

California Department of Transportation

DISTRICT 7
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August 17, 2026

Renee Moilanen, Director of Environmental Planning
Port of Long Beach
415 W. Ocean Blvd., 7th Floor,
Long Beach, CA 90802

RE: Pier T Marine Terminal Redevelopment Project
– Notice of Preparation (NOP)
SCH # 2026061282
GTS # 07-LA-2026-05095
Vic. LA 47 PM 3.506
LA 710PM R3.441

Renee Moilanen,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project proposes to redevelop and expand the Pier T marine terminal at Berths T-130 through T-140 from approximately 382 acres to approximately 500 acres to reconfigure the terminal, optimize efficient cargo-handling operations, transition to zero-emission equipment, and extend and modernize the existing wharf to accommodate future container volumes and safe navigation of large container vessels. Redevelopment would consist of in-water construction activities, including demolition of portions of the existing wharf and replacement of piles; improvements to sections of the existing wharf, bollards, and fenders; a new wharf extension, including dredging to a design depth of -64 feet mean lower low water (MLLW); installation of concrete piles; and dredging of approximately 400,000 cubic yards of sediment to deepen approximately 24 acres of the eastern portion of the West Basin to a design depth of -55 feet MLLW. Land-side improvements would consist of a new truck gate complex, improvements to the on-dock railyard, and installation of utilities. Construction activities would occur in phases over an estimated period of 17 years concurrent with terminal operations. At full build-out, the redeveloped terminal would be able to handle up to 3.3 million containers annually, or approximately 6.1 million twenty-foot equivalent units (TEUs), with capacity of the on-dock railyard to handle at least one-third of the full build-out container volume.

After reviewing the NOP, Caltrans has the following comments:

As the proposed project is specifically intended to enable Terminal T to be able to process expected increased cargo volumes, it is requested that the environmental document fully analyze HD truck travel patterns (existing, during construction, and after construction), including both the state highway system and all related/connected local arterials that would be most impacted by this project. This analysis should also include the following:

- Full Truck VMT data and analysis.
- Truck queueing locations and associated durations.
- All truck parking challenges or needs.
- Expected changes in HD truck volumes by hours of the day on both weekdays and weekends.
- Whether Terminal T, following completion of all construction, is expected to have different hours of operation for unloading and loading cargo ships (i.e. is it expected that this terminal and others will be operating three shifts on a regular basis, and if so, how many days a week).
- The expected composition of HD drayage trucks accessing Terminal T in the context of internal combustion engine powered versus zero emission powered (battery electric, hydrogen or other).
- The anticipated primary destinations and travel routes of any zero emission HD trucks, as this information would be expected to help identify how the project might contribute to improved air quality.
- Upcoming projects near this facility that could create scheduling conflicts during construction.

Because the Pier T redevelopment generates substantial heavy vehicle activity that directly influences access to/from I-710, a safety review may be warranted. The safety review should analyze whether project generated truck queues near terminal access routes could extend onto I-710 ramps, creating significant speed differentials. In addition, access management and heavy vehicle conflict points must be examined.

Regarding the on-dock rail component of the proposed project, it is requested that the number of truck trips expected to be removed from the state highway system (and associated local arterials) be identified, in the context of both daily volumes and annual volumes. If the rail

operations replacing truck trips are expected to be diesel powered, ensure all changes to air quality impacts are identified. This information would help explain the potential full impact (and potential benefit) of the redeveloped Terminal T.

Regarding the project's zero emission battery electric propulsion, please identify how the batteries be transported to the Terminal T battery exchange building and how batteries that no longer be able to perform be handled. Given the extended construction timeline for the project, please include an evaluation of any other potential zero emission technologies so that it is possible for the Port of Long Beach to take advantage of the best zero emission technology available over the expected useful life of the redeveloped terminal.

Finally, please fully address whether the proposed project will require a temporary or permanent encroachment on State Route 47, State Route 103, and/or Interstate 710 during any phase of construction or final operations. Caltrans encroachment permits will be required at all locations where Project work interacts with State ROW. 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. Caltrans ROW map P23231 is attached for reference purposes.

Caltrans District 7 Office of Permits contact information:

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If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2026-05095.

Sincerely,

Frances Duong

Frances Duong
LDR Branch Chief

Cc: State Clearinghouse