

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

April 24, 2025

Renee Moilanen, Director of Environmental Planning
Port of Long Beach
415 W. Ocean Blvd.
Long Beach, CA 90802

RE: Pier B On-Dock Rail Support Facility –
Notice of Preparation (NOP) of a Draft
Supplemental Environmental Impact
Report (EIR)
SCH #2009081079
GTS #07-LA-2016-04775
Vic. LA 1 PM 8.35
Vic. LA 47 PM 2.30
Vic. LA 103 PM 1.00
Vic. LA 710 PM 6.38, R5.51L, R5.29L

Dear Renee Moilanen,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. Project Description: The proposed Project modifications involve expansion of the previous project area in several discreet locations and consists of the following project elements:

- D52-D54 Transit Shed Modifications. Demolition of a portion of the D52-D54 Transit Shed to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- 12th Street Sewer Line Installation. Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- Control Point Foote Wye Track. Relocation of the Control Point (CP) Foote Wye to be compatible with the revised mainline track configurations in the CP Crucero area, including the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks.
- West Water Street Utility Connections. Sewer and water line construction to serve the new compressed air building.
- Street Vacations/Closures. Grant Street and Southern Pacific Drive, within the City of Los Angeles, require closure to accommodate track realignment work.

- Dominguez Channel Rail Bridge Contractor Area. Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

After reviewing the NOP, Caltrans has the following comments:

As stated in the submitted Initial Study, the project could result in potentially significant impacts. These potential impacts will be further analyzed in the forthcoming SEIR and Caltrans looks forward to reviewing the Project's and Cumulative Project's Impacts to confirm that no significant transportation impacts will occur.

Due to the nature of the project, it is inherently woven into the larger transportation network with many involved and adjacent rights-of-way (ROW). As such, please be aware of the following:

- Any project work occurring within, or abutting Caltrans ROW will require an encroachment permit, and all concerns and requirements must be addressed. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.
- If evidence of the above is discovered during the Lead Agency's review of the project's various permit and design approvals, a condition of approval for issued entitlements shall include a requirement to work with Caltrans' Office of Permits to obtain the appropriate encroachment permits.
- Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed.

Caltrans District 7 Office of Permits contact information:

Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012

Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday

Phone: 213-897-3631 | Fax: 213-897-0420

E-mail: D7.Permits@dot.ca.gov

Please note: The Vincent Thomas Bridge (VTB) Deck Replacement Project (EA 39020) is a major and critical project that is proposed to be in construction by October 2025 and completed by March 2027. If this project's construction schedule overlaps with VTB and other projects in the area, the detour/hauling/construction route(s) need to be studied (e.g. intersection and segment analysis). If there's any significant impact, mitigation measures need to be implemented.

Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. Although the Project may not generate significant long-term operational impacts to State facilities, construction would temporarily disrupt transportation and circulation patterns along the haul routes. The volume of trucks would create noise and safety impacts on the freeway. The primary impacts from the movement of trucks would include short-term and intermittent lessening of roadway capacities and temporary lane closures and possible detours during certain times.

As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. The SEIR needs to specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2016-04775.

Sincerely,

Anthony Higgins for

Miya Edmonson
LDR Branch Chief

Cc: State Clearinghouse