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Making Conservation a California Way of Life

January 19, 2024

Matthew Arms, Director of Environmental Planning
Port of Long Beach
415 W. Ocean Blvd.
Long Beach, CA 90802

RE: Pier Wind Terminal Development Project – Notice of Preparation (NOP) of intent to prepare a Joint Environmental Impact Report (EIR)
SCH #2023110696
GTS #07-LA-2023-04389
Vic. LA 47 PM 2.302
LA 710 PM 3.441
LA 110 PM 1.135

Dear Matthew Arms,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The proposed Project would include construction of a 400-acre terminal and 30-acre transportation corridor for receiving, staging, and storing wind turbine generator (WTG) components (tower sections, nacelles, and blades) and foundation sub-assemblies, performing final assembly of floating foundations, and integrating WTG components with the floating foundation to create floating offshore wind (OSW) turbine systems that will enable the State of California and federal government to address the global climate crisis and decarbonization of energy resources through the establishment of wind farms off the West Coast. The Project would be in the Southwest Harbor Planning District (District 6) of the Port of Long Beach just south of the Navy Mole, east of Port of Los Angeles Pier 400, north of the federal breakwater, and west of the Main Channel. The Project would construct new land at the Port that would best meet the land requirements for waterfront facilities necessary for efficient staging, integration, and floating foundation assembly of large floating OSW turbine systems as specified in the California State Lands Commission's 2023 AB 525 Port Readiness Plan. The Project would support State and federal OSW energy goals to help tackle the climate crisis, reduce the cost of floating OSW energy, support the Port's Zero Emissions Energy Resilient Operations Program (ZEERO), provide local job opportunities and support developing a domestic offshore wind industry that will provide

broader economic benefits to the State and the nation. In-water construction activities would include approximately 50 million cubic yards (CY) of dredging for fill material and surcharge, construction of rock revetment dikes, and construction of a terminal wharf, sinking basin, wet storage areas, and concrete piers adjacent to the transportation corridor. Onshore construction would include grading and compaction, surfacing, transportation corridor improvements, and installation of utilities and signage. It is estimated that construction activities would start in 2027 and last a total of 9 years, with construction completed in phases and operations starting in 2031. Overall construction is expected to be completed in 2035.

After reviewing the NOP, Caltrans has the following comments:

As stated in the submitted Initial Study, the project could result in potentially significant transportation impacts. These potential impacts will be further analyzed in the forthcoming EIR and the include transportation impact analysis.

Caltrans looks forward in reviewing the Project's and Cumulative Project's Impact Analysis including, but not limited to the following:

1. VMT Analysis.
2. Queuing Analysis at the following interchanges:
   a. SR-47/Navy Way
   b. SR-47/Pier S Ave
   c. SR-47Seaside Freeway/I-710

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 EIR 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-2023-04389.

Sincerely,

Frances Duong

Frances Duong
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse