle traffic. If the final proposal does include a significantly wider bridge that will have adverse impacts on coastal/marine resources, the increased width will need to be justified. Another alternative should be considered such that the bridge size is limited to the minimum size necessary, including height and width, to minimize any potential impacts. Any expansion should be justified and consistent with the limited capacity of the east and west approaches.

Thank you for reaching out to us. We appreciate the opportunity to provide comments and we look forward to working with you. If you have any questions, you may contact me at (562) 590-5071.

Sincerely,



for Shannon Vaughn
Coastal Program Analyst



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
VENTURA FIELD OFFICE
2151 ALESSANDRO DRIVE, SUITE 110
VENTURA, CA 93001

August 19, 2015

Karl Price, Senior Environmental Planner *KP*
California Department of Transportation, District 7
Division of Environmental Planning
100 South Main Street MS-16A
Los Angeles, California 90012

Dear Mr. Price:

This is in response to the *Scoping Notice for the Alamitos Bay Bridge Improvement Project* (Bridge No. 53-0064) (Corps File No. SPL-2015-00562-TS). The Corps has determined the existing and proposed State Route 1 bridge crosses navigable waters of the United States (33 CFR 329). However, permit authority over bridges and causeways that cross navigable waters has been delegated to the U.S. Coast Guard (USCG). As such, the proposed bridge requires authorization from the USCG. The Corps retains permit authority over section 404 Clean Water Act discharges of dredged or fill material that may be associated with the bridge project, including abutment and other permanent fills, temporary construction fills (e.g., coffer dams and water diversion fills), and mitigation fills (if any) that would occur in waters of the United States. To facilitate your permit process, the USCG may be contacted at the following address:

David H. Sulouff
Chief, Bridge Section
Eleventh Coast Guard District
U.S. Coast Guard Island, Building 50-2
Alameda, CA 94501-5100

If you have any questions regarding Department of the Army permit requirements for discharges of dredged or fill material associated with the proposed bridge project, please contact Theresa Stevens, Ph.D. at 805-585-2146 or via e-mail at theresa.stevens@usace.army.mil. Please refer to Corps File No. SPL-2015-00562-TS in all future correspondence related to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron O. Allen".

Aaron O. Allen, Ph.D.
Chief, North Coast Branch
Regulatory Division

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

August 10, 2015

Karl Price, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning (Alamitos Bay Bridge)
100 South Main Street, MS – 16A
Los Angeles, California 90012

Dear Mr. Price:

This is in response to your request for comments regarding the Scoping Notice for the Alamitos Bay Bridge Improvement Project in Long Beach, Los Angeles County, California.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043) and City of Long Beach (Community Number 060136), Maps revised September 26, 2008. Please note that the City of Long Beach, Los Angeles County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

www.fema.gov

August 10, 2015

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Long Beach floodplain manager can be reached by calling Frank Sanchez, Civil Engineer, at (562) 570-6293. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Frank Sanchez, Civil Engineer, City of Long Beach

George De La O, Senior Civil Engineer, Watershed Management Division, Los Angeles County

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern Region Office

Michael Hornick, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

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MNB@CBCEARTHLLAW.COM

September 4, 2015

Mr. Karl Price
Caltrans, District 7
Senior Environmental Planner
100. S. Main Street, MS. 16A
Los Angeles, CA. 90012

Via email Karl.Price@dot.ca.gov

Re: Notice of Preparation and Scoping for the Alamitos Bay Bridge
Improvement Project

Dear Mr. Price:

We submit these comments on behalf of the Los Cerritos Wetlands Land Trust (LCWLT). LCWLT has spent more than a decade educating and advocating for the protection and restoration of southeast Long Beach's Los Cerritos Wetlands. Accordingly, the Land Trust has been extremely involved with administrative processes for projects proposed in and near the wetlands. We appreciate your providing us notice of the scoping process being conducted for the Alamitos Bay Bridge Improvement Project (Project). We support Caltrans' goal to improve the seismically deficient Alamitos Bay Bridge on Pacific Coast Highway, so long as the construction process and resulting bridge adequately protect Long Beach's waterways and respect the Southeast Area Development and Improvement Plan (SEADIP), the planning document governing land use for the 1,500-acres of southeast Long Beach that include the Project site.

I. An EIR Must be Prepared.

The Scoping Notice contemplates an environmental review of three options for the Alamitos Bay Bridge Improvement Project. The first is the "No Build Alternative," the second is a retrofit of the existing bridge to bring it up to current seismic standards. The third alternative would involve replacement of the bridge with a wider, taller bridge that meets current seismic standards. The replacement alternative would involve widening the existing bridge by 23 feet and increasing the height of 750 feet of Pacific Coast Highway on either side of the bridge. Due to construction and demolition impacts, traffic impacts, and the need to raise 1,500 feet of a major Southern California roadway, the replacement alternative would have significant impacts on the environment. Despite this, the Scoping Notice indicates that Caltrans will likely prepare a mitigated negative

declaration (MND). An MND is only appropriate when a project's impacts may be fully mitigated below a level of significance.

When a project may have a significant impact on the environment, the California Environmental Quality Act (CEQA) requires the preparation and certification of an EIR, not an MND. "[S]ince the preparation of an EIR is the key to environmental protection under CEQA, accomplishment of the high objectives of that act requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact." (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 75.) The fair argument standard is a "low threshold" test for requiring the preparation of an EIR. (*No Oil, supra*, 13 Cal.3d 68, 84.)

II. Biological Resources Analysis Must Discuss Impacts to Wetland Habitat.

Regardless of the document prepared to comply with CEQA, LCWLT is pleased that Caltrans plans to analyze the Project's potential biological impacts. Considering that both the retrofit and replacement alternatives would require construction and replacement of structures within waterways, it is imperative that the environmental review document discloses, analyzes, and mitigates any potentially adverse impacts on local wetlands and waterways. If alternative Project configurations are required to "avoid or substantially lessen" those impacts, the environmental document should discuss these alternatives, as well. (Pub. Resources Code s. 21002.) Any impacts to these wetlands would have corresponding impacts on species that inhabit these waterways, including the eggs and larvae of oceanic species that use wetlands as nurseries. Impacts to water quality due to the stirring up of sediment or pollutants contained in sediment, runoff from construction materials stored on the shore, or other sources may also impact the regulatory status of waterways that are already listed as impaired on the 303(d) list. If any of these impacts may occur, they must be disclosed in the environmental review document.

III. The Project Must be Consistent with the SEADIP Update.

A Project's inconsistencies with local plans and policies constitute significant impacts under CEQA. (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 783-4, 32 Cal.Rptr.3d 177; see also, *County of El Dorado v. Dept. of Transp.* (2005) 133 Cal.App.4th 1376 (fact that a project may be consistent with a plan, such as an air plan, does not necessarily mean that it does not have significant impacts).) These inconsistencies must be discussed in an EIR. (14 CCR § 15125(d); *City of Long Beach v. Los Angeles Unified School Dist.* (2009) 176 Cal. App. 4th 889, 918; *Friends of the Eel River v. Sonoma County Water Agency* (2003) 108 Cal. App. 4th 859, 874 (EIR inadequate when Lead Agency failed to identify relationship of project to relevant local plans).)

Accordingly, the Project must be consistent with SEADIP, the City of Long Beach's governing land use planning document and Local Coastal Program for the area. After years of discussion, the City began updating SEADIP in 2012, pursuant to a sustainability grant from the California Department of Conservation. On May 21, 2015, the City's Planning Commission held a Study Session on the SEADIP Update. This study session presented the Planning Commission and the public with the community-shaped vision for the updated SEADIP and Proposed Land Use Plan.

Based on community feedback, the City identified the top SEADIP priorities as:

1. Traffic
2. Wetlands Enhancement
3. View Protection
4. Bike and Pedestrian Transportation Options

More specifically, the SEADIP priorities include preservation of the area's wetlands and an increase in walkability of the SEADIP area. The City's Mobility Element designates many roadways in SEADIP as opportunities to implement new pedestrian, transit or bike facilities and traffic calming measures. The City is already coordinating with Caltrans to redefine the use and design of the intersection of Pacific Coast Highway and 7th Street within the SEADIP area to meet these goals. SEADIP concepts for Pacific Coast Highway that must be kept in mind when designing the Alamitos Bay Bridge Improvement Project include protected bike lanes, stormwater absorbing swales, and attractive and safe pedestrian sidewalks.

The final SEADIP plan will also include specific development standards governing setbacks, densities, heights, buffers, usable open space, parking, right-of-way configuration, and the mixing of land uses. Design guidelines contained in SEADIP will apply to landscaping, architectural styles and materials, lighting and public spaces. These standards will be important to the design of the Project.

As the environmental review for this Project is not scheduled to be complete until 2017, and as the environmental review for the SEADIP update has already begun, the Project will need to be consistent with the updated SEADIP. This will require close collaboration between the City and Caltrans. If consistency cannot be achieved, this will need to be disclosed, analyzed, and mitigated in an EIR. However, given the early stage of Project development, there is no reason that Caltrans and the City cannot craft an Alamitos Bay Bridge Improvement Project that is fully consistent with the vision and final standards approved for SEADIP.

This need for consistency is particularly important with regard to SEADIP's traffic calming goals. The Project should include a complete street design that permits safe pedestrian and bicycle passage, as well as vehicular passage. Alternative 3's proposal to widen the bridge 23 feet provides sufficient room to provide buffered or protected bike lanes and sufficiently wide sidewalks to comply with the Americans with Disabilities Act. Vehicle lanes need not be widened, as this induces higher speeds, a result that would be inconsistent with the traffic calming goals of the SEADIP planning process.

IV. Traffic and Congestion Impacts Must be Analyzed.

The scoping documents do not list traffic as an impact to be analyzed during the environmental review process. This is a bridge project, and construction and demolition activities would certainly impact the bridge and surrounding roadways, at least temporarily. CEQA requires that construction impacts be analyzed, even though they are temporary. (*City of Arcadia v. State Water Resources Control Bd.* (2006) 135 Cal.App.4th 1392, 1425.) The proposed bridge replacement alternative would require 1,500 feet of non-bridge roadway to be raised. The construction and detours required to accomplish this would certainly have significant temporary impacts on traffic, given the few alternatives to Pacific Coast Highway that exist in this already-congested area of Long Beach. Impacts to nearby intersections must be analyzed. An environmental document must analyze a project's reasonably foreseeable impacts. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1998) 47 Cal. 3d 376, 393.) Here, traffic is a reasonably foreseeable impact that must be dealt with in an environmental impact report.

Moreover, CEQA requires an analysis of the "whole of an action, which has the potential for physical impact on the environment." (CEQA Guidelines, § 15037.) If the Project will require or induce any other road local road improvements, these must be disclosed, analyzed, and mitigated in the environmental document.

V. Mitigation of Any Potentially Significant Impacts is Required.

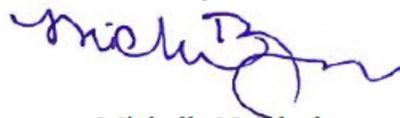
Finally, LCWLT seeks to ensure that any direct, indirect, or cumulative impacts of the Alamitos Bay Bridge Improvement Project are fully mitigated as required by CEQA. This will require an environmental review process that fully discloses the Project's likely significant environmental impacts and provides a thorough discussion of alternatives and mitigation measures designed to "avoid or substantially lessen" those environmental impacts as required by Public Resources Code § 21002. Any mitigation measures developed must be concrete and enforceable. (Pub. Res. Code 21081.6(b); *Lincoln Place Tenants Ass'n v. City of Los Angeles* (2007) 155 Cal. App. 4th 425, 445 ["mitigation measures must be feasible and enforceable"]). Additionally, the environmental review

document prepared for CEQA compliance must evaluate the efficacy of the mitigation measures proposed, as well as any significant environmental impacts that the mitigation measures may cause. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645; Guidelines s. 15126.4.)

Conclusion.

Thank you again for soliciting feedback from LCWLT as you begin the environmental review process for this important project. We look forward to the release of a full environmental impact report that thoroughly evaluates the Project's potential impacts on wetlands and consistency with the ongoing SEADIP process. Please contact us if you have any questions about these comments.

Sincerely,



Michelle N. Black



OSP National Support/
Investigations
2400 North Glenville
Richardson, TX 75082

MCI Communications Services, Inc.

08/07/2015

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
RON KOSONSKI 
DISTRICT 7,
100 S. MAIN STREET, MS16A
LOS ANGELES, CA 90012**

**RE: AE 27540
– ALAMITOS BAY BRIDGE IMPROVEMENT PROJECT–INFORMATION REQUEST
– STATE ROUTE 1 (SR-1) – CITY OF LONG BEACH, LOS ANGELES COUNTY, CA**

Verizon Business ID: 6778-2015

Dear Sir or Madam:

MCI has been notified by your office regarding the above referenced project.

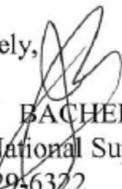
For your records, in reviewing the design prints received from your office, it has been determined that MCI does have facilities within your construction area and a conflict may exist. In order to avoid this conflict, it will be necessary for your construction to maintain a minimum of twenty-four (24) inches vertical clearance when crossing MCI cable and sixty (60) inches horizontal clearance when your running line is parallel to our facilities.

Since we do not have all of the as-builts in-house at this time, please call our field representative, at

Also, you must contact your local One Call System number at least 48 hours prior to any construction. During construction it will be necessary for us to monitor our facilities.

You should address future correspondence concerning the project to the attention of **OSP National Support/Investigations** at the above address. Please include the above **Verizon Business ID number.**

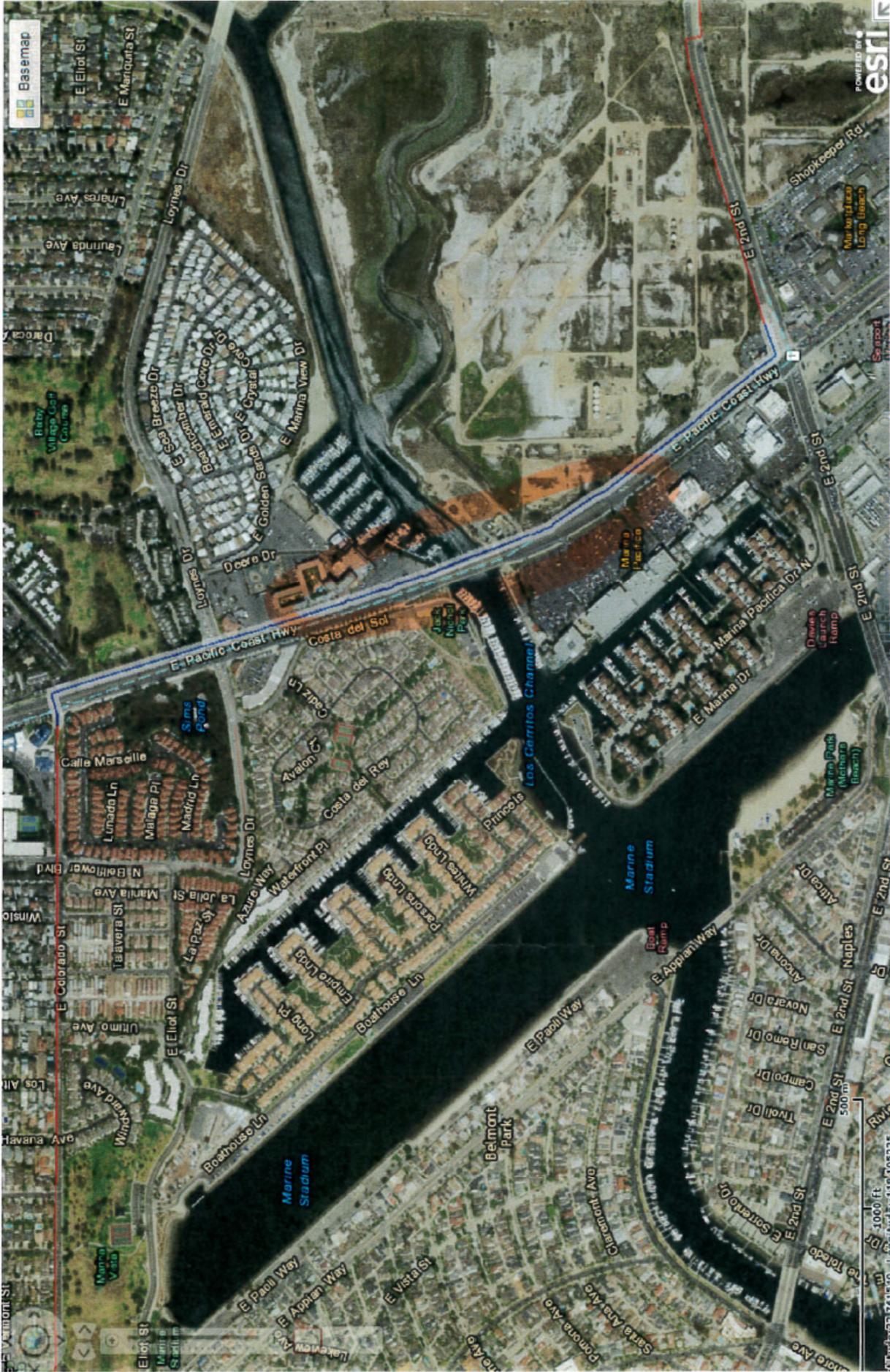
Sincerely,


JOHN BACHELDER
OSP National Support / Investigations
972-729-6322

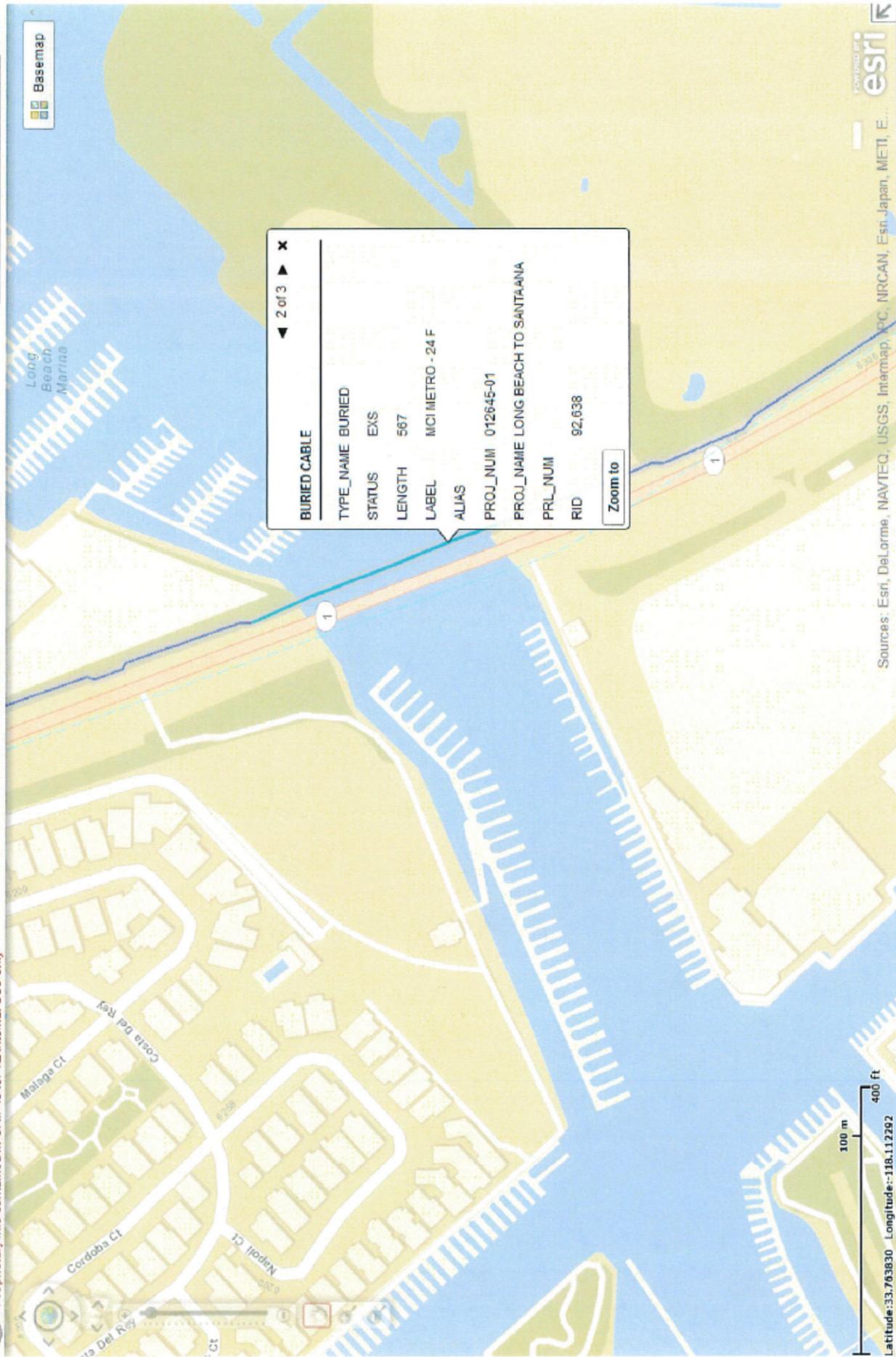
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LEGEND

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POWERED BY



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, PC, NRCAN, Esri Japan, METI, E...

Latitude: 33.762983 Longitude: -118.112533

Friday, Aug 07, 2015 01:16 PM

From: Ralph Combs [mailto:RalphC@termoco.com]
Sent: Thursday, August 06, 2015 1:52 PM
To: Price, Karl F@DOT
Subject: Alamitos Bay Bridge Project - Termo Oil Operations

Mr. Price –

I was at the Project Open House last night and had a chance to meet several of your team members. Termo operates the oil and gas production facilities immediately abutting the south east of the bridge. We also have production on the north and north west of the bridge. Connecting these facilities is a pipeline that runs under the bridge. As a point of clarification (and the purpose of this email) that I was not able to provide last night, our pipeline is the Chevron line (from whom we bought the oil operations) and is on the east side of the bridge. Does this correspond with your records? Also, the power pole and electrical service adjacent to and crossing the bridge serves our facilities.

Please keep me as the primary contact with Termo for this project. We look forward to working with Caltrans for the best benefit of the Project and our operations.

Regards -

Ralph Combs | Manager, Corporate Development
The Termo Company

D / M / F: (562) 279-1955 | RalphC@TermoCo.com

P.O. Box 2767, Long Beach, CA 90801

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This message has been scanned for viruses and dangerous content by [E.F.A. Project](#), and is believed to be clean.