Vincent Thomas Bridge Deck Replacement Project

LOS ANGELES, CALIFORNIA
DISTRICT 7 – LA – 47 (PM 0.4/2.0)
39020/0722000334



Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact

Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

October 2024

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General Information About This Document

What's in This Document

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Final Environmental Impact Report/Environmental Assessment (EIR/EA) with Finding of No Significant Impact for the proposed project located on the Vincent Thomas Bridge (State Route-47 [SR-47]) in the Port of Los Angeles (POLA) in Los Angeles County. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Draft EIR/EA circulated to the public for 90 days between April 16, 2024 and July 15, 2024. Comments received during this period are included in Appendix F. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications are not shown.

- This document may be viewed and downloaded at the following website: www.virtualeventroom.com/caltrans/vtb/.

Alternative Formats

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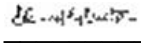
Vincent Thomas Bridge Deck Replacement Project
(Postmile 0.4 to Postmile 2.0) in the Port of Los Angeles,
Los Angeles County, California

Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)]

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agency: California Transportation Commission



Gloria Roberts
District Director
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9/27/2024
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Finding of No Significant Impact (FONSI)

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

Vincent Thomas Bridge Deck Replacement Project

The California Department of Transportation (Caltrans) has determined that alternative (2: Build Alternative) will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

	09/27/2024
Caltrans District Director	Date

Revised May 2022

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Summary

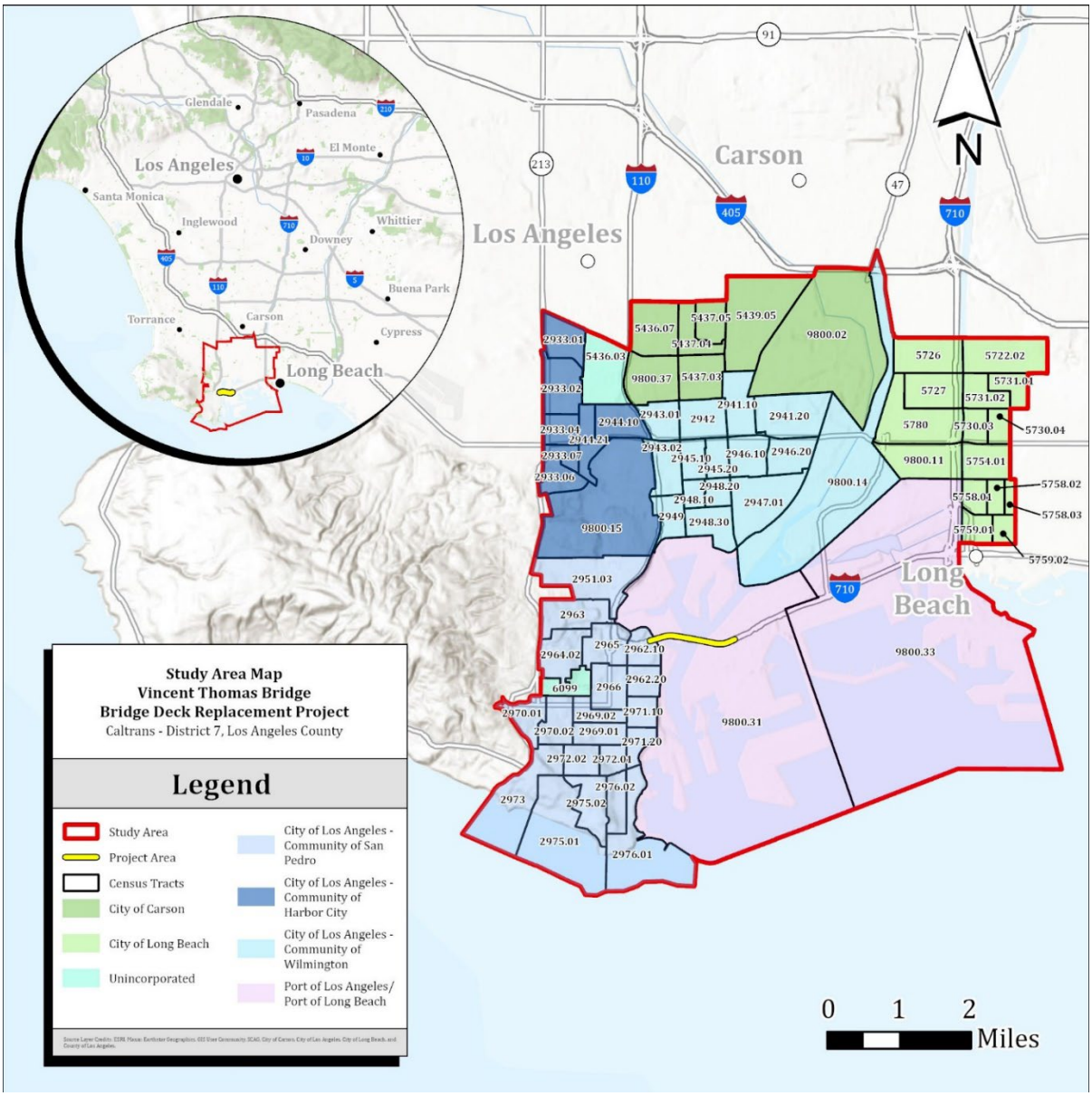
NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 United States Code (USC) 327 for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. The Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a Memorandum of Understanding (MOU) pursuant to 23 USC 327 (National Environmental Policy Act [NEPA] Assignment MOU) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on May 27, 2022, for a term of 10 years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With the NEPA Assignment MOU, the FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary’s responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 Categorical Exclusion (CE) Assignment MOU, projects excluded by definition, and specific project exclusions.

Project Description

Caltrans is proposing to replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge (State Route 47 [SR-47]) in the Port of Los Angeles (POLA). A regional location map is included on Figure S-1. The bridge deck is deteriorating due to concrete fatigue caused by heavy truck traffic over six decades of use. In 2009, a polyester concrete overlay was applied to the bridge deck to address spalling in the bridge deck; however, in 2011, new deck spalls began to occur and have been increasing in severity with each subsequent bridge inspection.

Figure S-1: Regional Location Map



Source: Community Impact Assessment (2024)

In-depth investigation of the bridge deck has been ongoing using ground-penetrating radar equipment, rapid automated sounding equipment, and physical and chemical concrete testing. Concrete test samples showed that the deck is failing below the polyester overlay causing the subsequent spalling. According to the latest bridge inspection (2022), the deck conditions have deteriorated from ‘fair’ to ‘poor.’ As a result of the evident grade of deterioration of the deck and the results of the physical and chemical testing performed, a technical team of the Office of Structure Maintenance and Investigation determined and recommended that the best strategy to extend the life of the bridge and provide a safe operation for the traveling public was to remove and replace the deck of both the suspended and approach spans of the Vincent Thomas Bridge.

The Vincent Thomas Bridge Deck Replacement Project is located at the southern end of SR-47 in Los Angeles County at the POLA in California, spans the Main Channel, and connects Smith Island to Terminal Island.

A No Build Alternative (Alternative 1) and a Build Alternative (Alternative 2) to replace the existing bridge deck on the Vincent Thomas Bridge are being evaluated as part of the proposed project. Additionally, four construction staging options for closure of the bridge were evaluated in the Build Alternative:

- **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last 16 or 41 months with detour routes and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic and Pre-Cast deck types would lead to a construction timeline of approximately 16 months. A Cast-in-Place deck type would lead to a construction timeline of approximately 41 months.

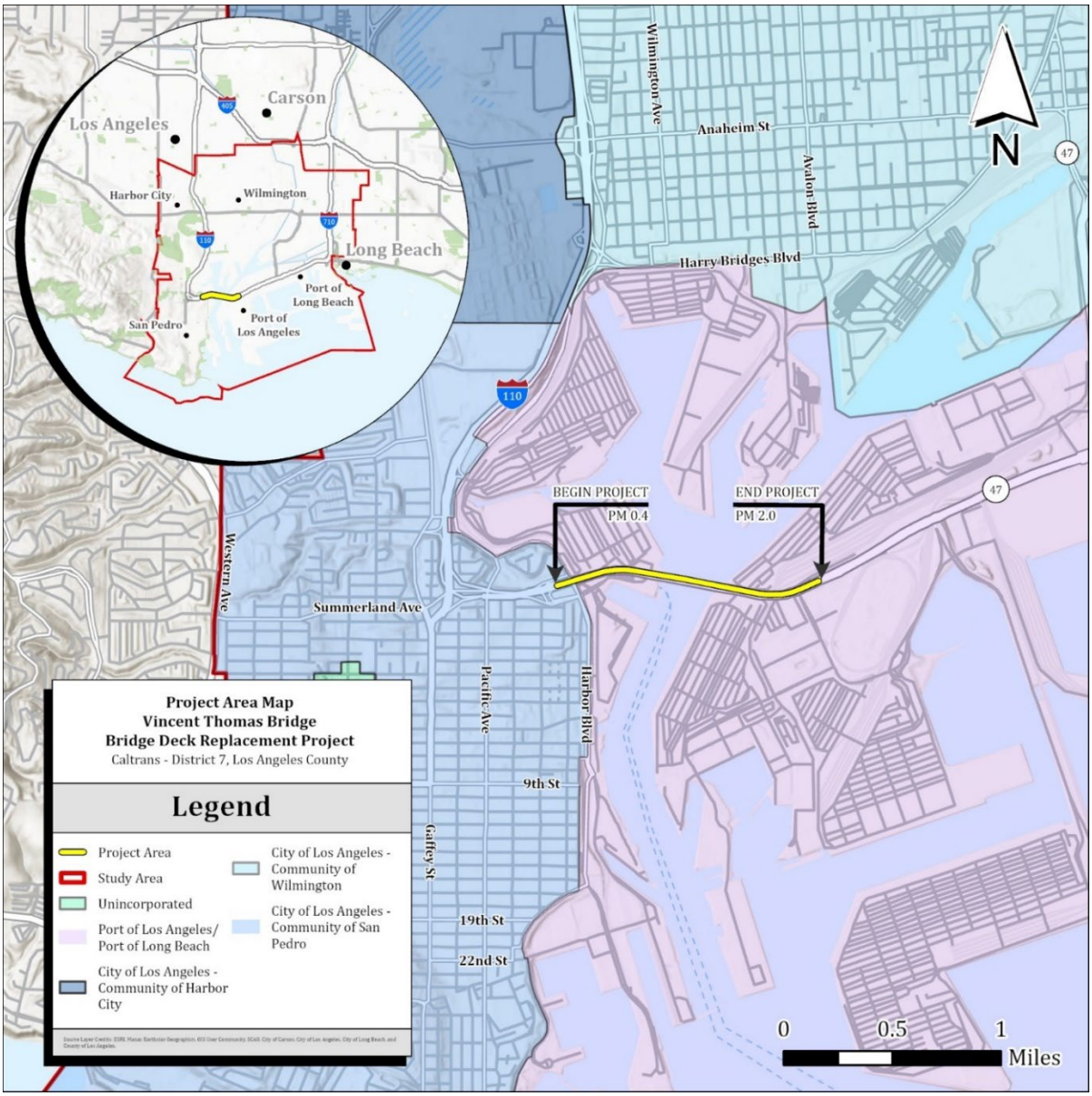
- **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, potentially reduced speeds of approximately 25 miles per hour (mph) due to narrowed lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

- **Three-Stage Construction:** This construction staging option would leave one lane open in each direction and would require installation of a temporary support/bracing system. One lane would be open in each direction for each stage, and multiple weekend (55-hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.

- **Nighttime Bridge Closure:** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m. to 7:00 p.m.). The work would require the installation of a temporary support/bracing system and fully close the bridge during nighttime hours (7:00 p.m. to 6:00 a.m.) every day. Construction would last approximately 48 months.

The Build Alternative would include upgrading seismic sensors and improving the existing median barrier and railings on the bridge. The project limits are illustrated on Figure S-2.

Figure S-2: Project Limits Map



Source: Community Impact Assessment (2024).

The Build Alternative is necessary to preserve the life of the Vincent Thomas Bridge deck and ensure the safety of the traveling public. The No Build Alternative would not preserve the life of the bridge deck and would likely lead to emergency repair work and unplanned closures of the bridge.

The proposed project is a joint project by Caltrans and the Federal Highway Administration (FHWA) and is subject to State and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and NEPA. Caltrans is the lead agency under both NEPA and CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are

being, or have been, carried out by Caltrans pursuant to 23 USC Section 327 and the MOU dated May 27, 2022, and executed by the FHWA and Caltrans.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, often a “lower level” document is prepared for NEPA. One of the most common joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

After receiving comments from the public and reviewing agencies, a Final EIR/EA has been prepared. The Final EIR/EA includes responses to comments received on the Draft EIR/EA and identifies the Preferred Alternative. A Notice of Determination (NOD) has been published for compliance with CEQA, and Caltrans has issued a Finding of No Significant Impact (FONSI) for compliance with NEPA. A Notice of Availability (NOA) of the FONSI has been sent to the affected units of federal, State, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

Project Impact

The proposed project requires closing the Vincent Thomas Bridge for a bridge deck replacement. The extent and duration of the closure would depend on the construction staging option that is chosen. In all staging options in the Build Alternative, there would be traffic impacts and the necessity for designated detour route(s), primarily through the neighborhood of Wilmington and the city of Carson, which are located north of the POLA.

The project’s primary impacts are due to construction and affect the community and traffic. All the closure options of the Vincent Thomas Bridge in the Build Alternative would require the use of detour route(s) to divert traffic to and from Terminal Island and away from the project site. The use of the detour route(s) by vehicular and port truck traffic could temporarily impact the community through increased traffic. A summary of anticipated project impacts for each construction staging option is shown in Table S-1.

Table S-1: Anticipated Project Impacts

Project Impacts for Each Construction Staging Option	Single-Stage Construction	Two-Stage Construction	Three-Stage Construction	Nighttime Bridge Closure
Traffic	**All Construction Options:** Temporary impacts that are less than significant with mitigation incorporated. (CEQA Determination) The following mitigation measures and project feature will be implemented to help alleviate traffic impacts: MM-TR-1, MM-TR-2, and PF-TR-1. More information on these measures and project feature can be found in Section 2.10 Traffic and Transportation/Pedestrian and Bicycle Facilities under Avoidance, Minimization, and Mitigation Measures.			
Biology	**All Construction Options:** Temporary impacts that are less than significant with mitigation incorporated. (CEQA Determination) Mitigation includes MM-BIO-1 through MM-BIO-7 include exclusionary devices on the bridge for peregrine falcons, bird surveying, and the construction of artificial nesting. More information on these measures can be found in Section 2.19 Animal Species under Avoidance, Minimization, and Mitigation Measures.			
Environmental Justice	**Single-Stage Construction:** Temporary disproportionately high and adverse effect on minority or low-income populations in accordance with EO 12898 for cumulative traffic and air quality impact. (NEPA Determination) Mitigation includes MM-EJ-1 and MM-EJ-2 include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. More information on these measures can be found in Section 2.8 Environmental Justice under Avoidance, Minimization, and Mitigation Measures.	**Two-Stage, Three-Stage, and Nighttime Closure Options:** No temporary disproportionally high and adverse effects on minority or low-income populations. MitigationMM-EJ-1 and MM-EJ-2 would be implemented for these staging options (if selected).		
Cumulative	**Single-Stage Construction:** Temporary significant and unavoidable impacts to environmental justice communities for cumulatively considerable impacts to traffic and air quality. (CEQA Determination) The following mitigation measures will be implemented to help alleviate these impacts: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. The following mitigation measures and project feature will also be implemented: MM-TR-1, MM-TR-2, and PF-TR-1,	**Two-Stage, Three-Stage, and Nighttime Closure Options:** Temporary less than significant impact with mitigation incorporated to environmental justice communities for cumulatively considerable impacts to traffic and air quality. (CEQA Determination) Impacts will be less than significant with the implementation of these mitigation measures: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. The following mitigation measures and project feature will also be implemented: MM-TR-1, MM-TR-2, and PF-TR-1, which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes. More information on these measures can be found under Avoidance, Minimization, and Mitigation Measures in Section 2.8 Environmental Justice and Section 2.10 Traffic and Transportation/ Pedestrian and Bicycle Facilities.		

Table S-1: Anticipated Project Impacts

Project Impacts for Each Construction Staging Option	Single-Stage Construction	Two-Stage Construction	Three-Stage Construction	Nighttime Bridge Closure
	which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes.			

Source 1: Traffic and Operations Analysis Report (2023).
Source 2: Natural Environment Study (2023).
Source 3: Community Impact Assessment (2024).

The project will require coordination with the public and other agencies. Other agency coordination will include, but not be limited to, consultation with the California Department of Fish and Wildlife (CDFW), the United States Coast Guard, and the California Coastal Commission (CCC). Necessary permits include a Harbor Development Permit (or Harbor Development Permit exemption) with the POLA, which will satisfy the requirements of a Coastal Development Permit with the CCC if the CCC agrees to the merits of the permitting application and decision. A full list of agency coordination and permits is available at the end of Section 1.3 Project Description.

Since the project's scoping period, Caltrans has engaged neighborhood councils, union organizations, chambers of commerce, councils of governments, other project area organizations, and the public to encourage feedback and solicit comments on the proposed project. Caltrans has also formed a Community Advisory Committee (CAC) and a Technical Advisory Committee (TAC) to facilitate feedback from interested stakeholders throughout the life of the project until the open-to-traffic date. The main concern raised by the public and project area organizations is regarding the potential detour route(s) and the impacts related to heavy truck traffic near neighborhoods. Another primary concern is the traffic impacts caused by the different construction staging options proposed on the Vincent Thomas Bridge.

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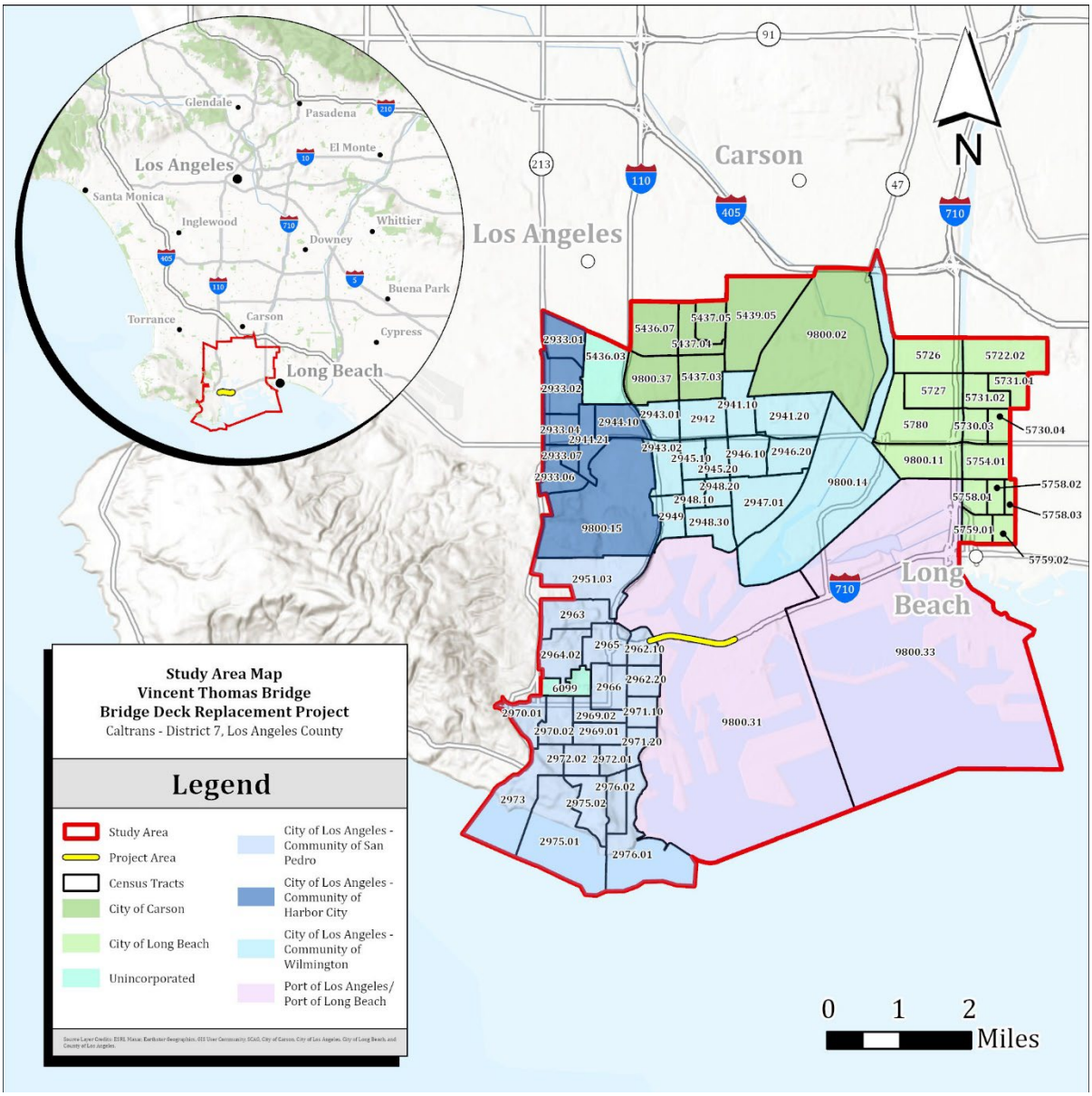
Chapter 1 – Proposed Project

1.1 Introduction

Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA) in accordance with NEPA (42 United States Code [USC] 4321 et seq.) and the Council on Environmental Quality (CEQ) Regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

Caltrans is proposing to replace the bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge (State Route 47 [SR-47]) in the Port of Los Angeles (POLA). A regional locations map is included on Figure 1-1.The Vincent Thomas Bridge Deck Replacement Project (project) is a State Highway Operation and Protection Program (SHOPP) (2024) project and is located on SR-47 in POLA on the Vincent Thomas Bridge (Bridge 53-1471).

Figure 1-1: Regional Locations Map



Source: Community Impact Assessment (2024).

The proposed project is exempt from Transportation Conformity and therefore is not individually listed in the Federal Transportation Improvement Program (FTIP) or the Regional Transportation Plan (RTP). The project is, however, included in the Southern California Association of Governments (SCAG) 2023 FTIP Amendment #23-12 as a grouped exempt SHOPP project under FTIP ID LALS04 – EA 39020, RTP ID REG0701. This FTIP group designation applies to projects within SCAG jurisdiction that qualify under the 40 CFR Part 93.126 Exempt Table 2 category “Widening Narrow Pavements or Reconstructing Bridges (No Additional Travel Lanes).

Alternative 1 (No Build Alternative) and Alternative 2 (Build Alternative) to replace the bridge deck of the Vincent Thomas Bridge were evaluated as part of the proposed project. There were four construction staging options that were evaluated for Alternative 2:

1. **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last 16 or 41 months with detour routes and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic and Pre-Cast deck types would lead to a construction timeline of approximately 16 months. A Cast-in-Place deck type would lead to a construction timeline of approximately 41 months.

2. **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, reduced speeds of approximately 25 miles per hour (mph) due to narrowed lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

3. **Three-Stage Construction:** This construction staging option would leave one lane open in each direction and would require installation of a temporary support/bracing system. One lane would be open in each direction for each stage and multiple weekend (55-hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.

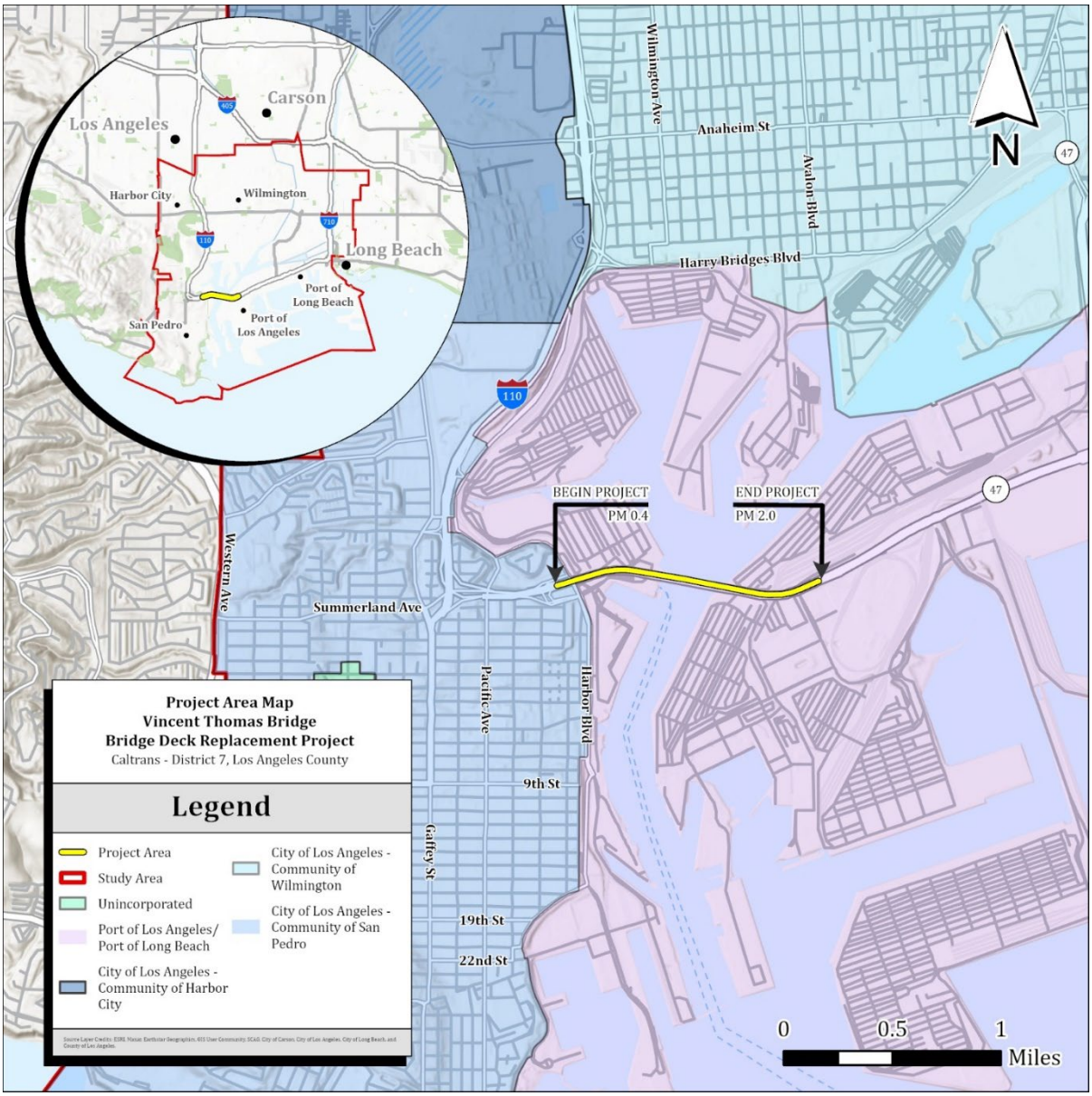
4. **Nighttime Bridge Closure:** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m. through 7:00 p.m.). The work would require the installation of a temporary support/bracing system and fully close the bridge during nighttime hours (7:00 p.m. through 6:00 a.m.) every day. Construction would last approximately 48 months.

The project is under the Construction Manager/General Contractor (CMGC) Program. The CMGC Program is an innovative delivery method that allows Caltrans to engage a construction manager to provide input during the design process. Caltrans and the construction manager agree on a price for construction of the project, and the construction manager becomes the general contractor.

1.1.1 PROJECT SETTING

SR-47 is a State highway that begins at the southern terminus of Interstate 110 (I-110) in Los Angeles and travels east on the Vincent Thomas Bridge to Terminal Island at the POLA. Northeast of Navy Way, SR-47 heads north and includes a portion of Henry Ford Avenue and then a portion of Alameda Street, eventually ending at State Route 91 (SR-91) in Compton. SR-47 serves as a linkage connecting Terminal Island to the mainland in Los Angeles County. The section of SR-47 within the project limits (Figure 1-2) is a four-lane expressway incorporating the Vincent Thomas Bridge to connect I-110 in the community of San Pedro to Terminal Island.

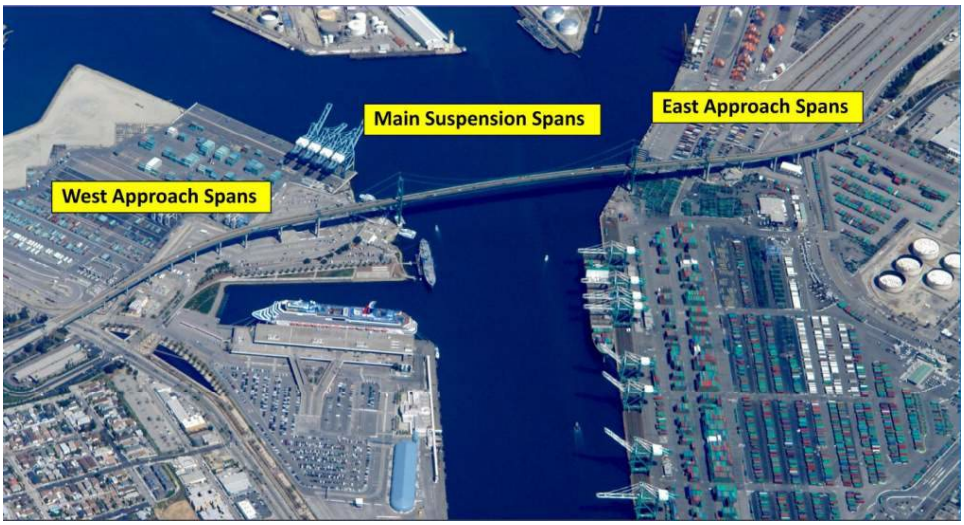
Figure 1-2: Project Limits Map



Source: Community Impact Assessment (2024).

The Vincent Thomas Bridge is a 2,513-foot-long suspension bridge, spanning Los Angeles Harbor in Los Angeles, California, connecting San Pedro with Terminal Island (Figure 1-3). The bridge opened in 1963 and is named for California Assemblyman Vincent Thomas of San Pedro, who championed its construction. The bridge is the only suspension bridge in Los Angeles County and was the first welded suspension bridge in the United States. The bridge is now the fourth-longest suspension bridge in California and the 76th-longest span in the world. The clear height of the navigation channel underneath the bridge is approximately 185 feet, high enough to support POLA shipping traffic.

Figure 1-3: Bridge Spans Overview



Source: Caltrans (2023).

The Vincent Thomas Bridge serves as the primary corridor connecting Terminal Island to the Greater Los Angeles area approaching from the West. The communities of San Pedro, Harbor City, Wilmington, and Long Beach are near the project area and often rely on the bridge for access to surrounding areas and Terminal Island. Traffic traveling south on I-110 and Interstate 710 (I-710) often utilize the Vincent Thomas Bridge as a main corridor. Average daily traffic on the Bridge is 53,000 vehicles per day, with 8.8 percent of the daily traffic being heavy trucks based on the Caltrans 2021 Bridge Inspection Records Information Search (BIRIS) Report.

1.2 Purpose and Need

1.2.1 PURPOSE OF THE PROJECT

The purpose of the proposed project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety.

The proposed project would replace the bridge deck of the Vincent Thomas Bridge, upgrade seismic sensors, and improve the median barrier and guardrails. The project limits are generally bounded by the west and east approach spans of the Vincent Thomas Bridge. The proposed project limits serve as logical termini, or rational end points for transportation improvements and are sufficient to evaluate environmental impacts. However, the traffic and community impacts of the different construction staging options in Alternative 2 (Build Alternative) required evaluation outside of the project limits, particularly in the communities of Wilmington, San Pedro, Harbor City, Carson, and Long Beach.

1.2.2 NEED FOR THE PROJECT

The existing Vincent Thomas Bridge deck has structural deficiencies and a bridge deck condition rating of "poor" (Caltrans 2021a). The bridge deck rating was evaluated as "fair" until an inspection in 2021 found the deck had deteriorated to a condition rating of "poor" (Caltrans 2021a). The bridge deck of the Vincent Thomas Bridge has been in service for 60 years and is rapidly deteriorating due to concrete fatigue, primarily caused by heavy truck

traffic associated with the POLA and Port of Long Beach (POLB). Pictures of the deteriorating bridge deck can be found on Figure 1-4.

Figure 1-4: Bridge Deck Concrete Spalling



Source: Caltrans (2023).



Source: Caltrans (2023).

In addition to the deteriorating bridge deck, the existing bridge median barrier and guardrails do not meet the requirements of the new Manual for Assessing Safety Hardware (MASH), which was written by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO is a nonprofit association that represents highway and transportation departments across the nation and serves as a liaison between State departments of transportation and the federal government. In addition, the seismic sensors on the bridge need to be upgraded to ensure the structural integrity of the bridge during seismic events. This work would remove the existing 26 seismic sensors and replace them with an upgraded system consisting of 44 seismic sensors.

If the current bridge deck of the Vincent Thomas Bridge were to remain in place, the existing concrete fatigue would worsen, and the nonstandard median concrete barrier and guardrails would not meet updated MASH requirements. Future emergency closures of the bridge could be possible if the current concrete fatigue of the bridge deck is not addressed. The project is needed to ensure the safety of the traveling public on the Vincent Thomas Bridge and maintain an important economic corridor to POLA and POLB.

1.2.3 LEGISLATION

The Infrastructure Investment and Jobs Act, commonly known as the Bipartisan Infrastructure Bill, is a United States federal statute enacted by the 117th United States Congress and signed into law by President Joe Biden on November 15, 2021.

The act was initially a $547–$715 billion infrastructure package that included provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the United States Department of Transportation (USDOT). After congressional negotiations, it was amended and renamed to the Infrastructure

Investment and Jobs Act to include funding for broadband access, clean water, and electric grid renewal in addition to the transportation and road proposals of the original House bill. This amended version included approximately $1.2 trillion in spending, with $550 billion being newly authorized spending on top of what Congress was planning to authorize regularly.

The Bridge Investment Program (BIP) is a competitive grant program part of the Infrastructure Investment and Jobs Act to replace, rehabilitate, preserve, or make resiliency improvements to bridges. Half of the $12.5 billion funding is reserved for large bridge projects, which are defined as projects that cost over $100 million. Large projects are funded at a maximum 50 percent federal share, while other projects are funded at a maximum 80 percent federal share. The Vincent Thomas Bridge Deck Replacement Project is eligible for BIP grant funding if the project is completed and open to traffic by Spring 2027.

1.3 Project Description

This section describes the proposed action and projected alternatives that were developed to meet the Purpose and Need of the project while minimizing environmental impacts. The alternatives include Alternative 1 (No Build Alternative) and Alternative 2 (Build Alternative).

As shown previously on Figure 1-2, the proposed project limits on the Vincent Thomas Bridge extend from the start of the west approach span to the end of the east approach span of the bridge (Post Miles 0.4 to 2.0). The proposed project would replace the bridge deck, median concrete barrier and guardrails, and upgrade seismic sensors on the Vincent Thomas Bridge. The purpose of the proposed project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The bridge deck is rapidly deteriorating due to heavy truck traffic and in need of replacement. The median barrier and guardrails do not meet the current standards set by MASH and require an upgrade.

The Vincent Thomas Bridge consists of three main spans. The west approach span, the east approach span, and the main span. The west approach span is 1,841.5 feet, the east approach span is 1,705.5 feet, and the main span is 2,513 feet. The total length of the Vincent Thomas Bridge is 6,062.25 feet. The width of the bridge is 59.5 feet. The proposed project would not change the length of the bridge; however, the width of the deck of the suspended span of the bridge would be widened by 9 inches on each side to accommodate the new guardrail barrier. The proposed project would not limit access to trails, parking lots, or any other public access components, nor would it remove any vegetation.

1.4 Alternatives

The No Build Alternative and Build Alternative are evaluated in this environmental document and are described in this section. The Build Alternative was developed by a multidisciplinary team to achieve the proposed project purpose while avoiding or minimizing environmental impacts.

Under CEQA, the baseline for environmental impact analysis consists of the existing conditions at the time of the Notice of Preparation (NOP) signed on April 12, 2023. Under NEPA, the No Build Alternative (Alternative 1) is used as the baseline for comparing environmental impacts.

The proposed project contains several standardized project features that are employed on most Caltrans projects and were not developed in response to any specific environmental impacts resulting from the proposed project. The project features that will be implemented for this project are listed in Table 1-1.

Table 1-1: List of Project Features to be Implemented for the Vincent Thomas Bridge Deck Replacement Project

Project Feature	Description
PF-UES-1	Require coordination with emergency service providers for ramp or road closures within the project area as part of the Vincent Thomas Bridge Deck Replacement Project.
PF-CR-1	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
PF-CR-2	If human remains are discovered, further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Caprice "Kip" Harper, Project PQS Principal Investigator-Prehistoric Archaeology so that they may work with the MLD on the respectful treatment and disposition of the remains.
PF-HW-1	**Minimal Disturbance of Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead:** The temporary construction and permanent signs may potentially disturb soil containing aerially deposited lead (ADL) if installed on unpaved soil. Minor disturbance includes installation of any temporary or mounted construction area signposts at unpaved areas. Minimal soil disturbance work occurs when there is no ADL soil generated that requires removal from the project or displaced in areas other than the immediate area of disturbance.
PF-HW-2	**Material Containing Asbestos Containing Materials (ACM):** ACM is a concern and may have been used in bridge shim plates, weep holes, and joint sealants. Joint sealants installed prior to the 1960s have the potential to be constructed with ACM. According to Caltrans, Standard Specification joint seals (both "Type A" and "Type B") installed after 1960 are composed of polyurethane and silicone sealant, which are classified as non-hazardous material. The United States Environmental Protection Agency (EPA) established the National Emissions Standards for Hazardous Air Pollutants (NESHAP). Any demolition, alteration, and/or modification work on a bridge, regardless of whether it contains ACM, triggers EPA NESHAP regulation that requires notification to the delegated Air Quality Management District. The delegated Air Quality Management District in Southern California is the South Coast Air Quality Management District (SCAQMD). A project-specific site investigation is recommended to evaluate and determine the extent of ACM at the proposed work area.
PF-HW-3	**Removal of Existing Lead-Based Paint (LBP) on Bridge Structure:** Replacement of seismic sensors on a bridge and repairs to bridges including removal of existing barrier railing, steel plate, and chain link fencing may require disturbance of the existing paint system on the bridge. The existing paint system on a bridge structure may contain heavy metals such as lead, zinc, or chromium. These are hazardous materials that exceed the established thresholds in 8 California Code of Regulations (CCR) Section 1532.1, and exposes workers to health hazards that must be addressed in the general contractor's Lead Compliance Plan (LCP). A project-specific site investigation is recommended to evaluate and determine the extent of ACM and lead-based paint at the proposed work area.
PF-HW-4	**Removal of Existing Yellow and Non-Yellow (White) Traffic Stripe and/or Pavement Marking:** The proposed project may require disturbance and replacement of pavement striping through saw cutting existing lightweight concrete bridge slabs and removing pavement striping along with the slabs.
PF-HW-5	This project includes disposal of seismic sensors. The disposal of seismic sensors shall conform with Caltrans Standard Specifications and all applicable laws and regulations. Standard Special Provision (SSP) 14-11.15, E-waste, will be required during Plans, Specifications, and Estimates (PS&E).
PF-AQ-1	Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by Title 17, California Code of Regulations (CCR), Section 93114.
PF-TR-1	**Transportation Management Plan:** The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2). • **Changeable Message Signs (CMS):** Permanent overhead message signs are placed along roadways approaching the project area to notify road users of lane and road closures on the

Table 1-1: List of Project Features to be Implemented for the Vincent Thomas Bridge Deck Replacement Project

Project Feature	Description
	bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone. • **Portable Changeable Message Signs (PCMS):** PCMS will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.

Source: Compiled by Caltrans (2023).

1.4.1 PROJECT ALTERNATIVES

1.4.1.1 Alternative 1: No Build

Under the Alternative 1 (No Build Alternative), the proposed project improvements would not be implemented, and no construction activities would occur. The existing bridge deck of the Vincent Thomas Bridge would continue to deteriorate, possibly necessitating emergency construction and closure of the bridge. The existing median concrete barrier and guardrails on the bridge would continue to not meet current MASH safety standards. The existing seismic sensors would continue to need upgrading. The safety of the traveling public on the Vincent Thomas Bridge would not be improved in the project area.

1.4.1.2 Alternative 2: Build Alternative

Alternative 2 (Build Alternative) proposes to replace the bridge deck of the Vincent Thomas Bridge, the median concrete barrier and guardrails, and upgrade the seismic sensors on the bridge. The proposed improvements would ensure the safety of the traveling public on the Vincent Thomas Bridge and provide a viable bridge deck, the design life of which is estimated to last decades. No feasible alternative locations exist for the Build Alternative due to the necessary repairs being located on the Vincent Thomas Bridge.

Bridge Deck Replacement

The existing Vincent Thomas Bridge deck has structural deficiencies and a bridge deck condition rating of “poor”. The bridge deck rating was evaluated as “fair” until an inspection in 2021 found the deck had deteriorated to a condition rating of “poor” (Caltrans 2021). The bridge deck of the Vincent Thomas Bridge has been in service for 60 years and is deteriorating due to concrete fatigue primarily caused by heavy truck traffic associated with POLA and POLB.

In 2001, an in-depth bridge deck investigation was performed on the bridge, and 60–70 percent of the deck was determined to be in various states of disrepair. A work recommendation was made to rehabilitate the bridge deck with a polyester concrete overlay. In 2009, a polyester concrete overlay was applied to address spalling in the bridge deck. In 2011, an inspection showed there were several new patches done by the bridge crew along a southbound lane of the approach span. Deck chaining revealed that deck delamination existed throughout all spans from 1 percent to up to 15 percent in some spans. A 2013 inspection reported several new deck patches along lanes in both directions, including transverse cracks up to 0.08 inch on the polyester overlay surface.

In 2015, the bridge deck was scanned with ground penetrating radar (GPR) and results showed the total possible delamination of concrete for the bridge is 90.37 cubic yards and represents 8.25 percent of the bridge deck area. The deck chaining revealed worsening delamination in some spans covering 5–10 percent of spans tested.

The deck chaining of the entire Lane #2 of the Bridge in 2017 revealed that 10 percent of the deck surface was delaminated, with most of the delamination occurring on the wheel lines in the #2 Lane. In the approach spans of southbound Lane #2, as much as 90 percent of the right wheel line had delamination on the concrete surface. The deck was scanned using a Rapid Automated Sounding (RAS) system, and results showed approximately 1.5–2 percent of the deck area had unsound concrete. Additionally, six additional core samples were taken from deck locations with unsound concrete to study the failure mechanism in the deck concrete. The cores showed all delamination had occurred near the top layer of steel reinforcement.

In a 2019 inspection, the deck condition as compared to the previous 2017 inspection results showed there was an approximate 5 percent increase in area of delamination, and additional patching had been performed by the bridge crew since the last routine inspection (15 percent of the total deck surface area). Also, several new areas of soffit spalls and efflorescence had developed along the bridge.

In 2021, the Caltrans Structure Maintenance and Inspection (SM&I) Office concluded that the deck concrete had reached the end of its design life and the deck was rapidly deteriorating due to concrete fatigue from heavy truck traffic. The SM&I Bridge Maintenance Strategy Session participants unanimously recommended that the decks for both the suspended and approaching spans be removed and replaced (Caltrans 2021).

The scope of work for the bridge deck replacement includes the following:

- The existing deck will be replaced by an orthotropic steel deck, a pre-cast/pre-stressed concrete deck, or a cast-in-place/reinforced concrete deck.
- Remove and replace the cast-in-place lightweight bridge deck at the approach and suspension spans.
- Provide weld stud connectors to the existing steel girders if a cast-in-place/reinforced concrete deck is used.
- Replace joint sealants (18) at the approach spans and (11) at suspension spans and remove (4) finger joints at suspension spans and replace them with seismic joints.

Median Concrete Barrier and Guardrail Replacement

The existing bridge median barrier and guardrails do not meet the requirements of the new MASH safety standards written by AASHTO. AASHTO is a nonprofit association that represents highway and transportation departments across the nation and serves as a liaison between State departments of transportation and the federal government.

The scope of work for median concrete barrier and guardrail replacement includes the following:

- Remove the existing metal railing/steel plate curb on the suspended spans and replace with CA ST 75 bridge rail. The approximate length of the railing barrier is 5,026 feet.

- Remove the existing 12-foot-high chain-link fence on the suspended spans (2-inch mesh) and replace it with a 12-foot-high chain-link fence (1-inch mesh). The approximate length of the replaced fencing is 5,026 feet.

- Remove the existing Type 2 concrete barrier and 6-foot-high chain-link fences on approach spans and replace them with CA ST-75 bridge railing with a 9-foot-high chain-link fence (1-inch mesh) mounted on ST-75 railing curb. The approximate length of the approach spans bridge railing is 7,106 feet.

- Remove and replace the median concrete barrier Type 50 with Type 60M. The approximate length of the median concrete barrier is 6,113 feet.

- Install and upgrade signs and pavement markings per current standards.

Upgrade Seismic Sensors

The seismic sensors on the bridge need to be upgraded to ensure the structural integrity of the bridge during seismic events. This work would remove the existing 26 seismic sensors and replace them with an upgraded system consisting of 44 seismic sensors.

Other

- Remove and replace approximately 29 barrier-mounted electroliers.
- Upgrade light fixtures of “low light system” to LED160 along suspended spans.
- Install fiber-optic conductor on existing conduit.

1.4.2 COMPARISON OF CONSTRUCTION STAGING OPTIONS

Alternative 2 (the Build Alternative) proposes four construction staging options. Table 1-2 provides a comparison of each construction staging option and includes the construction timeline and a description of work.

Table 1-2: Comparison of Construction Staging Options (Alternative 2: Build Alternative)

Construction Timeline	Description of Work
16 or 41 months	This construction staging option consists of a full closure of the bridge that would last 16 or 41 months with detour routes and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic and pre-cast deck types would lead to a construction timeline of approximately 16 months. A cast-in-place deck type would lead to a construction timeline of approximately 41 months.
Construction would last approximately 25 months.	This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, reduced speeds of approximately 25 mph due to narrowed lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

Table 1-2: Comparison of Construction Staging Options (Alternative 2: Build Alternative)

Construction Timeline	Description of Work
Construction would last approximately 32 months.	This staging option construction would leave one lane open in each direction and would require installation of temporary support/bracing system. One lane would be open in each direction for each stage and multiple weekend (55-hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.
Construction would last approximately 48 months.	This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m.–7:00 p.m.). The work would require the installation of a temporary support/bracing system and fully close the bridge during nighttime hours (7:00 p.m.–6:00 a.m.) every day. Construction would last approximately 48 months.

Source: Compiled by Caltrans (2023).

1.4.3 UTILITIES

There are four AT&T conduits on the underside of the bridge that are located to the side of the catwalk railing. During construction, all utilities within the freeway right-of-way and beneath or along the Vincent Thomas Bridge or adjacent properties would be protected in place or relocated. During final design, the Project Engineer would coordinate with each utility provider to finalize the exact location of that utility's facilities, assess whether the facilities can be protected in place during construction or would require relocation, and review the project plans for protection in place/relocation of the facility with the utility provider prior to construction. The utility providers around the project area are listed in Table 1-3. If needed, permanent utility easements would be identified during final design.

Table 1-3: Utility Providers

Facility Name	Utility Provider
Water and Sewer	Los Angeles Department of Water and Power, City of Long Beach Water
Stormwater	Los Angeles County Department of Public Works
Gas	Southern California Gas, Long Beach Gas and Oil
Electricity	Los Angeles Department of Water and Power, Southern California Edison
Telecom	AT&T, Time Warner Cable
Cable	Time Warner Cable, Comcast, Cox, DirectTV, Frontier, Spectrum, AT&T
Trash Service	City of Los Angeles Department of Public Works – Sanitation, City of Long Beach Department of Public Works

Source: Community Impact Assessment (2024).

1.4.4 RIGHT-OF-WAY ACQUISITIONS, EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS

Staging for the proposed construction work would be located within Caltrans right-of-way or in temporary construction easements (TCEs) near the project limits. Specific staging locations would be determined by the construction contractor during the Design phase. During Project construction, elevators would be constructed at four locations adjacent to the bridge to lift construction materials into place. The location of these elevators is adjacent to the bridge and within Caltrans right-of-way. TCEs may be necessary for cranes to construct the elevators. Caltrans in coordination with the Port of Los Angeles (POLA) will determine the location of the four elevators out of eight proposed locations presented in Figure 1-5.

Figure 1-5: Eight Proposed Locations of Bridge Construction Elevators



Source: Caltrans 2024

Another likely staging area includes the Vincent Thomas Bridge Toll Plaza site located on Terminal Island near the southeastern approach span of the bridge. Other staging areas on Terminal Island could be required and would be determined in coordination with POLA during the Design or Construction phase. Larger staging areas off site and outside the project area and Community Impact Assessment CIA study area that are needed for construction could require TCEs and would be determined during the Design phase.

1.4.5 PROJECT COSTS

The estimated total project cost of the Build Alternative ranges from approximately $620 million to $745 million. This project is anticipated to be constructed using State funds through SHOPP and reimbursed through federal funds from the Infrastructure Investment and Jobs Act.

1.4.6 CONSTRUCTION SCHEDULE

The proposed project's construction preparation would begin in mid-2025, with the building of scaffolding and elevators needed to construct the new bridge deck. The full closure of the bridge is expected to begin in early 2026.Construction timelines for each construction staging option are outlined below:

- **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last **16 or 41 months** with detour routes and 24/7 work. Orthotropic and Pre-Cast deck types would lead to a construction timeline of

approximately 16 months. A Cast-in-Place deck type would lead to a construction timeline of approximately 41 months.

- **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately **25 months**.

- **Three-Stage Construction:** This construction staging option construction would leave one lane open in each direction and would require multiple weekend (55-hour) full bridge closures and full overnight bridge closures. Construction would last approximately **32 months**.

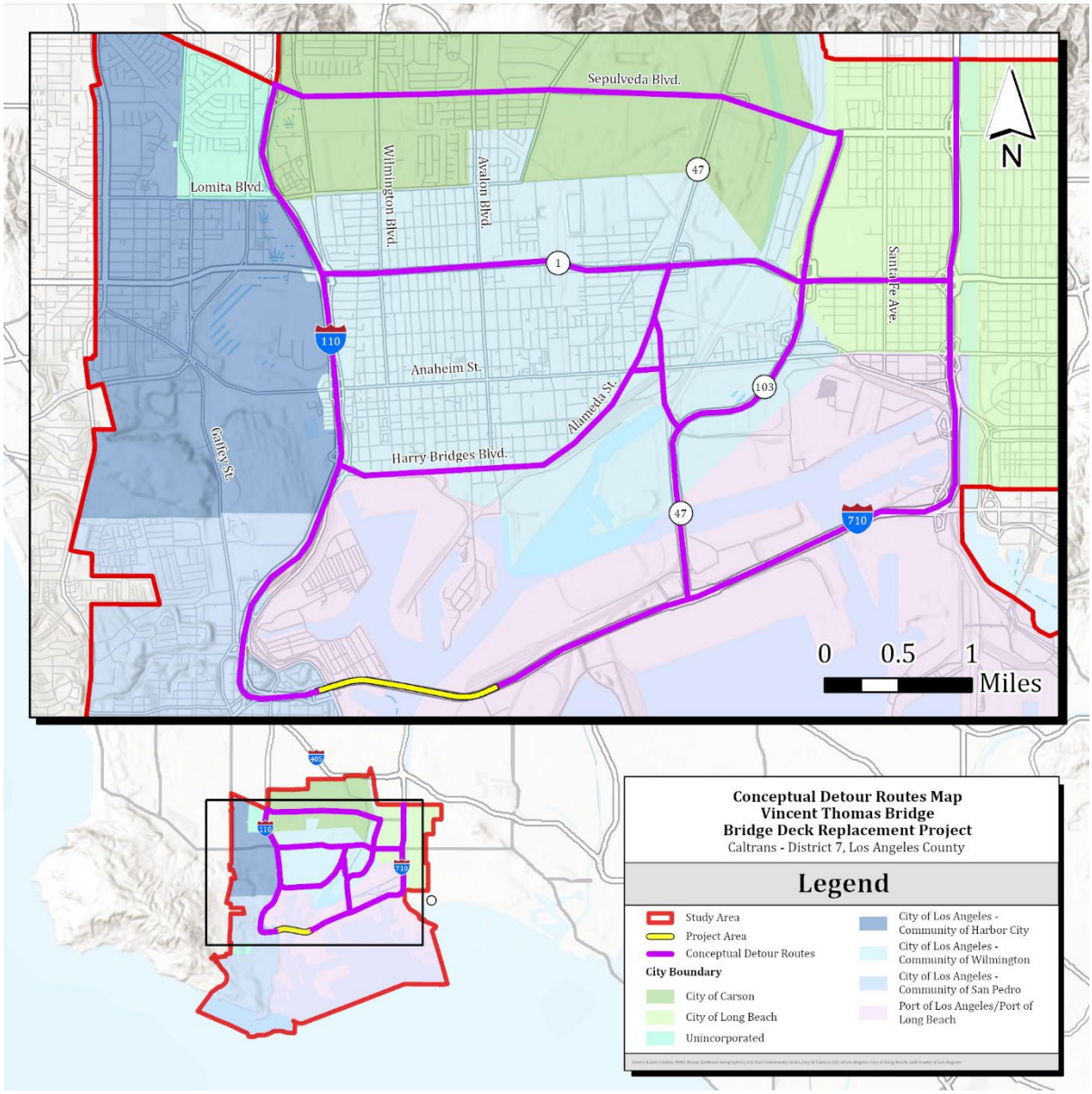
- **Nighttime Bridge Closure.** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m.–7:00 p.m.). The work would fully close the bridge during nighttime hours (7:00 p.m.–6:00 a.m.) every day. Construction would last approximately **48 months**.

Overnight closures of the Vincent Thomas Bridge may be required for construction of the bridge deck replacement to meet the construction timeline. The contractor shall contact the respective Transportation Management Center for Caltrans District 7 and the City of Los Angeles regarding bridge closures and coordinate timing for construction activities.

1.4.7 DETOUR ROUTES

During construction, detour route(s) will be necessary to divert traffic from the project area and continue to provide access to Terminal Island and east/west corridors for the traveling public. Detour route(s) would potentially include Harry Bridges Boulevard/Alameda Street, Anaheim Street, Highway 1 (Pacific Coast Highway [PCH]), Sepulveda Boulevard, as well as regional freeways Interstate 405 (I-405), State Route 47 (SR-47), Interstate 710 (I-710), and State Route 103 (SR-103). A map of the potential detour routes located in Wilmington, San Pedro, Long Beach, Carson, and Terminal Island can be found in Figure 1-6. The Transportation Management Plan (TMP [PF-TR-1]) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP would be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2). All of the construction staging options would require the use and designation of detour route(s), primarily located north of the project area in the neighborhood of Wilmington and the city of Carson.

Figure 1-6: Map of Potential Detour Routes



Source: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

1.4.8 IDENTIFICATION OF A PREFERRED ALTERNATIVE

Caltrans has identified the single-stage construction (full bridge closure) as the preferred construction staging option within Alternative 2 (Build Alternative). This preferred staging option would be completed using the pre-cast deck options for both the approach and suspension spans resulting in an approximate construction schedule of 16 months.

The single-stage construction (full bridge closure) option was selected by the Caltrans Project Development Team (PDT) for the following reasons:

- **Stakeholder Feedback:** During the 90-day circulation period of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) Caltrans received 260 comments,

many of which stated their preferred construction staging option. Thirty-nine (39) commenters stated their preference for the single-stage construction (full bridge closure) option. Project stakeholders such as the Port of Los Angeles (POLA), the Port of Long Beach (POLB), International Longshore and Warehouse Union (ILWU 13, 63, 94), Harbor Trucking Association, Pacific Merchant Shipping Association, Pacific Maritime Association, Los Angeles Department of Transportation (LADOT), Wilmington Neighborhood Council, Northwest San Pedro Neighborhood Council, Central San Pedro Neighborhood Council, City of Rancho Palos Verdes, and elected official Councilman Tim McOsker (Council District 15) all stated their preference for the single-stage construction (full bridge closure) option.

- **Schedule Duration:** A closure of the Vincent Thomas Bridge (partial or full closure) would result in impacts to surrounding communities and facilities for the entire duration of construction. Caltrans, along with feedback from project stakeholders, determined that a shorter construction duration is important in limiting traffic, economic, and other impacts to surrounding communities and facilities that utilize the Vincent Thomas Bridge. The single-stage construction (full bridge closure) option has the shortest construction schedule of the construction staging options proposed. The single-stage construction (full bridge closure) option with orthotropic or pre-cast deck types would result in a 16-month construction timeline. This timeline is much faster than the 25–48-month timelines for other construction staging options.

- **Worker and Driver Safety:** A full closure of the Vincent Thomas Bridge would result in no non-construction related vehicular traffic on the bridge for the entire duration of construction. With no vehicular traffic on the bridge, staging measures to separate travel lanes from construction and reduced lane widths would not be needed. This would not only allow for a faster construction timeline, but a safer work environment for construction crews on the bridge.

The following chapters in the Final EIR/EA contain analysis done for the other proposed construction staging options as well as the single-stage construction option. The preferred construction staging option (single-stage/full bridge closure) is denoted with “(Preferred)” throughout the document.

1.4.9 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION PRIOR TO DRAFT EIR/EA

1.4.9.1 Construction of a Second Deck on the Bridge

A build alternative of constructing a second deck to the bridge was considered but eliminated from further discussion prior to the draft Environmental Impact Report/Environmental Assessment. The construction of a second bridge deck would still require the replacement of the original bridge deck and necessitate closures of the bridge. Constructing a second bridge deck would increase vehicle miles traveled (VMT) through induced demand and would not be a viable alternative.

1.4.9.2 Construction of a New Bridge

A build alternative of constructing a new bridge, similar to The Gerald Desmond Bridge in the Port of Long Beach, was considered but eliminated from further discussion prior to the Draft EIR/EA. The Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The only component of the current

bridge that needs replacement is the bridge deck. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights.

1.4.9.3 Construction of a Tunnel

A build alternative of constructing a new tunnel underneath the Main Channel in POLA that would connect San Pedro with Terminal Island was considered but eliminated from further discussion prior to the draft EIR/EA. The feasibility and cost of constructing a tunnel in the project area eliminates this alternative from consideration.

1.5 Permits and Approvals Needed

Table 1-4 lists the permits, licenses, agreements, and certifications (PLACs) required for project construction.

Table 1-4: List of Project PLACs

Agency	Permits, Licenses, Agreements, and Certifications (PLACs)
Federal Highway Administration (FHWA)	This project is considered a Delegated Project in accordance with the current FHWA and Caltrans Joint Stewardship and Oversight Agreement. Therefore, this project is not listed on FHWA's list of risk-based project involvement projects.
Port of Los Angeles (POLA)	Port Permit
California Coastal Commission and/or Local Coastal Program	California Public Resources Code Division 20 (California Coastal Act) Coastal Development Permit (CDP) with POLA certified Port Master Plan.
California State Lands Commission	California Public Resources Code Division 6.
Local Agency	Agreements with the POLA, the POLB, the City of Long Beach, and the City of Los Angeles
Railroads	Railroad Agreement for at-grade or separated-grade crossings Agreement with Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR).
United States Coast Guard	Bridge Permit

Source: Compiled by Caltrans (2024).

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Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

Topics Considered but Determined to Not be Relevant

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

- **Wild and Scenic Rivers:** There are no wild and scenic rivers within the Community Impact Assessment (CIA) Study Area. As a result, the project would not contribute to impacts to wild and scenic rivers.

- **Farmlands:** There are no farmlands within the CIA Study Area. As a result, the project would not contribute to impacts to farmlands.

- **Timberlands:** There are no timberlands within the CIA Study Area. As a result, the project would not contribute to impacts to timberlands.

- **Visual/Aesthetics:** The proposed project is not within a scenic vista, nor is it located on a State Scenic Highway. The project would not impact the surrounding aesthetic or visual resources. The project would not introduce new light sources. The Questionnaire to Determine Visual Impact Assessment (VIA) produced by Caltrans District 7 South Region Landscape Architecture has determined that visual or aesthetic impacts are not anticipated with this project. The Questionnaire to Determine Visual Impact Assessment will suffice for the project VIA.

- **Hydrology/Floodplain:** The proposed project is not located within the Federal Emergency Management Administration (FEMA) 100-year floodplain; therefore, the project would not contribute to any hydrology or floodplain impacts.

- **Water Quality and Stormwater Runoff:** The proposed project consists of a bridge deck replacement, guardrail and median barrier replacement, and seismic sensor upgrades, and is not anticipated to contribute water quality or stormwater runoff impacts. During the construction phase, Caltrans will oversee the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Caltrans water pollution control manuals provide direction on how to prepare a SWPPP.

- **Geology/Soils/Seismic/Topography:** The proposed project is a bridge deck replacement located entirely along the approach and suspended spans of the Vincent Thomas Bridge. The Build Alternative would not contribute to impacts to geology, soils, seismology, or topography.

- **Paleontology:** The proposed project is located entirely along the approach and suspended spans of the Vincent Thomas Bridge. No paleontology impacts are anticipated.

- **Wildfire:** The proposed project is not located in a Fire Hazard Severity Zone according to the State Fire Marshall. Therefore, no wildfire impacts are anticipated.

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HUMAN ENVIRONMENT

2.1 Existing and Future Land Use

The following section provides information on existing and future land uses, relevant federal, State, and local plans, coastal zone, and parks and recreation within the Community Impact Assessment (CIA) Study Area, which includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the city of Carson, and the city of Long Beach.

2.1.1 AFFECTED ENVIRONMENT

North of the Vincent Thomas Bridge, existing land uses are predominantly transportation, communications, utilities, and industrial uses associated with the Port of Los Angeles (POLA) and Port of Long Beach (POLB). Land uses immediately adjacent to the east end of the project area include transportation, communications, utilities, and industrial POLA uses. West of State Route 47 (SR-47), the existing land uses are multi- and single-family residential, mixed residential and commercial, transportation, communications, utilities, and education.

2.1.1.1 San Pedro

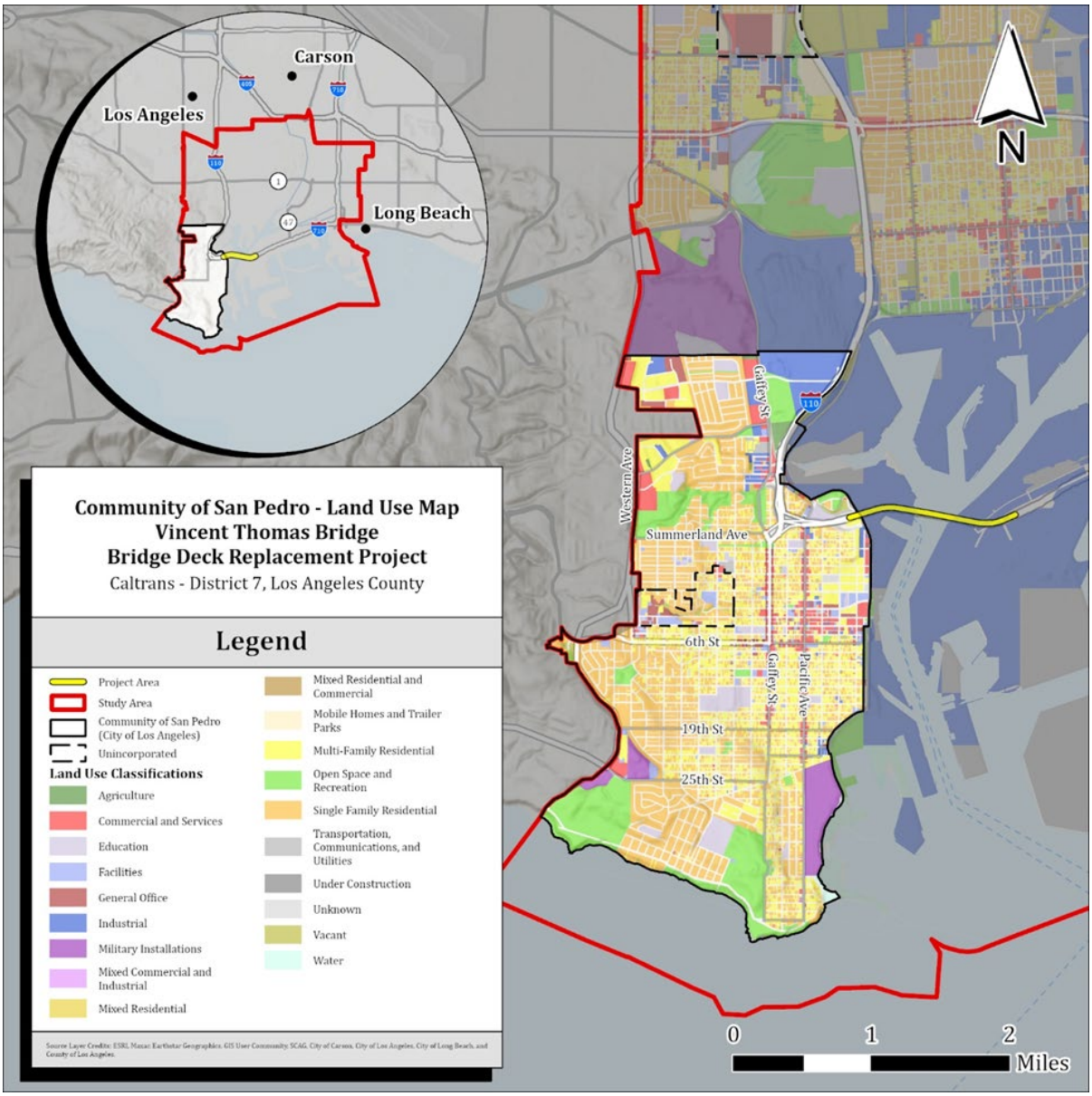
According to the San Pedro Community Plan (City of Los Angeles 2017), San Pedro has a unique physical setting with many natural, cultural, and economic resources that have influenced the type and form of land uses within the community. Single-family residential is primarily located in the southern and western portions of the community, while multi-family residential is concentrated in the central and eastern portions. One mobile home park is located in the southwest corner of San Pedro and is a gated senior community.

Commercial land uses are mostly found in and near the downtown and along the commercial corridors of Gaffey Street and Pacific Avenue. The larger commercial centers are found along Gaffey Street, Western Avenue, and at the intersection of 25th Street and Western Avenue. The uses located along these corridors contain a mix of retail, office, services, and other commercial uses, along with apartment and condominium buildings. Many small medical and professional offices are situated in proximity to the Little Company of Mary Hospital on 7th Street in the unincorporated Los Angeles County area known as “La Rambla.”

Industrial uses are primarily concentrated in the northern portion of the community between North Gaffey Street and Interstate 110 (I-110). A major distribution facility, a business park, construction, and home repair businesses are also located there. A smaller collection of industrial-zoned properties can be found downtown, which are currently used for gallery and retail spaces, and as far south as 22nd Street, with maritime and auto-related uses among the most common in these areas.

As shown on Figure 2.1-1, existing land uses in San Pedro within the CIA Study Area primarily consist of single-family residential, multi-family residential, and mixed residential, with some commercial services, parks, open space, and recreation uses. Land uses closest to the project area include mainly single-family residential and multi-family residential.

Figure 2.1-1: Community of San Pedro Land Use



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.1.1.2 Port of Los Angeles

Within the CIA Study Area, POLA land uses are primarily industrial and transportation, communications, and utilities (see Figure 2.1-2). Land uses closest to the project area are mainly industrial uses. The POLA Port Master Plan (Los Angeles Harbor Department 2018) separates POLA into five different planning areas: Planning Area 1 – San Pedro, Planning Area 2 – West Basin/Wilmington, Planning Area 3 – Terminal Island, Planning Area 4 – Fish Harbor, and Planning Area 5 – Waterways, all of which are further described below.

- **Planning Area 1 – San Pedro:** Planning Area 1 encompasses the San Pedro Waterfront from the breakwater to the Vincent Thomas Bridge and along the western boundary of POLA. The area extends from Berths 19 through 95 and includes cruise operations, institutional uses, and recreational activities. Planning Area 1 primarily includes land uses focused on public access to the waterfront, but also has limited cargo operations and commercial fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions.

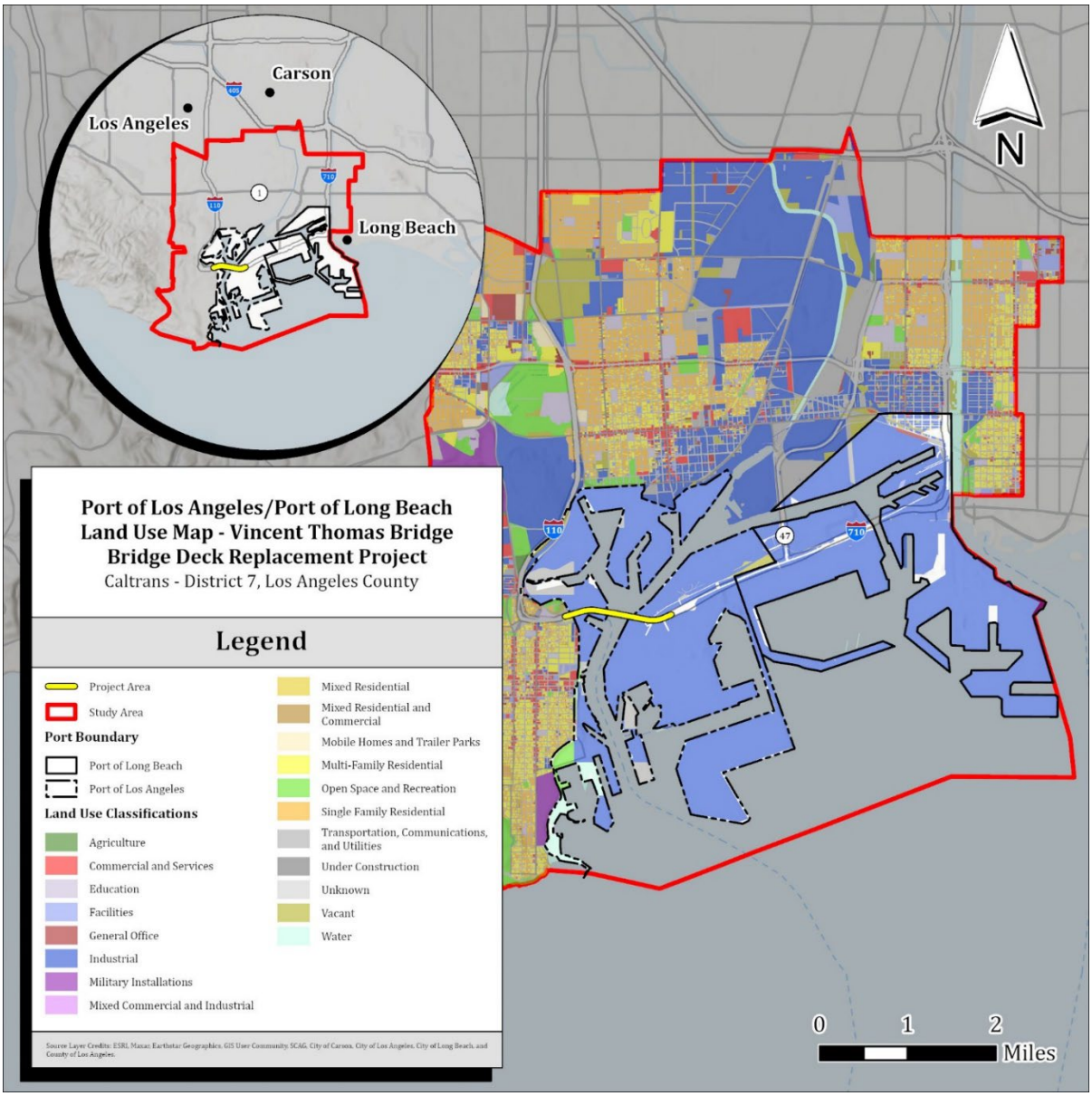
- **Planning Area 2 – West Basin/Wilmington:** Planning Area 2 encompasses the West Basin and Wilmington areas and includes Berths 96 through 204. The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses ranging from liquid bulk at Berths 148 through 150, and liquid and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. The Wilmington Waterfront land uses provide public access to the waterfront at Berths 183 through 186.

- **Planning Area 3 – Terminal Island:** Planning Area 3, located on Terminal Island, is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront (excluding Seaplane Lagoon). It consists of all of Terminal Island with the exception of the Fish Harbor. Of POLA's nine container terminals, six are located in Planning Area 3. This planning area focuses on container operations. Maritime support uses are anticipated at the Navy Reserve site in association with a planned trucking facility, which could include a restaurant. Limited open space is located along the southern tip of Pier 400 as an environmentally protected area for least terns, and at the urban forest area north of the existing rail loop.

- **Planning Area 4 – Fish Harbor:** Planning Area 4 includes Fish Harbor and focuses on commercial fishing and maritime support uses. Commercial fishing is focused in the northern and eastern portions of Fish Harbor, while maritime support and other institutional uses are located along the western portion of Fish Harbor. Break bulk cargo and/or maritime support uses are anticipated at Berths 240 and 241 and the backland area.

- **Planning Area 5 – Waterways:** Planning Area 5 consists of the water areas of POLA, including the Main Channel and other navigable channels and turning basins as well as the Outer Harbor water area. Water uses allowed in Planning Area 5 include general navigation, areas designated for environmental mitigation, recreational boating use, and berthing.

Figure 2.1-2: POLA and POLB Land Use



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.1.1.3 Port of Long Beach

As shown in Figure 2-1.2, existing POLB land uses within the CIA Study Area consists mainly of industrial uses with transportation, communications, and utility facilities. The *POLB Port Master Plan (1990)* subdivides the port into eleven districts, defined by physical constraints and configurations of land and water areas. The Port Planning Districts are further described below.

District 1 – North Harbor Planning District

The North Harbor Planning District consists of numerous small, independently owned land parcels which are presently devoted to port-related and non-port related uses. This district is

landlocked (i.e., without water frontage) and contains numerous older buildings in need of rehabilitation or repair. Anaheim Street, northern boundary of this district, functions as a major route for vehicular traffic entering or leaving the Port. The City's Redevelopment Agency adopted the West Long Beach Industrial Redevelopment Project in 1975 which also affects land use in this district north of Ninth Street.

District 2 – West Harbor Planning District

The West Harbor Planning District is bounded on the north by the Los Angeles-Long Beach City boundary, on the east by the westerly side of the Terminal Island Freeway (SR-47) and on the south by Ocean Boulevard. The Cerritos Channel, crosses and dominates the northern portion of the district. The southern portion of the district is devoted primarily to oil production with the exception of small-scale manufacturing of pleasure boats at Berth 99 and the Dow Chemical Company located adjacent to Berth 101. Recreational uses include pleasure boat marinas at Berths 99-100 and across the Cerritos Channel at Berth 98. Most of the land in the West Harbor Planning District is privately owned by the Dow Chemical Corporation or Union Pacific Land Resources Corporation. In the southeast corner of this district, the City of Long Beach operates the 10-acre Southeast Resource Recovery Facility.

District 3 – Northwest Harbor Planning District

All the property within the Northwest Harbor Planning District is privately owned with the exception of SR-47 and the former Ford/Melamed plant now owned by the Port. The site of the Ford/Melamed plant lies partly within the Long Beach Harbor District (City of Long Beach) and partly within the City of Los Angeles. A major landowner in this district is Union Pacific Land Resources Corporation. Union Pacific Land Resources Corporation's property on the mainland side (north of the Cerritos Channel) comprises 130 acres. Their Terminal Island side property (south of Cerritos Channel) comprises 201 acres.

District 4 – Northeast Harbor Planning District

The Northeast Harbor Planning District is the oldest part of the harbor and contains a substantial amount of privately-owned land. The Port intends to improve efficiency in cargo movements and provide for better allocation of available primary port facilities. With the unexpected closing of the Procter and Gamble Manufacturing Plant and subsequent acquisition of that property by the Port, the Port is pursuing the purchase of other privately owned property for primary port terminal development. The Port will also encourage consolidation of ancillary facilities in other locations. Although small craft marinas are a coastally dependent use, recreational uses are inconsistent with primary port development and therefore are not encouraged in this district.

District 5 – Federal Use Planning District

The Federal Use Planning District is principally used by the U.S. Navy for shipyard and base operations. The Port of Long Beach does not have permitting authority in this district.

District 6 – Middle Harbor Planning District

The Middle Harbor Planning District is bounded on the north by the north sides of the Gerald Desmond Bridge and Ocean Boulevard; on the West by the west side of Pier E Avenue down to the intersection of Berths 122 and 123, south to the pilot station (light No. 6) along the centerline of Panorama Drive to Pier A Avenue; on the east from the intersection of Panorama and Windham north along the west side of Windham to the centerline of Harbor Scenic Drive along the west side of the Los Angeles Flood Control District. This district is the

largest cargo handling portion of the Port. It includes major container, liquid bulk, break bulk and dry bulk handling terminals.

District 7 – Queensway Bay Planning District

The Queensway Bay Planning District is bounded on the north by the north side of Anaheim Street; on the west by the west boundary of the Los Angeles County Flood Control Channel, then along the center line of Harbor Scenic Drive, west of the eastern shoreline of the Harbor District, then south parallel to the shoreline of the Harbor District to the end of Pier J; on the east from the north side of Anaheim Street down the eastern limit of the Long Beach Harbor District to the end of the existing Pier J.

District 8 – Southwest Harbor Planning District

The Southwest Harbor Planning District is an open water area lying south of the Navy Mole, east of the Long Beach Harbor District boundary, north of the federal breakwater, and west of the Navigation Planning District.

District 9 – Navigation Planning District

The Navigation Planning District is bounded on the north by the intersection of Berths 122 and 123; on the west by the eastern limit of the Federal Use District and Southwest Harbor Planning District; on the south by the Long Beach Pilot cruising area outside the breakwater; and on the east by the western limits of the Middle, Southeast, and Outer Harbor Planning Districts. The district contains the Main Channel linking Queen's Gate to other portions of the harbor. This channel provides direct deep draft access to the Southeast Basin, the Middle Harbor, Southwest Harbor, and the Federal Use area.

District 10 – Southeast Harbor Planning District

The Southeast Harbor Planning District is bounded on the north by the southern limits of the Middle Harbor Planning District and the west by the eastern limits of the Navigation Planning District area. In 1986, the southern boundary was changed to include the 147-acre Pier J Expansion Project. The eastern boundary was changed in 1983 from the intersection of Harbor Scenic Drive to the end of the Pier J Expansion. This district encompasses Piers F, G, and J and a portion of Pier A.

District 11 – Outer Harbor Planning District

The boundaries of the Outer Harbor Planning District have changed since 1983 when the Southeast Harbor Planning District boundaries were extended to accommodate the Pier J Expansion landfill project. However, this district is still bounded on the west by the eastern limits of the Navigation Planning District Area, on the south by the eastern corner of Queens Gate, and on the east by the eastern limits of the Harbor District.

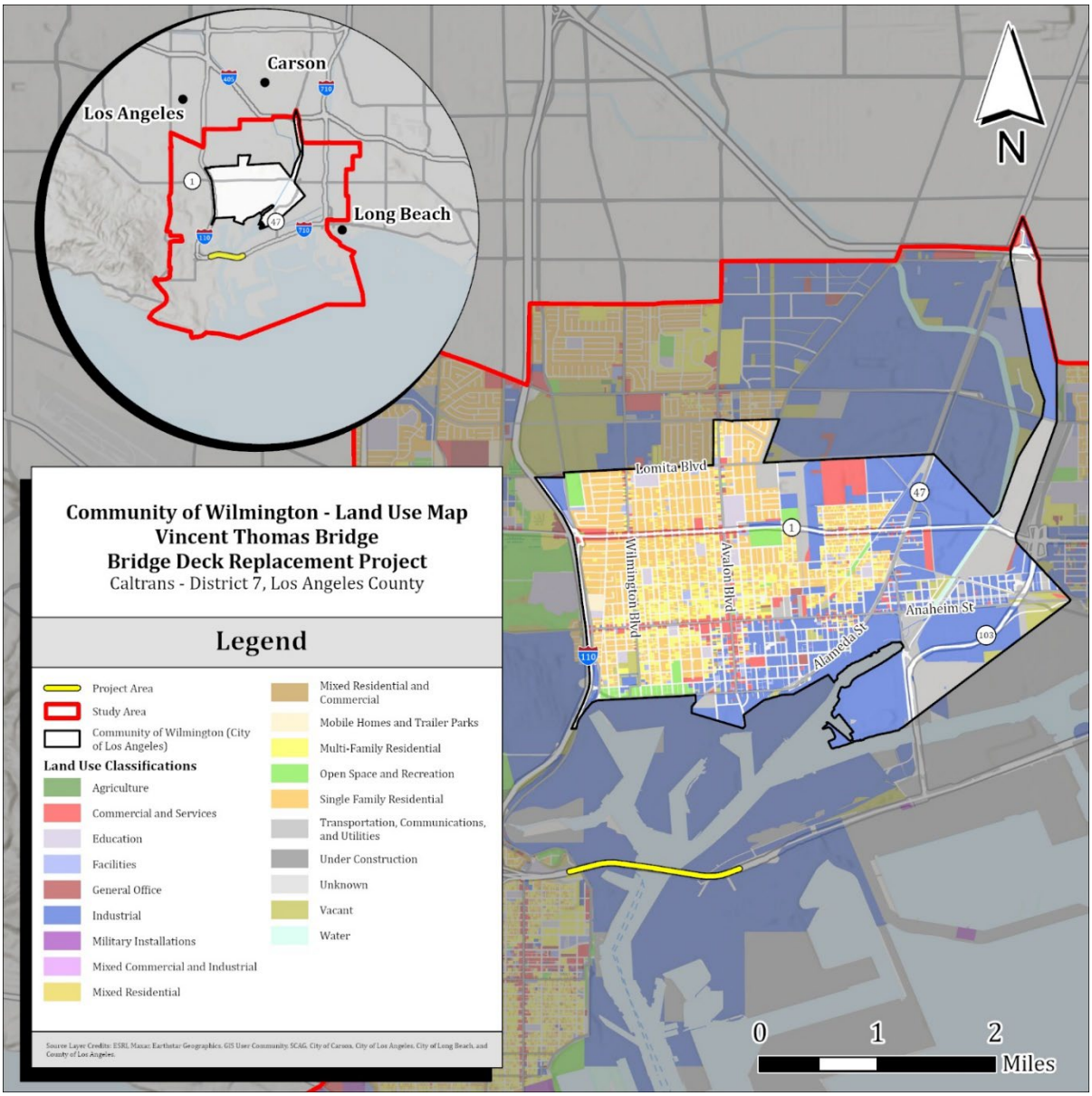
The POLB proposed an update to the POLB Port Master Plan (1990) with the POLB Draft Revised Master Plan Update (Port of Long Beach 2022). The POLB began updating the Port Master Plan in 2017, with the intent of developing a comprehensive land-use planning document that would guide future port development and improve efficiency in the planning process. The POLB was not able to formulate a satisfactory document that would achieve these goals. The POLB concluded work on the comprehensive Port Master Plan Update in October 2023 and continues to operate under the 1990 Port Master Plan as amended.

2.1.1.4 Wilmington

According to the Wilmington-Harbor City Community Plan (City of Los Angeles 1999), Wilmington contains a varied mixture of land uses, including single-family and low-medium density multiple residential. A large portion of the southeast quadrant of the community is industrial. Commercial uses are primarily located along Avalon Boulevard, especially in the Community Center near the intersection with Anaheim Street, and along Pacific Coast Highway (PCH). The established “downtown” center of Wilmington is the commercial district, which surrounds the intersection of Avalon Boulevard and Anaheim Street, bounded approximately by I Street on the north, Broad Avenue on the east, E Street on the south, and Fries Avenue on the west. This area features intensive commercial development that includes many different types of retail establishments and services, and some portions have developed into lively pedestrian areas.

As shown on Figure 2.1-3, existing land uses within the CIA Study Area primarily consist of single-family residential, multi-family residential, and industrial. Land uses adjacent to the proposed detour routes within the community of Wilmington are mainly industrial along Harry Bridges Boulevard/Alameda Street, Anaheim Street (between SR-47 and Henry Ford Avenue), Henry Ford Avenue, and State Route 103 (SR-103). Commercial services are the primary land use adjacent to PCH.

Figure 2.1-3: Community of Wilmington Land Use



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

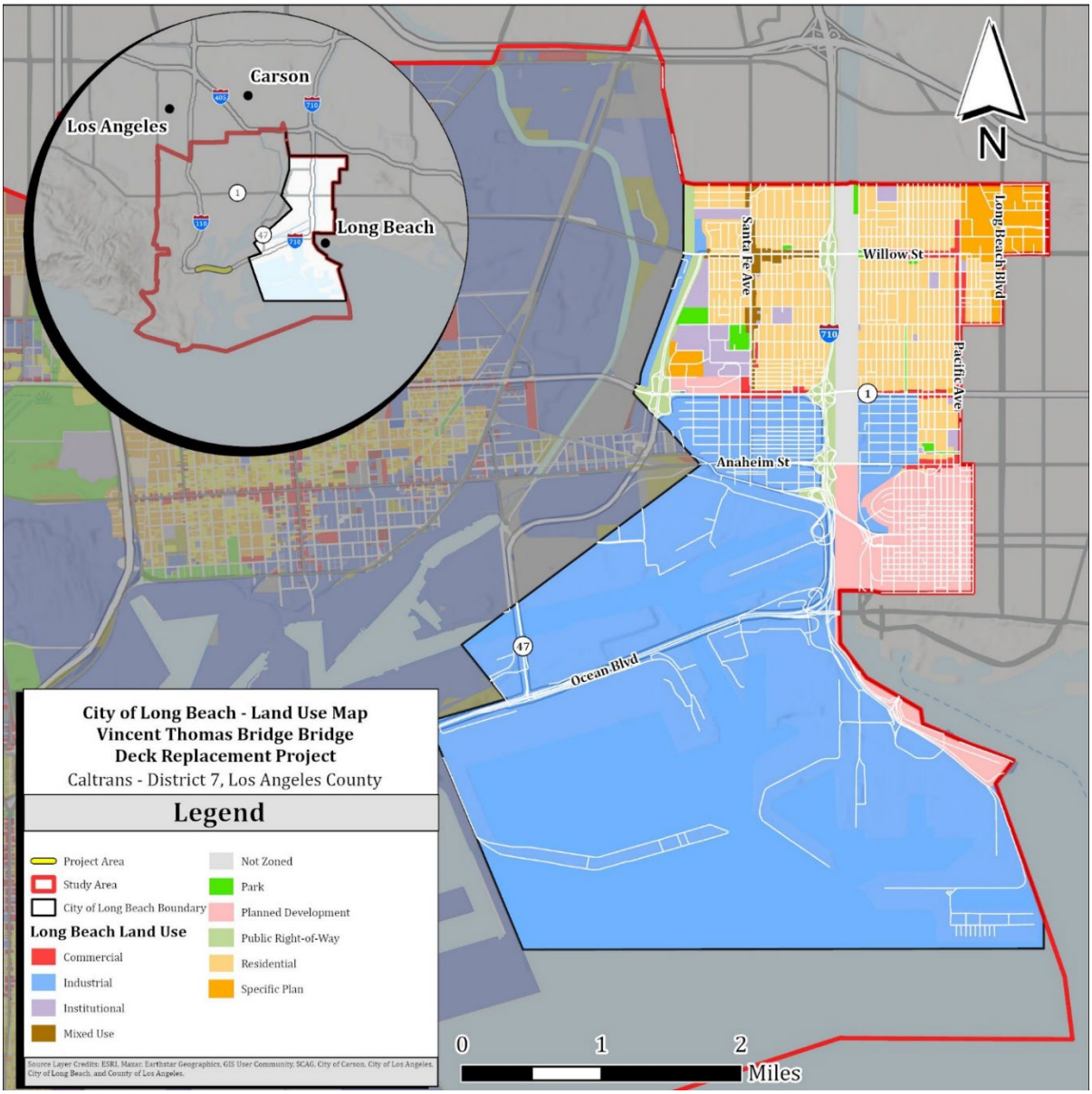
2.1.1.5 City of Long Beach

According to the City of Long Beach General Plan Land Use Element (City of Long Beach 2019), residential uses represent the predominant land use in Long Beach and occupy over 44 percent of the land area in the city. Neighborhoods vary widely by residential types and densities (dwelling units per acre) based on location and the time in which the buildings were constructed. Commercial uses consist of major commercial corridors, traditional retail strip commercial, pedestrian-oriented neighborhood retail areas, and auto-oriented shopping centers. Commercial uses represented 8 percent of the total land uses in Long Beach as of 2016. Small office uses can be found throughout the city's commercial corridors and centers. Larger office buildings, including Class A offices, are primarily located in downtown, the Long Beach Airport area (Kilroy Airport Center and Douglas Park) and Bixby Knolls (at Long Beach Boulevard and San Antonio Drive).

Industrial uses occupy about 13 percent of the land area in the city with varied districts established, particularly near the port, rail lines, and freeways. Long Beach contains a mix of open space and recreation uses, from small mini parks to large special use areas. Major open space areas in Long Beach include El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, 8 miles of beaches and shoreline, transmission power line right-of-way, cemeteries, golf courses, marinas, bays, and wetlands. Long Beach supports a wide variety of public facilities and institutional uses, including civic uses, schools, museums, colleges and universities, medical facilities, libraries, utility and infrastructure support facilities, and community centers. Institutional uses occupy about 7 percent of the land in Long Beach.

As shown on Figure 2.1-4, land use in Long Beach within the CIA Study Area primarily includes single-family residential, multi-family residential, and industrial uses.

Figure 2.1-4: City of Long Beach Land Use



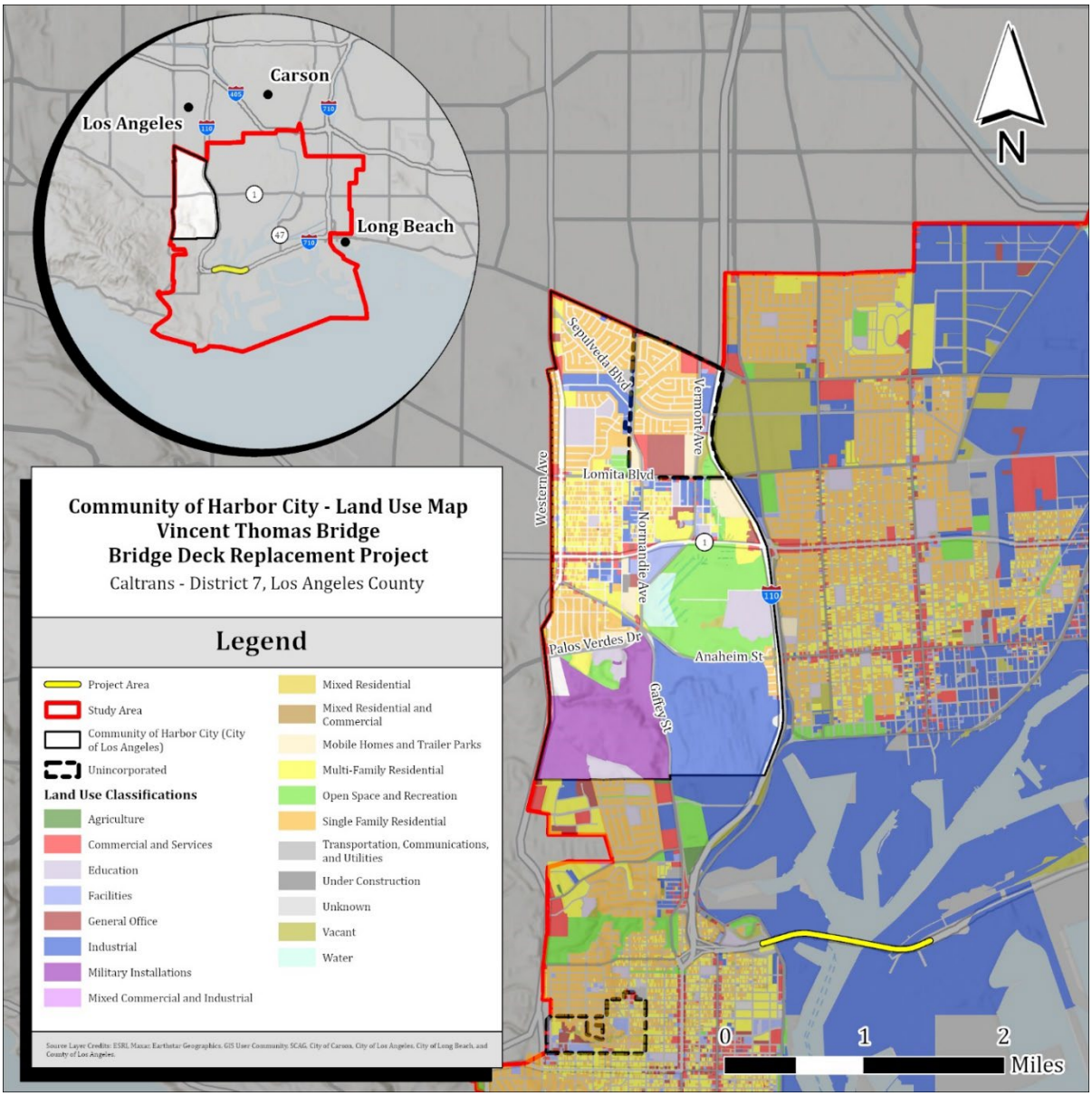
Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.1.1.6 Harbor City

As described in the Wilmington-Harbor City Community Plan (City of Los Angeles 1999), Harbor City contains a significant amount of multi-family residential housing in the area bounded by Lomita Boulevard, Anaheim Street, and Normandie Avenue, and Western Avenue. The commercial areas along PCH between Normandie Avenue and Western Avenue are the primary retail/commercial areas serving Harbor City. It is centrally located within the community, in walking distance from many residential areas, including the Normont Terrace development. A Kaiser Hospital is located at the intersection of Normandie Avenue and PCH. Limited industrial areas, consisting mostly of warehouses and light manufacturing, are located near PCH, Normandie Avenue, and Lomita Boulevard. Open space areas serving the Harbor City area include Harbor Regional Park, a significant ecological resource and recreational area, the Harbor City Recreation Center on Lomita Boulevard, and recreational fields and open space on the Navy Fuel Depot property in the southwest part of the community. Public facilities nearby include two major hospitals and Los Angeles Harbor College.

As shown on Figure 2.1-5, land use in Harbor City and within the CIA Study Area primarily consists of single-family residential, multi-family residential, and some industrial uses.

Figure 2.1-5: Community of Harbor City Land Use



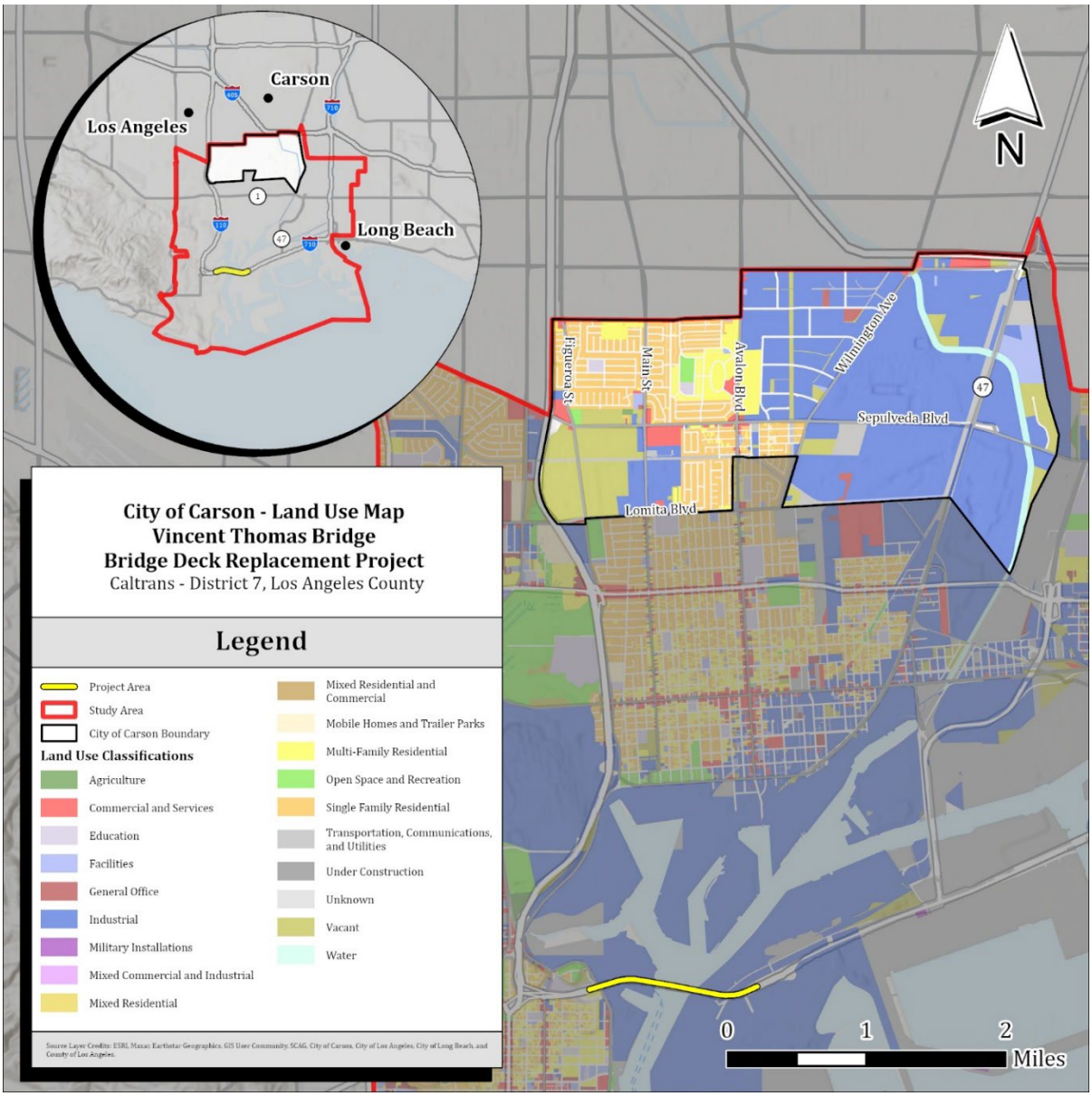
Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.1.1.7 City of Carson

As described in the City of Carson 2040 General Plan (Dyett & Bhatia 2023), industrial uses (including warehousing, manufacturing, refineries, and storage) are the dominant existing land uses (47.2 percent) within the city of Carson. Residential is the second largest land use (25.6 percent), with the majority being single-family residential. Most commercial uses, including retail and office, are located along major corridors, such as Carson Street, Avalon Boulevard, and Sepulveda Boulevard. Several large retail centers are located in Carson, including the South Bay Pavilion near Del Amo Boulevard and Avalon Boulevard that contains IKEA, Target, and several chain restaurants. The Porsche Experience Center, which opened in 2016, occupies approximately 49 acres of land bordered by Interstate 405 (I-405), Del Amo Boulevard, and South Main Street. The city of Carson includes many public facilities, including recreation facilities, schools, and sports arenas, which account for 11.8 percent of the total land uses.

Land uses within the CIA Study Area include primarily single-family residential, multi-family residential, and industrial uses (see Figure 2.1-6). The only proposed detour route within the city of Carson is Sepulveda Boulevard. Adjacent land uses to Sepulveda Boulevard primarily include single-family residential and industrial uses.

Figure 2.1-6: City of Carson Land Use

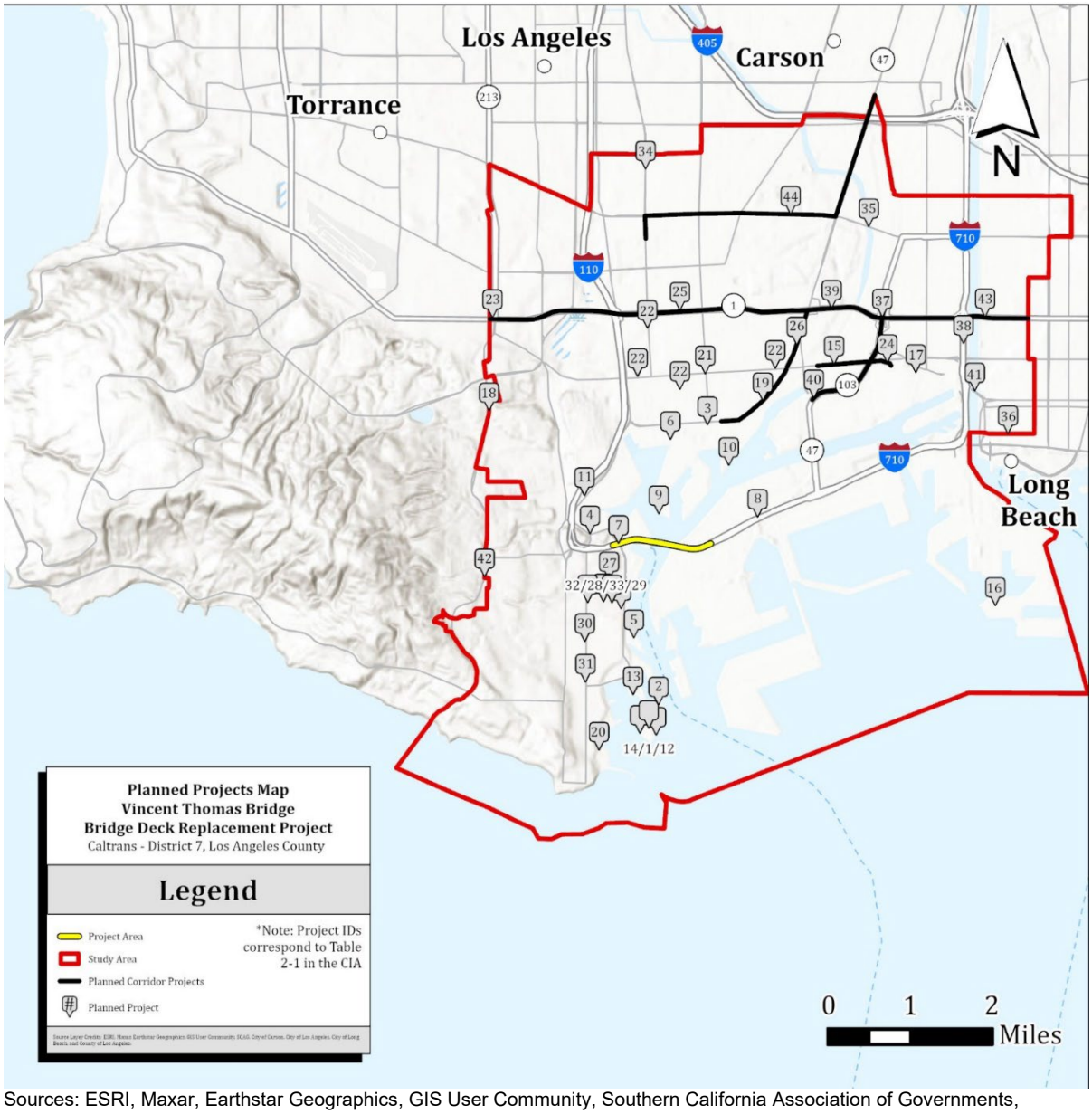


Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.1.1.8 Planned Projects in CIA Study Area

Within the CIA Study Area, there are numerous projects planned or under construction, including transportation facilities, residential development, and commercial development (see Figure 2.1-7). Table 2.1-1 provides a status of planned or recently completed projects within the CIA Study Area, and the locations of these projects are shown on Figure 2.1-7.

Figure 2.1-7: Planned Projects Within the CIA Study Area



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, Caltrans, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

Table 2.1-1: Planned Projects in the Project Vicinity

No.	Name	Proposed Use(s)	Status
Port of Los Angeles			
1.	Outer Harbor Cruise Terminal (3011 Miner Street, San Pedro)	State of the art cruise terminal.	Request For Proposals
2.	AltaSea at the Port of Los Angeles (2451 South Signal Street, San Pedro)	35-acre campus.	Construction Complete and Open to Public (May 2024)
3.*	Avalon Promenade and Gateway Project (401 S Avalon Blvd, Wilmington)	1,300-foot-long pedestrian walkway along Avalon Boulevard to provide access to the future Wilmington Waterfront Promenade.	Under construction (November 2024 through May 2027)
4.	Front Street Beautification Project (northeast corner of Front Street and Pacific Avenue, just north of the Vincent Thomas Bridge (SR-47))	Enhances connectivity and public access to the LA Waterfront for both the communities of Wilmington and San Pedro.	Under Construction (anticipated completion in 2024)
5.	West Harbor (project will be built at the location of the existing Pier 73 in San Pedro)	42 acres of restaurants, shopping, fresh markets, office space, and a waterfront promenade with ample outdoor space and an open-air amphitheater for live entertainment.	Under Construction (anticipated completion in 2025)
6.	Wilmington Waterfront Promenade (401 S Avalon Boulevard, Wilmington)	Waterfront promenade, pedestrian plaza, parking lot, street improvements, and parking on an 8-acre site.	Construction Complete and Open to Public (February 2024)
7.*	SR-47 / Harbor Boulevard-Interchange Project	Construction, removal, and modification of existing off-ramps to provide improved safety and traffic operations.	Construction February 2024 to November 2026
8.*	SR-47/Navy Way Interchange Project	Augments an existing partial interchange at SR-47/Seaside Avenue/Navy Way.	Construction to begin December 2025 and last until June 2028
9.	Berths 149 - 151 (Phillips 66) Marine Oil Terminal and Wharf Improvements Project	Vessel berthing improvements at Berths 148-149 and construction of a new concrete wharf at Berths 150-151 to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS).	Under environmental review - Final Environmental Impact Report (anticipated approval in August 2025)
10.	Berths 191 - 194 (ECOCEM) Low-Carbon Cement Processing Facility Project	Construction and operation of a new low-carbon cement binder processing facility on the backlands adjacent to Berths 192-194.	Under environmental review – Preparation of Final Environmental Document)Notice of Availability for Draft Environmental Impact Report October 2023
11.	John S. Gibson Truck and Chassis Parking Lot Project (1599 John S. Gibson Boulevard, San Pedro)	Develop a short-term truck and chassis parking facility and related site improvements, including paving of the site and striping of approximately 393 truck and chassis stalls.	Under environmental review – Preparation of Draft Environmental Document Notice of Preparation for Draft Environmental Impact Report October 2023
12.	Outer Harbor Cruise Terminal (Berths 46 - 50)	Development of new terminal building(s) and site vehicular and pedestrian access and circulation improvements at the Outer Harbor Berths 46 - 50	Request for Proposals due November 2024 (anticipated construction to begin 2028)
13.	Cabrillo Way Marina Development	Proposed restaurants, retail, and hotel development within the Cabrillo Way Marina	Timing of development unknown

Table 2.1-1: Planned Projects in the Project Vicinity

No.	Name	Proposed Use(s)	Status
14.	Berth 44 Boatyard Project	Redevelop the 4.75-acre site with a state-of-the-art boatyard	Under environmental review – NOP (Notice of Preparation for Draft Environmental Impact Report January 2024
Port of Long Beach			
15.	Heavy Haul Route	Improvements at Anaheim Street and Farragut Avenue.	Construction from June 2024 to June 2025
16.	Pier Wind Project (Navy Way)	400-acre offshore wind turbine assembly terminal.	Construction to begin early 2027
17.*	Pier B On-Dock	Increase the size of the existing Pier B rail yard from 82 acres to 171 acres and triple the volume of on-dock rail cargo handling. Includes a depot for locomotive fueling and servicing.	Under construction (anticipated completion in 2032)
City of Los Angeles			
18.*	Ponte Vista at San Pedro (entrance to the community is the intersection of S Western Avenue and Horizon Way)	700 residential units, including a combination of single-family homes, townhomes, and flats. The development also includes recreational facilities, parks, open space, and a trail.	Began construction on homes in 2020. Construction on-going.
19.*	Alameda Street South Improvement Project (widening from Harry Bridges to Anaheim Street)	Street widening.	Construction to begin January 2025 and end in January 2026
20.	Cabrillo Marine Aquarium Life Support Replacement System	Replaces the existing Life Support System which was built in 1981 and is in poor condition. All current equipment and structures will be replaced with modern, energy efficient equipment with upgraded security features.	Construction scheduled to begin in 2024 and end in in 2025
21.	Anaheim Street Safety Improvements	Improvements of Anaheim Street (between I-110 and Alameda Street) supporting safer walking and bicycling.	Construction completed 2022
22.	Wilmington Safe Streets Project	Street Improvements in Wilmington: L Street from I-110 to Eubank Avenue Frigate Avenue from PCH to Anaheim Street Wilmington Boulevard from Anaheim Street to E Street Neptune Avenue from PCH to Wilmington Waterfront Park. Eubank Avenue from PCH to Anaheim Street	Construction to begin July 2027 and last until mid-2030
23.	Western Landing Apartments (25820 South Western Avenue)	80-unit supportive housing complex.	Under Construction (scheduled for completion Fall 2024)
24.*	Westbound Anaheim Street Widening Project	Anaheim Street widening from Dominguez Channel to Farragut Avenue.	Construction scheduled to begin in July 2026 and end in July 2028
25.	Starbucks (219 W Pacific Coast Highway, Wilmington)	New Starbucks coffee shop.	In planning phase with construction pending

Table 2.1-1: Planned Projects in the Project Vicinity

No.	Name	Proposed Use(s)	Status
26*.	Alameda Street North Improvement Project (widening from Anaheim Street to Pacific Coast Highway)	Street widening.	Construction scheduled to begin January 2026 and end in July 2028
27.	Rancho San Pedro redevelopment project (roughly bounded by Harbor Boulevard, Santa Cruz Street, Mesa Street, and 3rd Street)	Phased demolition of the existing 478-unit public housing site and rebuild up to 1,550 units of rental and homeownership opportunities.	Under environmental review (anticipated first phase of construction to begin in late 2026/early 2027)
28.*	505 Centre Street Development (505 S Centre Street, San Pedro)	300-unit apartment complex with retail and parking.	Construction anticipated to begin late 2024/early 2025
29.	625 S. Beacon Street Development (625 S Beacon Street, San Pedro)	281 apartment units and ground floor retail.	Timing of development unknown
30.	1309 S. Pacific Avenue Development (1309 S. Pacific Avenue, San Pedro)	102 apartment units.	Timing of development unknown
31.	2111 S. Pacific Avenue Development (2111 S. Pacific Avenue, San Pedro)	109 apartment units.	Timing of development unknown
32.	544 S. Pacific Avenue Development (544 S. Pacific Avenue, San Pedro)	80 room hotel.	Timing of development unknown
33.	Topaz Tower 222 6th Street (222 6th Street, San Pedro)	Conversion of existing Topaz Tower office space to 244 apartments.	Timing of development unknown
City of Carson			
34.	Figueroa Street Business Park (20601 Main Street, Carson)	Development of a business park campus that can accommodate a range of uses.	Notice of Determination for IS/MND approved in July 2024
35.	Sepulveda Boulevard Widening	Widening and improvement of the roadway and bridge along Sepulveda Boulevard.	Construction scheduled to begin Summer 2025 lasting until Summer 2027
City of Long Beach			
36.	Residential Street Improvements (W Ocean Blvd from W Shoreline Drive to Pacific Avenue)	Street Improvements.	Under Construction
Caltrans			
37.	Union Pacific Overhead Bridge Deck Replacement Project	Bridge deck replacement on SR-103 (Bridge #53-2626).	Construction scheduled to begin in April 2024 and end in October 2025
38.	Anaheim Street Overhead Bridge Rails Upgrade	Anaheim Street Overhead Bridge (Bridge #53-2627).	Construction scheduled to begin August 2024 and end in February 2025
39.*	Pacific Coast Highway (SR-1) Capital Preventive Maintenance (CAPM) and ADA Improvement Project	ADA improvements along PCH (SR-1) from Studebaker Road to Paseo De Las Delicias.	Construction began in February 2024 lasting until November 2027
40.*	SR-103 Pavement Preservation Project	Pavement preservation along SR-103 from SR-47 to 0.2 miles north of SR-1.	Construction scheduled to begin July 2024 and end in May 2025
41*.	Shoemaker Bridge Replacement Project	Replace and realign the Shoemaker Bridge (West Shoreline Drive) connecting I-710 to downtown Long Beach.	Final design (construction TBD)
42.	SR-213 (Western Avenue) Pavement Capital Preventive Maintenance	Rehabilitate pavement, upgrade guardrail and pedestrian facilities, and install complete streets elements along Western Avenue between 25th Street and I-405.	Construction scheduled to begin December 2026 and end in January 2029

Table 2.1-1: Planned Projects in the Project Vicinity

No.	Name	Proposed Use(s)	Status
43.	SR-1 (PCH) ADA Improvements	Upgrade curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals to current ADA standards along PCH between De Forest Avenue and Temple Avenue.	Construction scheduled to begin December 2026 and end in December 2028
Metropolitan Water District			
44.	Reach 1 Conveyance Pipeline on Alameda Street	Conveyance pipeline system in Carson on Sepulveda Boulevard and Alameda Street (between I-110 and I-710).	Construction on Sepulveda Boulevard scheduled to start after March 2027

Sources: Caltrans, Metropolitan Water District, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.
*Projects anticipated to overlap with the Vincent Thomas Bridge construction period.

2.1.2 ENVIRONMENTAL CONSEQUENCES

2.1.2.1 No Build Alternative

Under the No Build Alternative, the bridge deck would continue to deteriorate and emergency or long-term closures for repairs may be needed, closing off a critical transportation link and economic corridor. No construction activities would occur, and there would be no changes to existing land uses or planned projects. Therefore, the No Build Alternative would result in no impacts to land uses under the California Environmental Quality Act (CEQA) with no effects under the National Environmental Policy Act (NEPA).

2.1.2.2 Build Alternative

Temporary Impacts

Construction of the Build Alternative would require a temporary easement for storage of equipment and materials within the CIA Study Area. The final location of the temporary easement would be determined prior to the start of construction on a site that would be compatible for the temporary storage of equipment and materials. Construction activities would occur within the footprint of the Vincent Thomas Bridge and would not affect surrounding land uses. Therefore, the Build Alternative would result in no impact to existing and planned land uses under CEQA with no effect under NEPA.

Permanent Impacts

The Build Alternative would replace the bridge deck, median barriers, guardrails, fence, and seismic sensors of the Vincent Thomas Bridge. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way. The bridge improvements would not alter or impact existing or planned land uses in the CIA Study Area. Therefore, the Build Alternative would result in no impact to land uses under CEQA with no effect under NEPA.

2.1.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No impacts to land use are anticipated; therefore, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative.

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2.2 Consistency with State, Regional, and Local Plans and Programs

2.2.1 AFFECTED ENVIRONMENT

There are numerous community and regional plans that apply to the Community Impact Assessment (CIA) Study Area. The specific transportation plans/programs, general plans, and port specific plans assessed include the following:

- Los Angeles County General Plan 2035 is a comprehensive update to the County's 1980 General Plan and provides the policy framework, establishes the long-range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities.

- City of Los Angeles Mobility Plan 2035 (adopted 2016) identifies the policy foundation and goals for the evolving development of the City's transportation system to balance the needs of all road users and achieve the identified goals.

- Wilmington-Harbor City Community Plan (adopted 1999) covers an approximately 6,481-acre area comprised of the communities of Wilmington and Harbor City located north of the Port of Los Angeles (POLA). As part of the City of Los Angeles General Plan, the community plan sets forth the goals, objectives, policies, and programs guiding the development and growth of the Wilmington-Harbor City community.

- Harbor Gateway Community Plan (adopted 1995) covers the approximately 3,229-acre corridor that links the city of Los Angeles harbor and communities of San Pedro, Wilmington, and Harbor City to the main body of Los Angeles. As part of the City of Los Angeles General Plan, it sets forth the goals, objectives, policies, and programs guiding the development and growth of the Harbor Gateway Community.

- San Pedro Community Plan (adopted 2017) covers the distinct community of San Pedro, which is located adjacent to POLA. As part of the City of Los Angeles General Plan, the community plan sets forth the goals, objectives, policies, and programs guiding the development and growth of the community of San Pedro.

- Pacific Corridor Redevelopment Plan (adopted 2002) outlines the proposed redevelopment activities for the eastern portion of San Pedro generally bounded by Gaffey Street on the west, Harbor Boulevard on the east, Pacific Avenue on the north, and the Pacific Ocean on the south.

- City of Carson 2040 General Plan (adopted 2023) sets forth the goals, objectives, policies, and programs guiding the development and growth for the city of Carson, which is located in the northern half of the CIA Study Area.

- City of Long Beach General Plan is the policy document that establishes the goals, policies, and directions the city of Long Beach will take to achieve the vision of the community and guide the future development of the city.

- Port of Long Beach Port Master Plan (adopted 1990) provides a planning tool for future port development. It revises the Port Master Plan (PMP) Update 1983, reflects the major

changes that have occurred since then, and incorporates the Port's anticipated projects and long-term plans.

- Port of Los Angeles Port Master Plan (2018) guides the future development of POLA and establishes policies and guidelines to direct the development.

- The California Air Resources Board (CARB) 2022 Scoping Plan for Achieving Carbon Neutrality lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas (GHG) emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill (AB) 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Table 2.2-1 provides a summary of the applicable policies or goals of each plan and a determination of consistency with those policies and goals for the No Build and Build Alternatives.

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
Los Angeles County General Plan 2035	
Transportation Element Objectives: 2. Ensure community services and infrastructure are sufficient to accommodate growth: Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs. 3. Provide the foundation for a strong and diverse economy: Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas. **Policy Statements:** **Policy M 3.1:** Facilitate safe roadway designs that protect users, preserve state and federal funding, and provide reasonable protection from liability. **Policy M 4.9:** Ensure the participation of all potentially affected communities in the transportation planning and decision-making process. **Policy M 4.14:** Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities. **Policy M 5.4:** Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems. **Policy M 6.5:** Support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade.	**Build Alternative: Consistent** The Build Alternative is consistent with the objectives and policies of the Transportation Element of the Los Angeles County General Plan (1980), which includes responsiveness to economic, environmental, and social needs by providing a safer transportation system. The Build Alternative would extend the life of the Vincent Thomas Bridge by replacing the existing deck while maintaining the historic character. The Build Alternative would improve safety for motorists and maintain an importation component in the local and regional transportation network for the movement of people and goods. The project includes an extensive public engagement and community outreach effort involving all the surrounding communities, providing the opportunity for potentially affected communities to participate in the transportation planning and decision-making process. **No Build Alternative: Not Consistent** The No Build Alternative is not consistent with the objectives and policies of the Transportation Element of the Los Angeles County General Plan. Under the No Build Alternative, there would be no improvement of the existing facility, and the bridge deck would continue to deteriorate. Emergency or long-term closures for repairs may be needed, therefore closing off a critical transportation link and economic corridor.
City of Los Angeles Mobility Plan 2035	
Policy 1.7 Regularly Maintained Streets: Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition. **Policy 1.8 Goods Movement Safety**: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.	**Build Alternative: Consistent** The Build Alternative is consistent with the City of Los Angeles General Plan. The Vincent Thomas Bridge deck has been in service for 60 years and is rapidly deteriorating due to concrete fatigue that is primarily caused by heavy truck traffic. The existing bridge railings and median concrete barrier do not meet updated requirements for the Manual for Assessing Safety Hardware (MASH). The Build Alternative would

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
Policy 2.7 Vehicle Network: Provide vehicular access to the regional freeway system. **Policy 2.8 Goods Movement**: Implement projects that would provide regionally significant transportation improvements for goods movement. **Policy 2.13 Highway Preservation and Enhancement**: Support the preservation and enhancement of the state highways consistent with the RTP/SCS and the goals/policies of the General Plan.	replace the existing deteriorating bridge deck with a new bridge deck, seismic sensors, median barrier, fencing, and guardrails to maintain the functionality of the Vincent Thomas Bridge as an important economic corridor and critical link in the transportation network. **No Build Alternative: Not Consistent** The No Build Alternative is not consistent with the City of Los Angeles General Plan because the current bridge condition is rated poor by a 2022 Caltrans bridge inspection, and no improvements would be made to keep the bridge in good to excellent condition. The No Build Alternative would not support the preservation and enhancement of the State highways consistent with the RTP/SCS and the goals and policies in the General Plan.
Wilmington-Harbor City Community Plan	
Transportation: **Policy 12-1.3**: Provide additional funds for maintenance and rehabilitation of roadways. **Policy 16-1.1**: Discourage non-residential traffic flow for streets designated to serve residential areas only by use of traffic control measures. **Coastal Resources:** **Policy 19-1.5:** Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operation and the California Coastal Act.	**Build Alternative: Consistent** The Build Alternative is consistent with the Wilmington-Harbor City Community Plan. The Build Alternative would replace the existing deteriorating bridge deck to improve reliability of the bridge and maintain an important connection in the local and regional transportation network for the movement of people and goods. The Build Alternative would maintain efficient port operations and the existing access and connectivity to the Coastal Zone provided by the Vincent Thomas Bridge. **No Build Alternative: Not Consistent** The No Build Alternative is not consistent with the Wilmington-Harbor City Community Plan because there would be no improvement of the existing bridge facility. The bridge deck would continue to deteriorate, and emergency or long-term closures for repairs would be needed thereby closing off a critical transportation link and economic corridor for the ports.

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
Harbor Gateway Community Plan	
Environmental Justice (EJ): **EJ Goal 1:** A community where all persons have the opportunity to participate in the decision-making process that affects their environment. **EJ 1.2:** Proactively and meaningfully engage the community in planning decisions that affect their health and wellbeing. **EJ 1.4:** Assist in connecting and supporting tribal relationships among other partner agencies, non-profits and community groups to increase coordination and collaboration with tribes. Pursuant to Assembly Bill 52, ensure consultation with tribes occurs early in project development and throughout project implementation to help support a respectful process. Promote capacity-building and educational efforts to train planning staff to "meet people where they are" by collaborating with community-based organizations, community centers and traditionally underrepresented populations to ensure authentic and meaningful participation in the land us decision-making process. **EJ 1.5**: Coordinate pragmatic outreach efforts between City departments and agencies to capitalize on existing communication methods, such as utility bill mailers and public schools' parent notification systems in order to reach as many community members as possible. **EJ 1.6:** Partner with local community-based organizations and other local groups, such as block clubs, parent centers, interfaith groups or recreation centers to help increase public awareness and engagement in the planning process, particularly in communities with low public participation. Prioritize the health, safety and needs of residents over special interests. **EJ Goal 2:** City provided improvements and programs are prioritized for low-income and environmental justice communities.	**Build Alternative: Consistent** The Build Alternative is consistent with the Harbor Gateway Community Plan. The project includes an extensive public involvement and community outreach effort involving all the surrounding communities, thereby providing the opportunity for potentially affected communities to participate in the transportation planning and decision-making process. This outreach included measures taken to ensure materials were accessible to environmental justice populations. Community outreach documents were available in English and Spanish, and a Spanish interpreter was present during all public meetings and pop-up events. A Virtual Meeting Room was created during the scoping period to allow the public 24/7 to access information in English and Spanish about the project. Please refer to Chapter 7 of the CIA for an in-depth analysis on public outreach and involvement. **No Build Alternative: Not Consistent** The public involvement and outreach efforts for the No Build Alternative are limited to the release of the environmental document. The comprehensive public engagement effort for the project is focused on the Build Alternative with input sought on the bridge deck replacement and associated detours. Therefore, the No Build Alternative is inconsistent with the environmental justice elements of the Harbor Gateway Community Plan.

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
San Pedro Community Plan	
Land Use Element: **Goal LU13:** A safer, greener port neighbor for San Pedro that provides jobs, commerce, and coastal recreational access for residents, and together with Downtown San Pedro, provides a regional destination. **Mobility Element:** **M7.2:** Priority motorized vehicle routes. Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. **M7.6:** Coordinated evacuation routes. Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan. **M10.2:** Efficient truck movement. Provide appropriately designed and maintained roadways to safely accommodate truck travel.	**Build Alternative: Consistent** The Build Alternative is consistent with the San Pedro Community Plan. The Build Alternative would replace the existing deteriorating bridge deck to maintain an important component in the local and regional transportation network for the movement of people and goods. The proposed bridge improvements would allow for the continued circulation patterns and evacuation routes in San Pedro and connectivity to the ports and communities to the east. **No Build Alternative: Not Consistent** The No Build Alternative is not consistent with the San Pedro Community Plan because it would not replace the bridge deck. The existing deck would continue to deteriorate and emergency or long-term closures would be needed for repairs, which may disrupt evacuation routes and may not safely accommodate continued truck travel.
Pacific Corridor Redevelopment Plan	
Objective 1: Community Image and Vision. To maintain the Downtown San Pedro and the surrounding area as an aesthetically pleasing community reflecting its past and reinforcing its status as an international port city, with waterfront access. **Objective 9:** Public Improvements and Amenities. To install, repair and maintain public improvements and amenities.	**Build Alternative: Consistent** The Build Alternative is consistent with the Pacific Corridor Redevelopment Plan. The Build Alternative would replace the existing deteriorating bridge deck with a new bridge deck to maintain the functionality of the Vincent Thomas Bridge as a critical link in the transportation network. The new bridge deck, median barrier, and railings would not change the overall aesthetics of the Vincent Thomas Bridge. **No Build Alternative: Not Consistent** The No Build Alternative is not consistent with the Pacific Corridor Redevelopment Plan. The No Build Alternative would not replace the deteriorating Vincent Thomas Bridge, which may lead to the emergency closures for repair or potential failure of this critical transportation link.

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
City of Carson 2040 General Plan	
Circulation Element: **CIR-G-1:** Provide a balanced transportation system of multimodal networks providing a broad range of travel options to make transportation convenient, comfortable, and safe for people of all abilities. **CIR-G-4:** Encourage the development of a multimodal freight transportation system that balances the need for effective and efficient transportation of goods with the health and wellbeing of the community. **CIR-P-15:** Coordinate with metro and Caltrans to seek funding and implementation solutions to improve congestion from regional traffic. **CIR-P-29:** Focus truck traffic onto appropriate arterial corridors in the City by clearly marking truck routes and posting appropriate signage to provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. While the City has identified truck routes, the designation of truck routes does not prevent trucks from sing other roads or streets to make deliveries to individual addresses. Seeking community input around the issue and general observation of traffic patterns as online shopping and associated deliveries increase in the future will help in developing strategies to reduce use of non-designated corridors and limit disruption and potentially regulate truck movement.	**Build Alternative: Consistent** The Build Alternative is consistent with the City of Carson 2040 General Plan. The Build Alternative would replace the existing deteriorating bridge deck to improve safety for all motorists and maintain an important component in the local and regional transportation network for the movement of people and goods. **No Build Alternative: Consistent** The No Build is consistent with the City of Carson 2040 General Plan. The No Build Alternative would not replace the Vincent Thomas Bridge deck and would not require detour routes through the City of Carson. Traffic patterns throughout the city would remain similar to existing levels.
City of Long Beach General Plan	
Mobility Element: **MOG Policy 12-3:** Coordinate with Caltrans to ensure that regional highway improvements aid in the movement of goods from the Ports of Long Beach and Los Angeles, while also mitigating impacts to Long Beach neighborhoods and the environment. **MOG Policy 13-1:** Identify street improvements along designated truck routes that enhance freight mobility on major truck corridors and reduce impacts of freight on the community. **MOG Policy 13-8:** Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade. This	**Build Alternative: Consistent** The Build Alternative is consistent with the City of Long Beach General Plan because it would replace the existing deteriorating deck and extend the life of the Vincent Thomas Bridge while maintaining the historic character. The Build Alternative would improve safety for all motorists and maintain an importation component in the local and regional transportation network for the movement of people and goods. The project includes an extensive public involvement and community outreach effort involving all the surrounding communities, providing the

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
includes facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes. **MOG Policy 13-9:** Provide for the efficient circulation of truck and rail traffic within the Port and on the regional transportation network. **Land Use Element:** **LU Policy 15-1:** Inform and involve residents and facilitate neighborhood participation in implementing development and infrastructure projects and other planning programs or tasks. **LU Policy 15-3:** Consult with California Native American tribes early in the planning process to ensure their concerns are appropriately reflected in planning initiatives and projects. **LU Policy 16-2:** Improve the environmental conditions of low-income and minority populations experiencing disproportionate environmental burdens by improving the physical conditions, safety, health, livability and prosperity of their neighborhoods. **LU Policy 16-6:** Work with regional agencies, residents and businesses to preserve established homes, businesses and open spaces. Limit the exposure of residents and employees to toxic pollutants and vehicle noise. Minimize traffic issues impacting residential neighborhoods resulting from freeway expansion and other similar large-scale projects. **LU Policy 17-2:** Maintain adequate and sustainable infrastructure systems to protect the health and safety of all Long Beach residents, businesses, institutions and regional-serving facilities. **LU Policy 17-3:** Prioritize improvements in underserved neighborhoods to remedy deficiencies in infrastructure, public facilities and services. **Public Safety Element:** **Development Goal 6.** Encourage transportation systems, utilities, industries, and similar uses to locate and operate in a manner consistent with public safety goals. **Development Goal 7.** Assure continued safe accessibility to all urban land uses throughout the city.	opportunity for potentially affected communities to participate in the transportation planning and decision-making process. **No Build Alternative: Not Consistent** The No Build Alternative is not consistent with the City of Long Beach General Plan. Under the No Build, there would be no improvements to the existing facility, and the bridge deck would continue to deteriorate. Emergency or long-term closures for repairs may be needed, resulting in the closing of a critical transportation link and economic corridor. The No Build would not improve roadway safety and would not maintain adequate and sustainable infrastructure systems to protect the health and safety of Long Beach.

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
Port of Long Beach Port Master Plan	
Long-Term Port Planning Goals **Goal 3:** Improve internal circulation involving roadways and rail. **Goal 6:** Protect, maintain, and enhance the overall quality of the coastal environment. **Public Access, Visual Quality, and Recreation/Tourist** **Goal 8:** Enhance Public Access in the Queensway Bay Planning District. **Environmental Element** **Goal 1:** Minimize pollutant levels. **Goal 2:** Minimize habitat loss within Port boundaries. **Transportation/Circulation Element** **Goal 1:** Provide for efficient circulation of vehicular and rail traffic within the Port (with minimum disruption to Port activities). **Goal 2:** Implement the Consolidated Transportation Corridor. **Goal 3:** Ensure port improvements are consistent with the regional transportation network. **District 1 – North Harbor Planning District** **Goal:** Encourage more effective use of existing land in the port. **District 2 – West Harbor Planning District** **Goal 2:** Improve rail and highway access to terminal island. **District 7 – Queensway Bay Planning District** **Goal 2:** Minimize disruption of significant view corridors. **District 8 – Southwest Harbor Planning District** **Goal 2:** Implement the infrastructure requirements which provide adequate vehicular and rail access and deep draft berthing facilities to this district. **District 10 – Southeast Harbor Planning District** **Goal 1:** Modernize and maximize use of existing and future facilities.	**Build Alternative: Consistent** The Build Alternative is consistent with the Port of Long Beach Port Master Plan as it would replace the existing bridge deck to ensure longevity and reliable access of the Vincent Thomas Bridge. The new bridge deck would accommodate truck and vehicle to and traffic from the Port and would not interfere with existing or future port operations and recreational activities. **No Build Alternative: Not Consistent** The No Build is not consistent with the Port of Long Beach Port Master Plan because the existing bridge deck and would not sustainably accommodate truck traffic to and from the Port in the long term. Under the No Build Alterative, there would be no improvements to the existing facility and the bridge deck would continue to deteriorate. Emergency or long-term closures for repairs may be needed, resulting in the closing of a critical transportation link and economic corridor, therefore eliminating a key access point to the Port.

Table 2.2-1: Consistency with State, Regional, and Local Plans/Programs

Plan Objective/Policy	Consistency
Port of Los Angeles Port Master Plan	
Policy 2.1: Locate, design, and construct port-related projects to (1) minimize substantial adverse impacts, (2) minimize potential traffic conflicts between vessels, (3) prioritize the use of existing land space for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities, (4) provide for other beneficial uses including, but not limited to, recreation and wildlife habitat uses, to the extent feasible, and (5) encourage rail service to port areas and multicompany use of facilities. (California Coastal Act Section 30708)	**Build Alternative: Consistent** The Build Alternative is consistent with the Port of Los Angeles Port Master Plan because it would address existing bridge deck deterioration to ensure long-term safety of the bridge and local and regional connectivity provided by the Vincent Thomas Bridge. The new bridge deck would safely accommodate truck traffic to and from the Port. **No Build Alternative: Not Consistent** The No Build is not consistent with the Port of Los Angeles Port Master Plan because the existing bridge deck would not sustainably accommodate truck traffic to and from the Port in the long term.
California Air Resources Board Scoping Plan (2022)	
The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.	**Build Alternative: Consistent** The Build Alternative is consistent with the California Air Resources Board Scoping Plan (2022). The Build Alternative is not a capacity-increasing project and would not result in increased greenhouse gas emissions. The Build Alternative would replace the existing Vincent Thomas Bridge deck to maintain existing travel patterns and provide a safer system for those vehicles using the facility. **No Build Alternative: Not Consistent** The No Build is inconsistent with the California Air Resources Board Scoping Plan 2022. Under the No Build Alternative, the existing bridge deck would remain which, due to the deteriorating condition of the deck, would not sustainably accommodate truck traffic to and from the Port in the long term. It is likely that the bridge would require full or partial closure resulting in increased travel distances and associated greenhouse gases as trucks and vehicles find alternate routes between I-110, Terminal Island, and I-710

Source: Community Impact Assessment (2024).

The project is exempt from Transportation Conformity and therefore is not individually listed in the Federal Transportation Improvement Program (FTIP) or the Regional Transportation Plan (RTP). The project is, however, included in the Southern California Association of Governments (SCAG) 2023 FTIP Amendment #23-12 as a grouped exempt State Highway Operation and Protection Program (SHOPP) project under FTIP ID LALS04 – EA 39020, RTP ID REG0701. This FTIP group designation applies to projects within SCAG jurisdiction that qualify under the 40 Code of Federal Regulations (CFR) Part 93.126 Exempt Table 2 category “Widening Narrow Pavements or Reconstructing Bridges (No Additional Travel Lanes)”.

2.2.2 ENVIRONMENTAL CONSEQUENCES

2.2.2.1 No Build Alternative

The No Build Alternative would be inconsistent with a majority of the identified goals and policies (see Table 2.2-1). Under the No Build Alternative, there would be no bridge improvements and the Vincent Thomas Bridge condition would continue to deteriorate, leading to potential emergency and long-term closures of this critical transportation link. Therefore, the No Build Alternative would be inconsistent with State/regional or local plans, policies, and goals.

2.2.2.2 Build Alternative

The Build Alternative is consistent with the identified goals and policies (see Table 2.2-1). The existing Vincent Thomas Bridge deck, railings, fencing, median concrete barrier, and seismic sensors need to be replaced. The Build Alternative would replace the deteriorating bridge deck to improve reliability and longevity of the bridge deck and to maintain a critical link in the local and regional transportation network. With implementation of the Build Alternative, the bridge deck would last many decades, and the bridge would continue to provide local and regional access to the ports and surrounding areas while maintaining the transportation and circulation outlined in the various planning documents. Therefore, the Build Alternative would be consistent with the State, regional, and local plans.

2.2.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The proposed project is consistent with the adopted State, regional, and local plans. No avoidance, minimization, and/or mitigation measures are required.

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2.3 Coastal Zone

The Coastal Zone Management Act of 1972 (CZMA) is a federal law which governs the land use and development within coastal zones to preserve and protect coastal resources, ensure coastal accessibility, and maintain the overall environmental quality within the coastal zones. The CZMA establishes a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan have the authority to review federal permits and activities to determine if they are consistent with the state's management plan.

California developed a Coastal Zone Management Plan and enacted the California Coastal Act of 1976 (CCA) to protect coastal zones. The California Coastal Commission (CCC) is responsible for the implementation and oversight of the CCA. Just as the CZMA delegates power to coastal states to develop their own coastal management plans, the CCC delegates the authority to carry out policies of the CCA at the local level following an approved Local Coastal Program (LCP). LCPs are land use planning documents that lay out a framework for development and coastal resource protection within a local jurisdiction (county or city) coastal zone area. LCPs are prepared by the local jurisdiction and submitted to the CCC for certification. The purpose of the LCP is to outline specific land use policies and regulations that will guide development and land use decisions within the coastal zone under the jurisdiction of that particular local government. The LCP takes into account the unique characteristics and needs of the local area while also adhering to the broader goals and principles of the CCA. After the CCC has certified an LCP, most coastal development permit authority is delegated to the LCP, including the administration of coastal development permits.

2.3.1 REGULATORY SETTING

This project has the potential to affect resources protected by the CZMA of 1972. The CZMA is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the State's management plan.

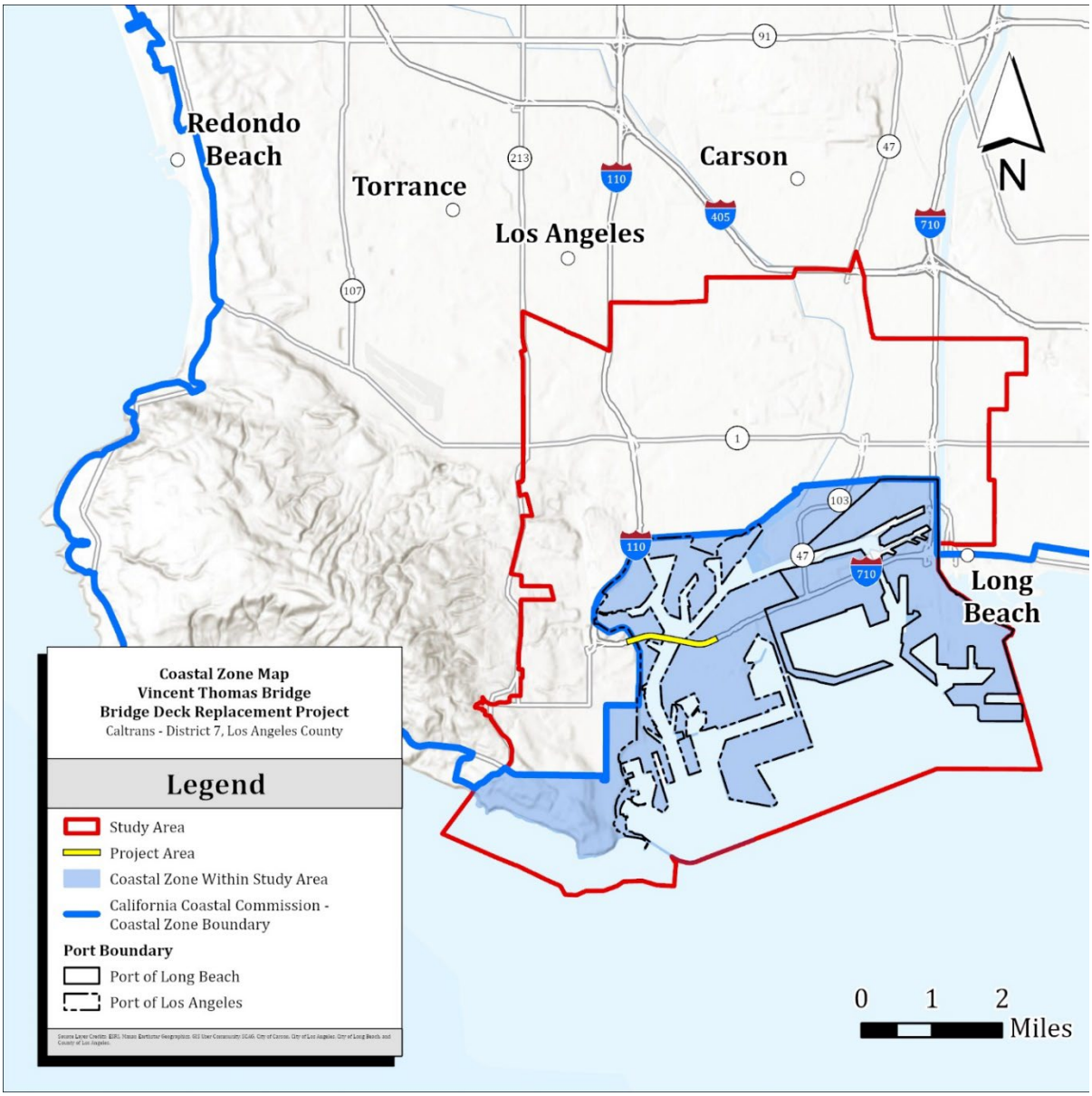
California has developed a Coastal Zone Management Plan and has enacted its own law (i.e., CCA) to protect the coastline. The policies established by the CCA are similar to those for the CZMA in that they include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The CCC is responsible for implementation and oversight under the CCA.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the CCA delegates power to local governments to enact their own LCPs. This project is subject to the Port of Los Angeles (POLA) local coastal program (i.e., Port Master Plan). LCPs contain the ground rules for development and protection of coastal resources in their jurisdiction consistent with the CCA goals.

2.3.2 AFFECTED ENVIRONMENT

The CCA identifies the POLA and Port of Long Beach (POLB) as two port locations in the State's coastal zone approved for the purposes of international maritime commerce. Within the POLA and POLB, the port governing bodies exercise similar authority as local governments via a certified Port Master Plan (PMP) by the CCC. PMPs are long-range planning documents that guide development and define allowable land and water uses for port jurisdictions; PMPs also ensure consistency with CCA requirements related to water-dependent and water-related activities, public access to coastal resources, and protection of coastal environmental resources. The PMPs for POLA and POLB were most recently updated in 2018 and 2022, respectively. Figure 2.3-1 shows the limits of the coastal zone within the CIA Study Area and the jurisdictional boundary of POLA and POLB.

Figure 2.3-1: Coastal Zone Map



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, California Coastal Commission, and County of Los Angeles.

As required by the CCA, a development permit would be required from the LCP for implementation of the proposed project. Because all project activities would occur within the jurisdictional boundary of POLA, a coastal development permit (or exemption) would be required through the City of Los Angeles Harbor Commission prior to construction.

Several recreational coastal zone resources, including scenic coastal views, are located adjacent to the project area. The Knoll Hill Park is located immediately north of the State Route 47 (SR-47) and Harbor Boulevard interchange. Other recreational facilities, including the Harbor Boulevard Parkway Promenade, Los Angeles Cruise Ship Terminal, and Cruise Ship Promenade, are located south of SR-47 and east of Harbor Boulevard. Additionally, a segment of the California Coastal Trail is present within the Harbor Boulevard Parkway Promenade where it continues north before crossing beneath SR-47 and the Vincent Thomas Bridge western approach along Front Street. This portion of the California Coastal Trail is a secondary segment that utilizes local sidewalks, existing bicycle lanes, and signage to maintain the trail. Although the project area intersects with the California Coastal Trail, construction activities would occur on the top of the bridge and no construction activities would occur beneath the bridge at the location of the trail. Local access to adjacent coastal resources would be maintained during construction. Please see Section 2.4 for additional information on adjacent recreational coastal zone resources.

2.3.3 ENVIRONMENTAL CONSEQUENCES

2.3.3.1 No Build Alternative

Under the No Build Alternative, the bridge deck would continue to deteriorate and emergency or long-term closures for repairs may be needed, thereby closing off a critical transportation link and economic corridor; however, during repairs, access to coastal resources would be maintained through local street access. No construction activities would occur; therefore, there would be no changes to existing land uses or restrictions to coastal zone resource access, including scenic coastal views. Therefore, there would be no impacts to coastal zone resources. There would be no impact to plan consistency under the California Environmental Quality Act (CEQA) with no effect under the National Environmental Policy Act (NEPA).

2.3.3.2 Build Alternative

Temporary Impacts

During construction, a partial or full closure (Preferred) of the Vincent Thomas Bridge would be required for bridge deck replacement work. Temporary traffic detours may be required for a duration of 16 to 48 months, depending on the construction staging option chosen and implementation of night and weekend closures. The preferred construction staging option (full bridge closure) would last approximately 16 months. During the construction period, regardless of the staging option implemented, coastal views and access to the harbor and coastal areas within San Pedro, including coastal parks, the California Coastal Trail, beaches, and other coastal recreational facilities, would be maintained through local street access. Construction equipment and materials would be stored within the CIA Study Area but would not affect or limit access to coastal parks, the California Coastal Trail, beaches, and other coastal resources during construction. Therefore, the Build Alternative would result in no impacts to the coastal zone under CEQA with no effect under NEPA.

Permanent Impacts

The Build Alternative would not permanently alter coastal views, access, or recreational opportunities to an existing coastal resource. Therefore, the Build Alternative would result in no permanent impacts under CEQA with no effects to coastal resources within the coastal zone.

2.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No impacts to coastal resources are anticipated; therefore, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative.

2.4 Parks and Recreational Facilities

2.4.1 REGULATORY SETTING

The Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409) prohibits local and State agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

2.4.2 AFFECTED ENVIRONMENT

The parks or recreation facilities closest (less than 0.5 mile) to the project area and construction boundary are the Knoll Hill Park (approximately 0.3 mile), California Coastal Trail (passes underneath the bridge), Harbor Boulevard Parkway Promenade (approximately 0.39 mile), and Cruise Ship Promenade (approximately 0.05 mile).

Please see Table 2.4-1 below for information on parks and recreation facilities within the CIA Study Area.

Table 2.4-1: Parks and Recreation Facilities in CIA Study Area

ID	Park/Recreation Facility	Address	Amenities	Distance (miles)
City of Los Angeles – San Pedro				
1.	Bandini Canyon Park	West Sepulveda Street Between Bandini Street and Marshall Court	Short trail surrounded by greenery.	0.61
2.	John S. Gibson Park	550 S Harbor Boulevard	Small pocket park displaying the history of the area.	0.55
3.	San Pedro Plaza Park	7000 S. Beacon Street	Benches and a pedestrian walkway equipped with dog walking amenities.	0.80
4.	Ralph C. Daniels Field Sports Center	845 W 12th Street	Football field (lighted), soccer field (lighted), tennis courts (lighted), batting cages, golf cage, basketball court, and a picnic area.	1.37
5.	Averill Park	1300 S Dodson Avenue	Walkways through a scenic park with a pond and gazebo.	1.90
6.	Alma Park	W. 21st Street and Meyler Street	Children's play areas and restrooms.	1.83
7.	Peck Park	560 N Western Avenue	A swimming pool, a baseball diamond, indoor and outdoor basketball courts, extensive hiking trails, skate park, and a childcare center.	0.85
8.	Rena Park	510 N Leland Avenue	Playground and picnic benches.	1.01
9.	Leland Park	863 S Herbert Avenue	Community spot with a ball field, basketball & volleyball courts, kids' playground & picnic tables.	0.60
10.	Field of Dreams	501 Westmont Drive	Unlit soccer, rugby, and football fields.	0.94
11.	Harbor Highlands Park	825 W Capitol Drive	Open green space and playground.	0.92
12.	Knoll Hill Park	766 N Center Street	The 24-acre park includes three Little League baseball diamonds.	0.11
13.	Joan Milke Flores Park	3601 S Gaffey Street	Hiking trails, ocean views, picnic tables, open green space, and shaded space.	2.81
14.	Point Fermin Park	807 W Paseo Del Mar	Park atop rugged coastal bluffs featuring a playground, amphitheater, trails & picnic areas.	2.81
15.	Cabrillo Beach Youth Waterfront Sports Center	3000 Shoshonean Road	Facility that is used for conferences, camping, day camps, field trips, retreats, banquets, receptions, and Boy Scout, Cub Scout, and Girl Scout badge classes.	2.14
16.	Lookout Point Park	3400 N Gaffey Street	Lookout area with scenic views of the ocean.	2.54

Table 2.4-1: Parks and Recreation Facilities in CIA Study Area

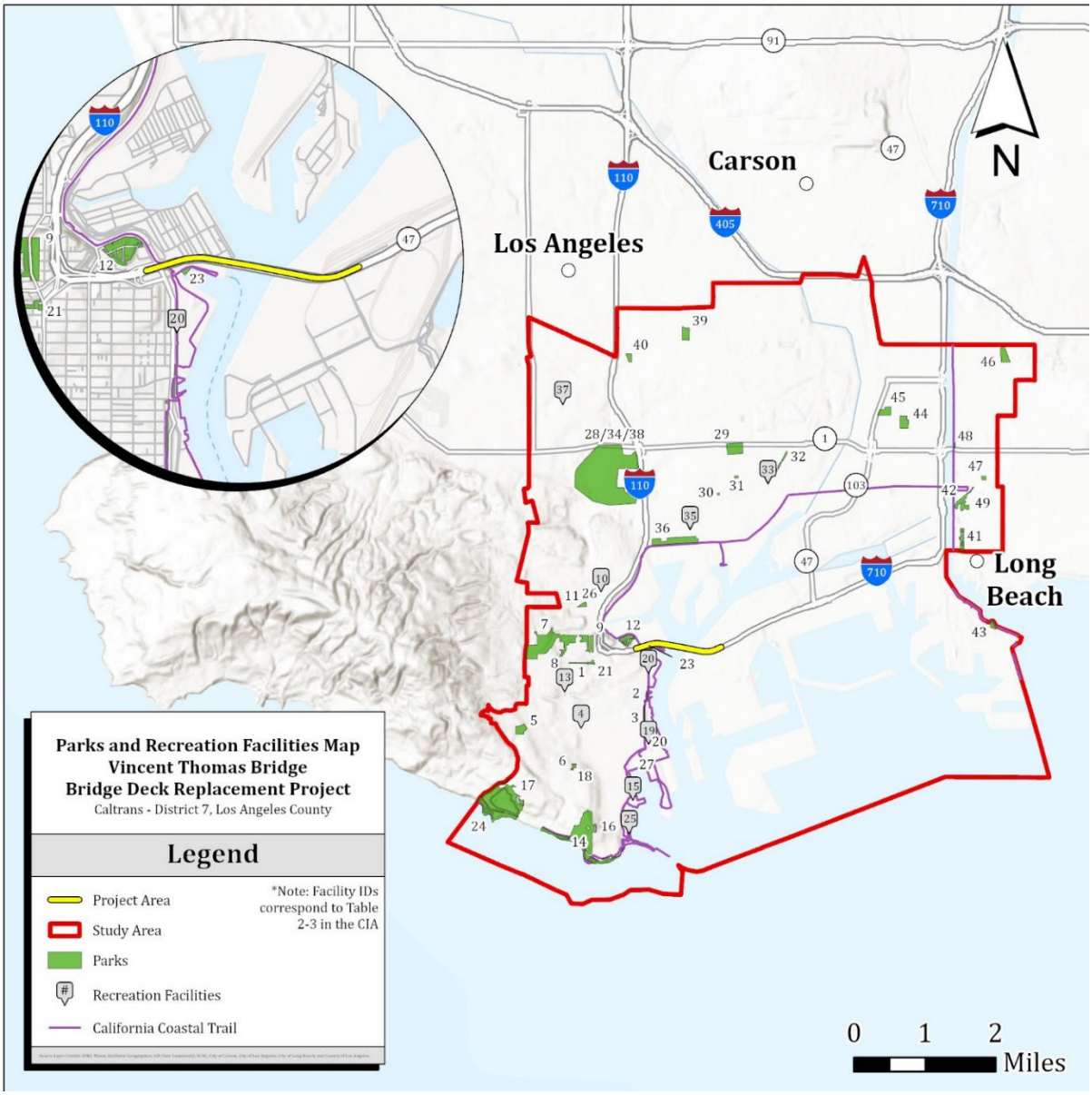
ID	Park/Recreation Facility	Address	Amenities	Distance (miles)
17.	White Point Nature Preserve	1600 W Paseo Del Mar	102 acres of coastal habitat & hiking trails, plus a center housing maps & interpretive information.	2.53
18.	Angels Gate Park	3601 S Gaffey Street	Hiking trails, ocean views, walking paths, picnic tables, open space, Hey Rookie Pool, the Korean Friendship Bell, Angeles Gate Cultural Center, and Fort MacArthur Museum.	2.38
19.	Bloch Field	1500 S Harbor Boulevard	Community-focused nonprofit established in 1844 with recreational programs & services for all ages.	1.36
20.	Harbor Boulevard Parkway Promenade	Runs parallel to Harbor Boulevard, from Swinford Street to 5th Street	A multi-use parkway is lined with trees that provide oxygen, cooling, and sound dampening. There is a bike lane, pedestrian walkway, pocket parks, lighting, landscaping irrigation, signage, and public art.	0.39
21.	San Pedro Welcome Park	415 N. Gaffey Street	Features a grassy area with urban landscape.	0.62
22.	California Coastal Trail	Section crossing underneath the Project Area via Harbor Boulevard/Front Street, San Pedro (See Figure 2-9)	The California Coastal Trail is an interconnected public trail system managed by multiple jurisdictions along the California coastline that will span over 1,230 miles from Oregon to Mexico. The trail is designed to make the coast more accessible, foster appreciation and stewardship of the scenic and natural resources of the coast, provide recreational opportunities, and encourage non-motorized transportation.	N/A
23.	Cruise Ship Promenade	100 Swinford Street	4-acre open area along the waterfront which consists of a promenade, benches, chairs, bocce ball court and chess tables. In addition, the promenade includes a public art kinetic wind and sound array called “Telltales Wind Ensemble.	0.05
24.	White Point Park	1600 W Paseo del Mar	The White Point Park includes both the White Point Beach and the Royal Palms Beach. The park has metered parking, restrooms, children’s play area, picnic tables, and views of the Catalina Island. The area is great for fishing, surfing, and scuba diving.	3.15
25.	Cabrillo Beach	3720 Stephen M. White Drive	A mile-long beach popular for swimming, surfing, scuba diving, and volleyball. The beach features picnic tables, a snack bar, and playground.	2.60
26.	Gaffey Street Walkway	1701 N Gaffey Street	A pedestrian walkway with light posts which runs alongside a grassy area along Gaffey Street.	1.02
27.	22nd Street Park	140 W 22nd Street	A waterfront park with walking paths, bike trails, benches, and two bocce ball courts.	1.65
City of Los Angeles - Wilmington				
28	Harbor Park Golf Course	1235 Figueroa Place	9-hole, par-36 golf course featuring a clubhouse, rental clubs, and practice facilities.	1.99
29	The Banning Park	401 E M Street	The Banning Museum is a landmark 19th-century estate which provides living history tours, education programs & community events. The house is surrounded by 20-acre parkland which includes the Banning Recreation Center with a lighted baseball diamond, indoor and outdoor basketball courts, children’s play area, picnic tables, lighted tennis courts, horseshoe pits, and pedestrian pathways around the museum.	2.72
30	Wilmington Town Square Park	836 N Avalon Boulevard	Community gathering place with landscape planters, picnic benches, and bike racks.	2.15

Table 2.4-1: Parks and Recreation Facilities in CIA Study Area

ID	Park/Recreation Facility	Address	Amenities	Distance (miles)
31	Drum Barracks Park	1058 N Banning Boulevard	Playground and open green space.	2.39
32	East Wilmington Greenbelt Park	918 North Sanford Avenue	Basketball courts, picnic tables, and children's play areas.	2.59
33	East Wilmington Greenbelt Community Center	918 Sanford Avenue	Community center with basketball courts (lighted/indoor) and classrooms.	2.40
34	Wilmington Athletic Complex	1221 North Figueroa Place	Park with sporting facilities.	1.99
35.	Wilmington Recreation Center	325 North Neptune Avenue	This park includes baseball diamond, basketball courts, children's play area, community room, picnic tables, horseshoe pits, skate plaza, and teen center.	1.65
36.	Wilmington Waterfront Park	W C Street	Features soccer fields, children's play areas, splash pads, and restrooms.	1.39
City of Los Angeles – Harbor City				
37.	Harbor City Recreation Center	24901 Frampton Avenue	Baseball diamond (lighted), basketball courts (lighted/indoor), basketball courts (lighted/ outdoor), children's play area, community room, picnic tables, soccer field (unlighted), kitchen, and a stage.	3.59
38.	Ken Malloy Harbor Regional Park	25820 Vermont Avenue	Lakeside Park offering nature trails, picnic spots with BBQs, lighted sports fields, and a playground.	1.99
City of Carson				
39.	Foisia Park (formerly Scott Park)	23410 Catskill Avenue	Includes basketball courts, a gym, boxing center, baseball fields, tennis courts, recreation room, and picnic areas.	4.29
40.	Carriage Crest Park	23800 S Figueroa Street	Simple recreation area with a lighted baseball diamond, basketball court, and a playground.	3.99
City of Long Beach				
41.	Cesar E. Chavez Park	2760 N Studebaker Road	Contains a basketball court, community center, playground, restrooms, and a picnic area.	3.64
42.	Drake Park	951 Maine Avenue	Contains a basketball court, community center, handball/racquetball court, picnic area, playground, soccer field, softball field, tennis court, volleyball court, and restrooms.	3.84
43.	Harry Bridges Memorial Park	1126 Queens Highway	4-acre green space near the Queen Mary offers an open turf area and downtown views across the water.	3.79
44.	Admiral Kidd Park	2125 Santa Fe Avenue	Park offering sports fields and courts, as well as a recreation center with youth programs and playground.	3.99
45.	Hudson Park	2335 Webster Avenue	13.06-acre park featuring two softball fields and a community gardens project.	3.94
46.	Veterans Park (Long Beach)	101 E 28th Street	Contains basketball courts, baseball field, community center, picnic areas, playground, soccer field, tennis court, volleyball/soccer court, and restrooms.	5.64
47.	Seaside Park	1401 Chestnut Avenue	Contains beaches, shade structure, soccer field, staff office, play equipment, and restrooms.	4.37
48.	Cressa Park	1835 De Forest Avenue	0.94-acre park featuring a passive area with native plants and a walking trail.	4.33
49.	Loma Vista Park	1173 N Loma Vista Drive	0.14-acre park designed as a passive recreation area with a lawn area, trees, and a custom bench with artistic elements.	4.12

Source: SCAG, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

Figure 2.4-1: Parks and Recreational Facilities in the CIA Study Area



Source: ESRI, Maxar, Earthstar Geographics, GIS User Community, SCAG, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

Table 2.4-2 provides a summary of Section 4(f) historic properties analyzed within the Section 4(f) study area and Section 4(f) use determinations, with Table 2.4-3 providing a summary of the Section 4(f) Publicly Owned Parks and Recreation Areas.

Table 2.4-2: Summary of Section 4(f) Historic Properties and Use Determination for the Build Alternative

Section 4(f) Property Name	On or Adjacent to Project Area	Section 106 Effect Determination	Use (None – Direct, Temporary, or Constructive)	*De Minimis* (Yes/No)
Vincent Thomas Bridge	On	No Adverse Effect	Use – None	No
Los Angeles Cruise Terminal	Adjacent	No Effect	Use – None	No
U.S. Customs House	Adjacent	No Effect	Use – None	No

Source: Compiled by Caltrans (2023).

Table 2.4-3: Summary of Section 4(f) Publicly Owned Parks and Recreational Areas and Use Determination for the Build Alternative

Section 4(f) Property Name	On or Adjacent to Project Area	Use (None – Direct, Temporary, or Constructive)	*De Minimis* (Yes/No)
California Coastal Trail	Adjacent	Use – None	No
Cruise Ship Promenade	Adjacent	Use – None	No
Harbor Boulevard Parkway Promenade	Adjacent	Use – None	No
Knoll Hill Park	Adjacent	Use – None	No

Source: Compiled by Caltrans (2023).

More information on Section 4(f) properties can be found in Appendix A: Section 4(f).

2.4.3 ENVIRONMENTAL CONSEQUENCES

2.4.3.1 No Build Alternative

Under the No Build Alternative, the bridge deck would not be replaced and would continue to deteriorate. No construction activities would occur; therefore, the No Build Alternative would result in no impacts to parks and recreational facilities under the California Environmental Quality Act (CEQA) with no effects under the National Environmental Policy Act (NEPA).

2.4.3.2 Build Alternative

Temporary Impacts

During construction, bridge deck replacement work activities would occur completely within the footprint of Vincent Thomas Bridge and Caltrans right-of-way and would not affect or impair the use, features, activities, or attributes of parks or recreational facilities in the CIA Study Area, including Section 4(f) properties. Therefore, the Build Alternative would result in no impacts to parks and recreation under CEQA with no effects under NEPA.

Permanent Impacts

The Build Alternative would maintain the configuration of the existing Vincent Thomas Bridge, and proposed improvements would occur within the existing right-of-way of the Vincent Thomas Bridge. Therefore, the Build Alternative would result in no permanent impacts to parks and recreation under CEQA with no effects under NEPA.

2.4.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No impacts to parks or recreation facilities are anticipated; therefore, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative.

2.5 Growth

2.5.1 REGULATORY SETTING

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA Guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

2.5.2 AFFECTED ENVIRONMENT

The growth impacts assessment examines the relationship of the proposed project to future economic and population growth. Growth can lead to the need for additional housing and supporting infrastructure and services in a CIA Study Area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the city of Carson, and the city of Long Beach. The assessment focuses on the potential for a project to facilitate or accelerate growth beyond those contemplated in local development plans or identify if growth shifts from elsewhere in a region.

2.5.2.1 First Cut Screening

The first-cut screening process presented in the Caltrans Standard Environmental Reference (SER) outlines a step-by-step procedure to determine whether a transportation project has the potential for growth-related impacts. The initial step of the screening process is to determine whether the project has the potential to change accessibility. If the project has such potential, then further analysis is warranted. The succeeding step calls for an analysis of factors, including project type, project location, and growth pressures in the CIA Study Area. Based on this information, it is determined whether project-related growth is reasonably foreseeable. If growth is reasonably foreseeable, further analysis is conducted to determine the effect of this additional growth on resources of concern.

2.5.2.2 Accessibility

The Build Alternative does not include any change to accessibility that would affect additional growth resources of concern. Under the Build Alternative, the deck of the Vincent Thomas Bridge would be replaced, and the railings and the median barrier would be upgraded. No additional capacity would be added, or changes made to the existing transportation patterns in the CIA Study Area.

2.5.2.3 Project Type, Project Location, and Growth-Pressure

The Build Alternative would replace the deck of the Vincent Thomas Bridge and would not increase capacity. All construction would occur within the existing State Route 47 (SR-47) right-of-way. Whether developable vacant lands within the CIA Study Area are developed or not would not be because of the project. The pattern and rate of population and housing growth is expected to remain consistent with the growth anticipated by existing general plans for the area. Utilities, land use, and community facilities, and traffic would not be affected by implementation of the Build Alternative as it is not capacity increasing and would not influence growth. No growth-related impacts would occur.

2.5.2.4 "Reasonably Foreseeable" Project-Related Growth

The Build Alternative is located in an industrial area with a lack of growth pressures. Pressure for growth is a result of a combination of factors, including restrictive land use controls such as commercial/residential zoning, and economic and market conditions such as development of residential, retail, academic, or sports facilities. The Build Alternative would not alter projected growth patterns within Los Angeles County or affected jurisdictions, and it would not provide new access to or encourage growth on undeveloped and unplanned land. Since the bridge deck replacement is not capacity increasing, the project would not attract new development to areas not already proposed or to modify the type, location, or timing of developments in the CIA Study Area. Therefore, it can be determined that project-related growth is not reasonably foreseeable, and further growth analysis is not warranted as the project is not expected to result in unplanned growth in the CIA Study Area.

2.5.3 ENVIRONMENTAL CONSEQUENCES

2.5.3.1 No Build Alternative

Under the No Build Alternative, the bridge deck would continue to deteriorate, which may lead to emergency or long-term closures for this critical transportation link and economic corridor. Although the potential bridge closures may temporarily alter traffic patterns within the area, it would not influence the projected pattern and rate of population and housing growth in the highly urbanized environment. Therefore, the No Build Alternative would result in no impacts to growth under CEQA with no effects under NEPA.

2.5.3.2 Build Alternative

As determined in the first cut screening, the Build Alternative proposes to replace an existing bridge deck and does not propose changes to access or capacity; therefore, project-related growth is not reasonably foreseeable. Implementation of the Build Alternative would not impact undeveloped or underdeveloped areas within the CIA Study Area, nor would it influence existing growth patterns. No growth-related impacts are anticipated, and further growth analysis is not warranted. Therefore, the Build Alternative would result in no impacts to growth under CEQA with no effects under NEPA.

2.5.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Because growth impacts are not anticipated, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative.

2.6 Community Character and Cohesion

2.6.1 REGULATORY SETTING

The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest. This requires considering adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

The following sections provide information on community characteristics of the Community Impact Assessment (CIA) Study Area, including population and housing, economic conditions, and community facilities and services. The CIA Study Area includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles; a portion of the city of Carson; and the city of Long Beach. Community character and cohesion is effectively determined by comparing the local community to an appropriate larger area such as a city, county, or state, depending on the size and nature of the project and affected community. This comparison will provide insight into social and economic trends within the CIA Study Area.

The demographic characteristics, changes, and information on growth trends provided within this assessment were obtained from the United States Census Bureau American Community Survey (ACS) 5-Year Estimates for 2017–2021 at the census tract level, as well as the Southern California Association of Governments (SCAG) Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) *Demographics and Growth Forecast Technical Report* (SCAG 2020b). Demographic summary tables are provided under each community character and cohesion topic of this chapter. Each table includes data for the Reference Community (Los Angeles County).

2.6.2 AFFECTED ENVIRONMENT

2.6.2.1 Population and Housing

Regional Population Characteristics

Based on SCAG's Connect SoCal 2020-2045 RTP/SCS *Demographics and Growth Forecast Technical Report* (SCAG 2020b), the total population and total number of households in Los Angeles County are expected to grow by 15 percent and 24 percent between 2016 and 2045, respectively. The city of Los Angeles and unincorporated areas within Los Angeles County are forecasted to exceed the population and household growth rate of Los Angeles County between 2016 and 2045. Table 2.6-1 depicts the most current population and household forecasts from SCAG's Connect SoCal 2020-2045 RTP/SCS *Demographics and Growth Forecast Technical Report* (SCAG 2020b) for each city within the CIA Study Area.

Table 2.6-1: Population and Projected Population Growth

	Population			Households		
	2016[1]	2045	Percent Increase 2016–2045	2016[1]	2045	Percent Increase 2016–2045
County						
Los Angeles	10,110,000	11,674,000	15%	3,319,000	4,119,000	24%
CIA Study Area Cities[2]						
Los Angeles	3,933,800	4,771,300	21%	1,367,000	1,793,000	31%
Carson	93,600	105,200	12%	25,500	30,700	20%
Long Beach	470,900	489,600	4%	168,600	198,200	18%
Los Angeles County – Unincorporated	1,044,500	1,258,000	20%	294,800	419,300	42%

Source: Community Impact Assessment (2024).

[1] The year 2016 was used as the baseline forecast year in the 2020–2045 RTP/SCS Demographics and Growth Forecast Technical Report (SCAG 2020b) since the forecast development was the first milestone completed in the production of the report in 2016.

[2] Population and household growth forecast data are representative of the entire municipal jurisdiction and are not limited to the portion of the municipality within the CIA Study Area.

Neighborhoods/Communities/Community Character

Community cohesion is defined as the degree to which residents have a sense of belonging to their neighborhood, a level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, typically because of continued association over time. Elements of community cohesion can be found in demographic data used to profile communities from the ACS 5-Year Estimates (2017–2021) data. Some indicators of community cohesion include age, ethnicity, household size, length of residency, housing units, and parks and recreational facilities.

Median Age and Age Distribution

The median age and age distribution patterns of the population in Los Angeles County and the cities and communities within the CIA Study Area are provided in Table 2.6-2. As shown in Table 2.6-2, the City of Long Beach (38.4 years), the Ports of Los Angeles and Long Beach (POLA and POLB, respectively) (44.4 years), and the communities of Harbor City (39.5 years) and San Pedro (40.2 years) reported higher median ages than the County of Los Angeles (37.8 years). The age distribution of cities and communities within the CIA Study Area includes a higher population under the age of 18 than Los Angeles County. However, populations over the age of 64 and between the ages of 18 and 64 are generally consistent between Los Angeles County and the cities and communities within the CIA Study Area.

Table 2.6-2: Age Distribution

	Median Age	Percent (%)		
		Population Age <18	Population Age 18–64	Population Age >64
County				
Los Angeles	37.8	21%	64%	15%
CIA Study Area – Cities and Communities[1]				
City of Los Angeles (Wilmington)	34	29%	61%	10%
City of Los Angeles (Harbor City)	39.5	23%	62%	15%
City of Los Angeles (San Pedro)	40.2	22%	63%	15%

Table 2.6-2: Age Distribution

	Median Age	Percent (%)		
		Population Age <18	Population Age 18–64	Population Age >64
City of Long Beach	38.4	24%	66%	10%
City of Carson	33	22%	64%	14%
Port of Los Angeles/Port of Long Beach	44.4	<1%	89%	10%

Source: Community Impact Assessment (2024).
Note: Bolding indicates the value is higher than the Los Angeles County average.
[1] Data presented are representative of the portion of the city or community within the CIA Study Area.

Race and Ethnicity

Ethnically homogenous communities are generally more cohesive as people of the same race share the same culture and traditional values. Families and individuals who share cultural values with one another are more likely to create and maintain relationships among themselves with a community. As shown in Table 2.6-3, race and ethnicity distribution within CIA Study Area cities or communities exhibits high variance depending on geographical location. In general, cities or communities within the CIA Study Area have lower percentages of white populations and larger populations of various minority communities than Los Angeles County. Specifically, the community of Wilmington has a significantly larger Hispanic population (91 percent) than Los Angeles County (49 percent).

Table 2.6-3: Race and Ethnicity

	White	Black/ African American	American Indian/Alaska Native	Asian	Hawaiian/ Pacific Islander	Other/Two or More Races	Hispanic
County							
Los Angeles	25%	7%	<1%	15%	<1%	3%	49%
CIA Study Area – Cities and Communities[1]							
City of Los Angeles (Wilmington)	3%	2%	<1%	3%	<1%	1%	**91%**
City of Los Angeles (Harbor City)	17%	**12%**	<1%	**22%**	1%	3%	45%
City of Los Angeles (San Pedro)	**30%**	5%	<1%	7%	<1%	3%	**54%**
City of Long Beach	12%	**13%**	<1%	14%	**1%**	3%	**56%**
City of Carson	6%	6%	<1%	**29%**	**1%**	**4%**	**54%**
Port of Los Angeles/Port of Long Beach	**36%**	**17%**	**4%**	4%	**1%**	3%	34%

Source: Community Impact Assessment (2024).
Note: **Bolding** indicates the value is higher than the Los Angeles County average.
[1] Data presented are representative of the portion of the city or community within the CIA Study Area.

Housing

Average household size and composition for Los Angeles County and the cities and communities within the CIA Study Area are provided in Table 2.6-4. The average household size in Los Angeles County is 2.86 persons per household. The average household size within the city of Long Beach (3.11 persons), city of Carson (3.87 persons), and communities of Wilmington (3.94 persons) and Harbor City (2.88 persons) exceeds the average household size of Los Angeles County. Based on the data presented in Table 2.6-4, the higher average household sizes of the identified cities or communities within the CIA Study Area correspond to higher percentages of households with one or more people below the age of 18. The household ownership status for cities or communities within the CIA Study Area is variable, with the city of Carson (70 percent) and the community of Harbor

City (51 percent) exhibiting larger home ownership rates than Los Angeles County (46 percent).

Table 2.6-4: Household Size and Composition

	Total Households	Average Household Size	Owner Occupied Housing (%)	Renter Occupied Housing (%)	Households with One or More People <18 (%)	Households with One or More People >65 (%)
County						
Los Angeles	3,375,587	2.86	46%	54%	31%	30%
CIA Study Area – Cities and Communities[1]						
City of Los Angeles (Wilmington)	14,159	**3.94**	36%	**64%**	**51%**	28%
City of Los Angeles (Harbor City)	10367	**2.88**	**51%**	49%	**32%**	**33%**
City of Los Angeles (San Pedro)	28,832	2.62	40%	**60%**	30%	29%
City of Long Beach	19,526	**3.11**	31%	**69%**	**33%**	22%
City of Carson	5,256	**3.87**	**70%**	30%	**42%**	**36%**
Port of Los Angeles/Port of Long Beach	23	1.50	0%	**100%**	22%	**57%**

Source: Community Impact Assessment (2024).
Note: **Bolding** indicate the value is higher than the Los Angeles County average.
[1] Data presented are representative of the portion of the city or community within the CIA Study Area.

2.6.2.2 Economic Conditions

Assessing economic conditions within the CIA Study Area provides an evaluation of the impacts a project would have on the overall economic well-being of the community. Potential impacts to a community's economic condition are characterized in terms of changes to a communities personal and business income profile, employment opportunities, property values, and tax revenues. Assessing impacts within an economic context helps to determine how a project may affect the regional economic environment and identify potential social equity issues. This section provides an economic overview of the business activities, employment, and fiscal conditions within the CIA Study Area.

Regional Economy

Based on SCAG's Connect SoCal 2020-2045 RTP/SCS *Demographics and Growth Forecast Technical Report* (SCAG 2020b), the total population and total number of employed residents in Los Angeles County are expected to grow by 15 percent and 13 percent between the years 2016 and 2045, respectively. The City of Los Angeles and unincorporated areas within Los Angeles County are forecasted to exceed the population and employment growth rate of Los Angeles County between the years of 2016 and 2045. In addition, the City of Long Beach is forecasted to exceed the employment growth rate of Los Angeles County within the same timeframe. Table 2.6-5 depicts the most current population and employment forecasts from the SCAG's Connect SoCal 2020-2045 RTP/SCS *Demographics and Growth Forecast Technical Report* (SCAG 2020b) for each city within the CIA Study Area.

Table 2.6-5: Existing and Projected Employment

	Population			Employment		
	2016[1]	**2045**	**Percent Increase 2016–2045**	**2016**[1]	**2045**	**Percent Increase 2016–2045**
County						
Los Angeles	10,110,000	11,674,000	15%	4,743,000	5,382,000	13%
CIA Study Area Cities[1]						
Los Angeles	3,933,800	4,771,300	21%	1,848,300	2,135,900	16%
Carson	93,600	105,200	12%	63,400	70,000	10%
Long Beach	470,900	489,600	4%	155,900	185,400	19%
Los Angeles County – Unincorporated	1,044,500	1,258,000	20%	269,100	320,100	19%

Source: Community Impact Assessment (2024).

[1] The year 2016 was used as the baseline forecast year in the 2020-2045 RTP/SCS *Demographics and Growth Forecast Technical Report* (SCAG 2020b) since the forecast development was the first milestone completed in the production of the report in 2016.

[2] Population and household growth forecast data are representative of the entire municipal jurisdiction and is not limited to the portion of the municipality located within the CIA Study Area.

Table 2.6-6 summarizes the employment by economic sector represented as a percentage of the total population within Los Angeles County and the CIA Study Area cities and communities. Based on the regional employment data obtained from the ACS 5-Year Estimates (2017–2021), the Educational Services/Health Care and Social Assistance sector and the Professional, Scientific, Management, Administrative, and Waste Management Services sector are the largest and second-largest industry sectors, respectively, within Los Angeles County. Comparatively, the cities and communities within the CIA Study Area exhibit more variance in employment sector distribution, as a large portion of residents within the CIA Study Area are employed in various sectors associated with the regional port industry.

Table 2.6-6: Employment by Sector

Industry	Los Angeles County	City of Los Angeles			City of Long Beach	City of Carson	Port of Los Angeles/Port of Long Beach
		Wilmington[1]	Harbor City[1]	San Pedro[1]			
Agriculture, Forestry, Fishing, Hunting, and Mining	0.50%	**0.51%**	**0.59%**	**0.75%**	0.48%	**0.64%**	0%
Construction	6.40%	**11.16%**	**7.30%**	**7.05%**	**9.39%**	**6.69%**	0%
Manufacturing	8.50%	**11.11%**	**8.91%**	2.86%	**10.61%**	**37.99%**	0%
Wholesale Trade	3.10%	**3.67%**	**3.62%**	**3.16%**	2.50%	**4.05%**	0%
Retail Trade	10.10%	**13.03%**	9.00%	9.53%	9.10%	**12.61%**	0%
Transportation, Warehousing, and Utilities	6.70%	**11.91%**	**8.59%**	**12.94%**	3.86%	**13.81%**	0%
Information	4.30%	0.79%	1.76%	2.27%	1.23%	2.54%	0%
Finance, Insurance, and Real Estate	5.80%	2.53%	5.73%	4.75%	3.51%	3.21%	0%
Scientific, Management, Administrative, and Waste Management	13.9%	10.35%	12.87%	12.09%	12.35%	13.53%	50%
Educational Services, Health Care, and Social Assistance	22.2%	15.03%	21.25%	19.88%	21.99%	**34.71%**	50%
Entertainment, Recreation, Accommodation, and Food Services	9.6%	**10.43%**	9.11%	8.82%	**11.83%**	**11.02%**	0%
Other Services, except Public Administration	5.1%	**7.87%**	**7.41%**	**7.25%**	**6.54%**	**6.56%**	0%
Public Administration	3.7%	1.63%	**3.88%**	3.58%	3.21%	**5.23%**	0%

Source: Community Impact Assessment (2024).
Note: **Bolding** indicate the value is higher than the Los Angeles County average.
[1] Data presented are representative of the portion of the city or community within the CIA Study Area.

Employment and Income

Employment profiles for Los Angeles County and the cities and communities within the CIA Study Area are provided in Table 2.6-7. Based on Table 2.6-7, the portions of the city of Long Beach (8.87 percent) and the communities of Wilmington (7.74 percent) and Harbor City (7.53 percent) within the CIA Study Area exhibit higher unemployment rates than Los Angeles County (6.95 percent).

Table 2.6-7: Labor Force Characteristics

	Civilian Labor Force (16+)	Employed	Unemployed	Unemployment Rate
County				
Los Angeles	5,227,846	4,864,267	363,579	6.95%
CIA Study Area – Cities and Communities[1]				
City of Los Angeles (Wilmington)	25,787	23,791	1,996	**7.74%**
City of Los Angeles (Harbor City)	15,647	14,468	1,179	**7.53%**
City of Los Angeles (San Pedro)	39,911	37,431	2,480	6.21%
City of Long Beach	30,845	28,110	2,735	**8.87%**
City of Carson	10,813	10,072	741	6.85%
Port of Los Angeles/Port of Long Beach	10	10	0	0%

Source: Community Impact Assessment (2024).
Note: **Bolding** indicates the value is higher than the Los Angeles County average.
[1] Data presented are representative of the portion of the city or community within the CIA Study Area.

Table 2.6-8 provides a profile of median household income levels and poverty rates within Los Angeles County and the CIA Study Area cities and communities. As depicted in Table 2.6-8, the community of Wilmington ($55,898), the community of Harbor City ($72,363), and the City of Long Beach ($60,100) reported a lower median household income than the County of Los Angeles ($77,456). The community of Wilmington (20 percent) and the City of Long Beach (20.3 percent) reported a larger percent of the total population living below the federal poverty level than the County of Los Angeles (14.2 percent). Median household income data were not available in the ACS 5-Year Estimates (2017–2021) for the population within POLA/POLB; however, 46.4 percent of the population reported living below the federal poverty level.

Table 2.6-8: Income and Poverty

	Total Population for Whom Poverty Status is Determined	Median Household Income ($)	Persons Living Below the Federal Poverty Level (%)
County			
Los Angeles	9,661,802	77,456	14.2%
CIA Study Area – Cities and Communities[1]			
City of Los Angeles (Wilmington)	14,159	**55,898**	**20.0%**
City of Los Angeles (Harbor City)	10,367	**72,363**	12.7%
City of Los Angeles (San Pedro)	28,832	79,646	14.0%
City of Long Beach	19,526	**60,100**	**20.3%**
City of Carson	5,256	103,389	9.3%
Port of Los Angeles/Port of Long Beach	23	N/A	**46.4%**

Source: Community Impact Assessment (2024).
Note: **Bolding** indicates the value is higher (poverty level) or lower (median household income) than the Los Angeles County average.
[1] Data presented are representative of the portion of the city or community within the CIA Study Area.

Business Activity

The CIA Study Area is heavily developed and contains POLA and POLB as well as many businesses that conduct commercial and industrial business activity. Within the CIA Study Area, there is a wide range of commercial and industrial businesses, including, but not limited to, large-scale and small-scale retail, production/manufacturing, restaurants, grocery stores, and recreational businesses.

Fiscal Conditions

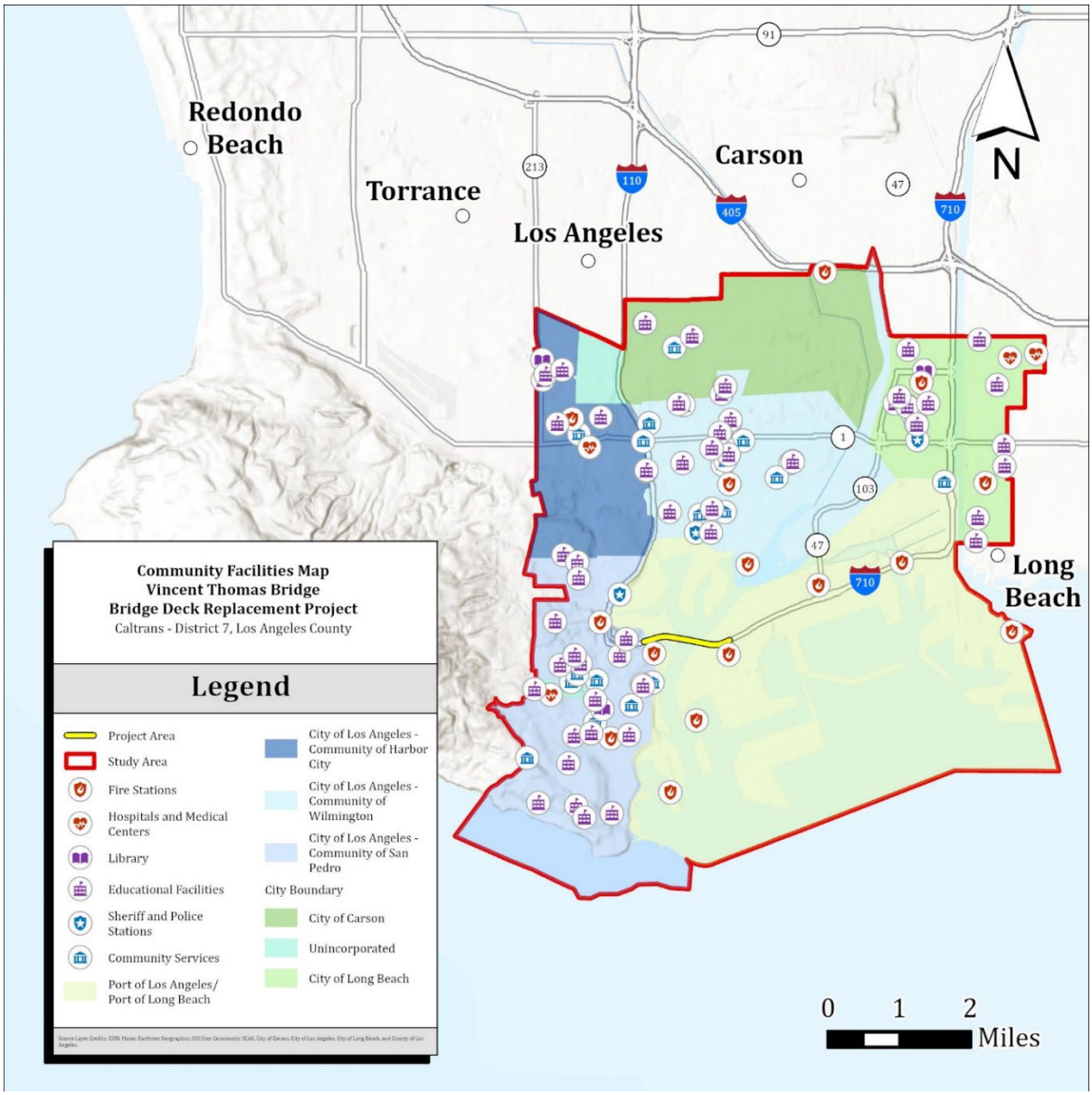
Property taxes are levied on the assessed property value of privately owned property. The Los Angeles County Assessor's Office establishes the assessed value of properties within the county by appraising the value of each property. The Los Angeles County Treasurer and Tax Collector's Office collect property taxes and apportion the funds to the incorporated cities within the county. Additional funds for jurisdictional services are generated from sales taxes. The 2023 sales tax rate within Los Angeles County in 9.5 percent, while the sales tax rates for the cities within the CIA Study Area are 10.25 percent (California Department of Tax and Fee Administration 2023).

2.6.2.3 Community Facilities and Services

Community facilities are those services and institutions that the local population relies on for their health and welfare and to interact with other members of the community. Community facilities include schools, libraries, health providers, emergency services, community centers, senior centers, and other similar institutions. The discussion of public recreational facilities is provided in Section 2.4, Parks and Recreational Facilities.

Accessibility of community facilities and services enhances the quality of life in the community, which contributes to an overall sense of community cohesion. Below is a discussion regarding the community facilities and services within the CIA Study Area. Figure 2.6-1 shows the locations of the different facilities within the CIA Study Area, including libraries, hospitals, educational facilities, and emergency service providers. Tables summarizing the different facilities are presented below.

Figure 2.6-1: Community Facilities Map



Source: Community Impact Assessment (2024).

Community Facilities

Community and senior centers within the CIA Study Area are listed in Table 2.6-9, below. Most of the facilities are located over 2 miles from the Project Area. The closest facility to the Project Area is the POLA Boys and Girls Club, located at 100 W. 5th Street, approximately 0.71 mile south of the bridge.

Table 2.6-9: Community and Senior Centers Within the CIA Study Area

Facility Name	Address	Distance from Project Area (miles)
City of Los Angeles – Wilmington		
Mahar House Community Center	1115 Mahar Avenue	3.18
Wilmington YMCA	1127 N. Avalon Boulevard	2.99
East Wilmington Greenbelt Community Center	918 Sanford Avenue	2.87
Boys and Girls Club of Wilmington	1444 W. Q Street	3.63
Wilmington Senior Citizen Center	1371 Eubank Avenue	3.39
Team AMVETS Post 33	121 W. E Street	2.18
Harbor Community Teen Center	612 W. E Street	2.13
Wilmington Jaycee Foundation	1148 N. Avalon Boulevard	3.04
City of Los Angeles – Harbor City		
Boys and Girls Club of South Bay	1220 256th Street W.	3.69
Harbor City Community Job Center	1352 Figueroa Place	3.34
City of Los Angeles – San Pedro		
San Pedro Neighborhood Center	769 W. Third Street	1.03
San Pedro YMCA	301 S. Bandini Street	1.41
Boys and Girls Club of San Pedro	1200 S. Cabrillo Avenue	1.59
Anderson Memorial Senior Citizen Center	828 S. Mesa Street	1.10
Port of Los Angeles Boys and Girls Club	100 W. 5th Street	0.71
Little Sisters of the Poor – Jeanne Jugan Residence	2100 S. Western Avenue	2.79
Salvation Army Sage House	138 S. Bandini Street	1.26
City of Long Beach		
Freeman E. Fairfield/Westside Boys and Girls Club of Long Beach	1835 W. Willard Street	4.92
Long Beach Community Foundation	400 Oceangate #800	4.38
Long Beach Multi-Service Center	1301 W. 12th Street	4.51
City of Carson		
Samoan American Senior Citizen Center	23742 S. Main Street	4.90

Source: Community Impact Assessment (2024).

Libraries

Libraries within the CIA Study Area are listed in Table 2.6-10, below.

Table 2.6-10: Libraries Within the CIA Study Area

Facility Name	Street Address	Distance from Project Area
City of Los Angeles – Wilmington		
Los Angeles Public Library – Wilmington Branch	1300 N. Avalon Blvd.	2.72 miles
City of Los Angeles – Harbor City		
Los Angeles Public Library – Harbor City – Harbor Gateway Branch	24000 S. Western Ave.	4.19 miles
City of Los Angeles – San Pedro		
Los Angeles Public Library – San Pedro Regional Branch	931 S. Gaffey St.	1.11 miles
City of Long Beach		
Long Beach Public Library – Bret Harte Neighborhood Library	1595 W. Willow St.	4.64 miles

Source: Community Impact Assessment (2024).

Hospitals and Medical Centers

Hospitals and medical centers within the CIA Study Area are listed in Table 2.6-11, below.

Table 2.6-11: Hospitals and Medical Centers Within the CIA Study Area

Facility Name	Address	Distance from Project Area (miles)
City of Los Angeles – Harbor City		
Kaiser Permanente – South Bay Medical Center	25825 S. Vermont Street	2.81
City of Los Angeles – San Pedro		
Providence Little Company of Mary Hospital	1300 W. 7th Street	1.53
City of Long Beach		
Long Beach Memorial Medical Center and Miller Children's Hospital	2801 Atlantic Avenue	5.82
City of Long Beach Department of Health and Human Services – The Children's Clinic	2125 Santa Fe Avenue	4.11
College Medical Center	2776 Pacific Avenue	5.53

Source: Community Impact Assessment (2024).

Educational Facilities

Educational facilities within the CIA Study Area are listed in Table 2.6-12, below.

Table 2.6-12: Educational Facilities Within the CIA Study Area

Facility Name	Facility Type	Address	Distance from Project Area (miles)
City of Los Angeles – Wilmington			
Scholarship Preparatory – South Bay	Charter School	24910 S. Avalon Boulevard	3.46
George De La Torre Jr. Elementary	Public School	500 North Island Avenue	1.86
Harry Bridges Span School	Public School	1235 Broad Avenue	2.61
Phineas Banning Senior High School	Public School	1527 Lakme Avenue	3.09
Dan M. Issacs Avalon High School	Public School	1425 North Avalon Boulevard	2.92
Broad Avenue Elementary School	Public School	24815 Broad Avenue	3.57
Fries Avenue Elementary School	Public School	1301 Fries Avenue	2.71
Gulf Avenue Elementary School	Public School	828 West L Street	2.45
Hawaiian Avenue Elementary School	Public School	540 Hawaiian Avenue	1.75
Wilmington Park Elementary School	Public School	1140 Mahar Avenue	2.66
Wilmington Middle Science, Technology, Engineering, Arts, Mathematics Magnet	Public School	1700 Gulf Avenue	3.28
Dr. Richard A. Vladovic Harbor Teacher Preparation Academy	Public School	1111 Figueroa Place	2.39
Wilmington Skills Center	Adult Education	217 S. Island Avenue	1.86
Wilmington Park Elementary School	Public School	1140 Mahar Avenue	2.64
Banning High School	Public School	1527 Lakme Avenue	3.04
Wilmington Middle School	Public School	1700 Gulf Avenue	3.34
City of Los Angeles – Harbor City			
Los Angeles Harbor College	Junior College	1111 Figueroa Place	2.35
Humanities and Arts Academy of Los Angeles	Public School	24300 South Western Avenue	4.00
George S. Patton Continuation School	Public School	24514 South Western Avenue	3.94
Nathaniel Narbonne Senior High School	Public School	24300 Western Avenue	4.00
Harbor City Elementary School	Public School	1508 West 254th Street	3.29
Normont Elementary School	Public School	1001 West 253rd Street	3.19
President Avenue Elementary School	Public School	1465 West 243rd Street	3.99

Table 2.6-12: Educational Facilities Within the CIA Study Area

Facility Name	Facility Type	Address	Distance from Project Area (miles)
City of Los Angeles – San Pedro			
Harbor Occupational Center	Adult Education	740 North Pacific Avenue	0.26
Port of Los Angeles High School	Charter School	250 West Fifth Street	0.62
William J. Johnston Community Day School	Public School	2210 Taper Avenue	1.46
Angel's Gate Continuation School	Public School	3607 South Gaffey Street	2.61
San Pedro Senior High School	Public School	1001 West 15th Street	1.65
Bandini Street Elementary School	Public School	425 North Bandini Street	0.99
Barton Hill Elementary School	Public School	423 North Pacific Avenue	0.39
Cabrillo Avenue Elementary School	Public School	732 South Cabrillo Avenue	1.06
Fifteenth Street Elementary School	Public School	1527 South Mesa Street	1.33
Leland Street Elementary School	Public School	2120 South Leland Street	2.01
Park Western Place Elementary School	Public School	1214 Park Western Place	1.28
Point Fermin Elementary School	Public School	3333 Kerckhoff Avenue	2.45
Taper Avenue Elementary School	Public School	1824 Taper Avenue	1.28
White Point Elementary School	Public School	1410 Silvius Avenue	2.71
Richard Henry Dana Middle School	Public School	1501 South Cabrillo Avenue	1.48
San Pedro Adult Learning Center	Adult Education	950 W. Santa Cruz Street	0.95
Olguin Campus of San Pedro High School	Public School	3210 S. Alma Street	2.53
Ernest P. Willenberg Special Education Center	Special Education	308 Weymouth Avenue	1.67
7th Street Elementary School	Public School	1570 W. 7th Street	1.34
Taper Avenue Elementary School	Public School	1824 N Taper Avenue	1.30
Mary Star of the Sea High School	Private School	2500 N Taper Avenue	1.67
Holy Trinity School & Preschool	Private School	1226 W Santa Cruz Street	1.23
City of Long Beach			
Chavez Elementary School	Public School	730 W. 3rd Street	3.73
Edison Elementary School	Public School	625 Maine Avenue	3.89
Washington Middle School	Public School	1450 Cedar Avenue	4.57
Educational Partnership High School	Public School	1794 Cedar Avenue	4.73
Lafayette Elementary School	Public School	2445 Chestnut Avenue	5.20
Birney Elementary School	Public School	710 W. Spring Street	5.49
Garfield Elementary School	Public School	2240 Baltic Avenue	4.34
Cabrillo High School	Public School	2001 Santa Fe Avenue	4.01
Beach K-12 Independent Study School	Public School	2153 W. Hill Street	4.13
Hudson Elementary School	Public School	2335 Webster Avenue	4.17
Stephens Middle School	Public School	1830 W. Columbia Street	4.79
Reid High School	Public School	2153 W. Hill Street	4.12
Rodriguez Cabrillo High School	Public School	2001 Santa Fe Avenue	4.03
Elizabeth Hudson Academy	Public School	2335 Webster Avenue	4.06
City of Carson			
Catskill Avenue Elementary School	Public School	23536 Catskill Avenue	4.23
232nd Place School and Science, Technology, Engineering, Mathematics, and Music Magnet	Public School	23240 Archibald Avenue	4.41

Emergency Services

Emergency services, including police, fire, and emergency medical services (EMS), are provided by numerous agencies within the CIA Study Area as noted in Table 2.6-13. Fire and EMS services are provided by the City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Long Beach Fire Department. Law enforcement is provided by the Los Angeles Police Department, Los Angeles Port Police, and City of Long Beach

Police Department, while the California Highway Patrol provides traffic law enforcement on the State highways, including Interstate 110 (I-110) and Interstate 710 (I-710).

Table 2.6-13: Emergency Services Within the CIA Study Area

Facility Name	Address	Distance from Project Area (miles)
City of Los Angeles – Wilmington		
Los Angeles Fire Department – Station No. 38	124 I Street	2.22
Los Angeles Fire Department – Station No. 49	400 Yacht Street	1.09
City of Los Angeles – Harbor City		
Los Angeles Fire Department – Station No. 85	1331 W. 253rd Street	3.28
City of Los Angeles – San Pedro		
Los Angeles Fire Department – Station No. 36	1005 N. Gaffey Street	0.67
Los Angeles Fire Department – Station No. 48	1601 S. Grand Avenue	1.44
Los Angeles Fire Department – Station No. 112	444 S. Harbor Boulevard	0.21
Los Angeles Port Police Department	330 S. Centre Street	0.59
Los Angeles Police Department – Harbor Community Police Station	2175 John S. Gibson Boulevard	0.75
City of Los Angeles – Port of Los Angeles/Port of Long Beach		
Los Angeles Fire Department – Station No. 110	2945 Miner Street	2.17
Los Angeles Fire Department – Station No. 111	1444 S. Seaside Avenue	1.07
Los Angeles Fire Department – Station No. 40	330 Ferry Street	0.18
Long Beach Fire Department – Station No. 24	111 Pier S Avenue	1.43
Long Beach Fire Department – Station No. 20	1900 Pier D Street	2.61
Long Beach Fire Department – Station No. 6	330 Windsor Way	3.93
City of Long Beach		
Long Beach Fire Department – Station No. 13	2475 Adriatic Avenue	4.51
Long Beach Fire Department – Station No. 3	1222 Daisy Avenue	4.18
Long Beach Police Department – West Patrol Division	1835 Santa Fe Avenue	3.83
City of Carson		
Los Angeles County Fire Department – Station No. 127	2049 E. 223rd Street	5.27

Source: Community Impact Assessment (2024).

Utilities

Utility Service providers within the CIA Study Area are summarized in Table 2.6-14. Additionally, four AT&T electrical conduits are present within the Project Area. Each of the electrical conduits are attached to the side of the catwalk on the bridge.

Table 2.6-14: Utility Providers

Facility Name	Utility Provider
Water and Sewer	Los Angeles Department of Water and Power, City of Long Beach Water
Stormwater	Los Angeles County Department of Public Works
Gas	Southern California Gas Company, Long Beach Gas and Oil
Electricity	Los Angeles Department of Water and Power, Southern California Edison
Telecom	AT&T, Time Warner Cable
Cable	Time Warner Cable, Comcast, Cox, DirectTV, Frontier, Spectrum, AT&T
Trash Service	City of Los Angeles Department of Public Works – Sanitation, City of Long Beach Department of Public Works

Source: Community Impact Assessment (2024).

2.6.3 ENVIRONMENTAL CONSEQUENCES

2.6.3.1 Population and Housing

Regional Population Characteristics

No Build Alternative
No construction activities would occur; therefore, the No Build Alternative would result in no impacts to regional population characteristics under CEQA, with no effect under NEPA.

Build Alternative
The Build Alternative proposes to replace an existing bridge deck and does not propose changes to access or capacity; therefore, project-related population or housing growth is not reasonably foreseeable. Implementation of the Build Alternative would not influence changes in regional population characteristics. The Build Alternative would result in no temporary or permanent impacts to regional population characteristics under CEQA, with no effects under NEPA.

Neighborhoods/Communities/Community Character

No Build Alternative
Under the No Build Alternative, the bridge deck would continue to deteriorate and emergency closures for repairs may be needed, thereby closing off a critical transportation link and economic corridor. The changes to travel patterns resulting from emergency and long-term closures may lead to increased traffic volumes in local communities. However, increased traffic volumes along local streets would not divide established communities or impact their character or cohesion. Therefore, the No Build Alternative would result in no impacts to community character and cohesion under CEQA, with no effect under NEPA.

Build Alternative
During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work that may temporarily impact neighborhoods, communities, and community character. The duration of temporary traffic detours required for a full bridge closure is approximately 16 (Preferred) to 41 months. The duration of a partial bridge closure (two-stage construction and three-stage construction) would be approximately 25 to 32 months. With the nighttime bridge closure option, wherein the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities. Partial closure would potentially result in less traffic being diverted into neighboring communities as traffic would maintain the ability to cross the bridge. Temporary detours may result in changes to travel patterns, increases in traffic volumes along detour routes, and travel distance and time within the CIA Study Area.

Although construction activities and detours may also result in intermittent increases in construction-related dust and noise to residential areas adjacent to the Project Area or along detour routes; the construction-related impacts would be temporary and would not divide established neighborhoods and communities or affect community character, and project features and best management practices (BMPs) would be incorporated to minimize construction-related impacts.

Therefore, the Build Alternative would result in less than significant impacts to neighborhoods, communities, and community character under CEQA with no adverse effects under NEPA.

Under the Build Alternative, no permanent regional or community-level impacts would occur as the Vincent Thomas Bridge deck would be replaced, allowing for continued use of this critical transportation facility. With all improvements occurring on the existing bridge, no residents or businesses would be displaced, no neighborhoods would be divided, and the population characteristics and distribution within the CIA Study Area would not change. Therefore, the Build Alternative would result in no permanent impacts to neighborhoods, communities, and community character under CEQA, with no effects under NEPA.

Housing

No Build Alternative
No construction activities would occur; therefore, the No Build Alternative would result in no impacts to housing under CEQA, with no effects under NEPA.

Build Alternative
The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge and does not include any changes to access or capacity. All improvements would occur within the footprint of the existing bridge and Caltrans right-of-way, and would not require any residential acquisitions, relocations, or construction of new housing units. Therefore, the Build Alternative would result in no impacts to housing under CEQA, with no effects under NEPA.

2.6.3.2 Economic Conditions

Regional Economy

No Build Alternative
Under the No Build Alternative, there would be no bridge improvements and the Vincent Thomas Bridge deck would continue to deteriorate, which may lead to emergency and long-term closures of this critical transportation link and economic corridor. Although bridge closures may temporarily modify travel patterns in the CIA Study Area, alternative routes are available and there would be no effect to regional economic characteristics or employment sectors. Therefore, the No Build Alternative would result in no impacts to the regional economy under CEQA, with no effect under NEPA.

Build Alternative
During construction, a full (Preferred)or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work and would not affect the regional economy. The duration of temporary traffic detours required for a full bridge closure is approximately 16 (Preferred) to 41 months. The duration of a partial bridge closure (two-stage construction and three-stage construction) would be approximately 25 to 32 months. With the nighttime bridge closure option, wherein the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities. Partial closure would potentially result in less traffic being diverted as traffic would maintain the ability to cross the bridge.

Temporary detours may result in changes to travel patterns and increases in traffic volumes along detour routes. Travel distances and time may increase for vehicles, transit, or trucks that typically use the Vincent Thomas Bridge. However, access to the ports and other regional employment centers within the CIA Study Area would remain, and the movement of people and goods would be maintained with visible advance construction signage and traffic control. Therefore, the Build Alternative would result in less than significant impacts to the regional economy under CEQA, with no adverse effects under NEPA.

Under the Build Alternative, replacement of the Vincent Thomas Bridge deck would extend the service life of the bridge deck and allow for regional business patterns to be maintained similar to existing patterns. There would be no changes to the regional economic characteristics or sectors; therefore, the Build Alternative would result in no permanent impacts to the regional economy under CEQA, with no effects under NEPA.

Employment and Income

No Build Alternative
Under the No Build Alternative, there would be no bridge improvements, and the Vincent Thomas Bridge's condition would continue to deteriorate, potentially leading to long-term closures of this critical transportation link. Although bridge closures may modify travel patterns in the CIA Study Area, alternative routes are available, so access to all employment destinations would be maintained. Therefore, the No Build Alternative would result in no impacts to employment and income under CEQA, with no effects under NEPA.

Build Alternative
During construction, short-term construction jobs would be created to support the bridge deck replacement. The jobs would be temporary and would be specific to the different activities involved in the construction. The construction employment associated with the Build Alternative would spur additional economic activities, including increased fuel sales at local gas stations, dining at local restaurants, and potential business at local motels and hotels. For local businesses, the bridge closure and detours may temporarily impact travel times for employees commuting to their workplace within the CIA Study Area, but would not affect employment levels or income. Therefore, the Build Alternative would result in no impacts to employment and income under CEQA, with no effects under NEPA.

The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge and proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way; there would be no displacements or relocation of businesses. Therefore, the Build Alternative would result in no permanent impacts to employment and income under CEQA, with no effects under NEPA.

Business Activity

No Build Alternative
Under the No Build Alternative, there would be no construction activities or bridge improvements and the Vincent Thomas Bridge's condition would continue to deteriorate, potentially leading to long-term closures of this critical transportation link. Although there is a potential for long-term closures of the bridge and changes in travel patterns, access to existing businesses within the CIA Study Area would remain. Therefore, the No Build Alternative would result in no impacts to business activity under CEQA, with no effects under NEPA.

Build Alternative
During construction, access to businesses within the CIA Study Area would remain; however, bridge closures and temporary detours would result in changes to traffic patterns and increases in traffic volumes along detour routes that may affect businesses within the CIA Study Area. Although bridge closures and detour routes may temporarily affect business activity within the CIA Study Area, project features generally applied to most or all Caltrans projects, such as the Standard Plans and Specifications or construction BMPs for traffic, control, noise, and dust control, would be implemented to minimize construction-related impacts. Therefore, the Build Alternative would result in less than significant impacts to business activity under CEQA, with no adverse effects under NEPA.

The Build Alternative would replace the Vincent Thomas Bridge deck and other components and does not include any changes to access or capacity. The Build Alternative would not permanently alter business visibility or accessibility. Therefore, the Build Alternative would result in no permanent impacts to business activity under CEQA, with no effects under NEPA.

Fiscal Conditions

No Build Alternative
Under the No Build Alternative, there would be no bridge improvements or construction activities and the Vincent Thomas Bridge's condition would continue to deteriorate, potentially leading to emergency or long-term closures of this critical transportation link. There would be no changes to the tax base revenues under this alternative. Therefore, the No Build Alternative would result in no impacts to fiscal conditions under CEQA, with no effects under NEPA.

Build Alternative
Under the Build Alternative, the bridge deck replacement activities would occur completely within the footprint of the Vincent Thomas Bridge and Caltrans right-of-way. The temporary construction period would not result in changes to the tax-based revenues. Therefore, the Build Alternative would result in no temporary impacts to fiscal conditions under CEQA, with no effects under NEPA.

Under the Build Alternative, there would be no property acquisitions or relocations associated with bridge deck replacement. There would be no change to property values or sales tax revenues. Therefore, the Build Alternative would result in no permanent impacts to fiscal conditions under CEQA, with no effects under NEPA.

2.6.3.3 Community Facilities and Services

Community Facilities

No Build Alternative
Under the No Build Alternative, the bridge deck would continue to deteriorate, which may lead to emergency or long-term closures of this critical transportation link and economic corridor. Long-term closures of the bridge may lead to changes in travel patterns; however, access to community facilities and services would remain. Therefore, the No Build Alternative would result in no impacts to community facilities and services under CEQA, with no effects under NEPA.

Build Alternative
During construction, there would be no impacts to community facilities due to their distance from the Project Area construction activities and access to community facilities would be maintained. Therefore, the Build Alternative would result in no impacts to community facilities under CEQA, with no effects under NEPA.

The Build Alternative would replace the Vincent Thomas Bridge deck and other bridge components. Proposed bridge improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not permanently displace or restrict access to an existing community facility. Therefore, the Build Alternative would result in no permanent impacts to community facilities and services under CEQA, with no effects under NEPA.

Emergency Services

No Build Alternative
Under the No Build Alternative, the bridge deck would continue to deteriorate, which may lead to emergency or long-term closures of this critical transportation link and economic corridor. Closure of the bridge may result in changes to travel patterns as motorists find alternate travel routes within the CIA Study Area. The changes to travel patterns may lead to increased traffic volumes in local communities, resulting in minor changes to emergency response times. Therefore, the No Build Alternative may result in potential impacts to emergency services.

Build Alternative
During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and detours would be required for bridge deck replacement work that may affect emergency response times. The duration of temporary traffic detours required for a full bridge closure is approximately 16 (Preferred) to 41 months. The duration of a partial bridge closure (two-stage construction and three-stage construction) would be approximately 25 to 32 months. With the nighttime bridge closure option, wherein the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities. Partial closure would potentially result in less traffic being diverted into neighboring communities, as traffic would maintain the ability to cross the bridge. Temporary detours may result in changes to travel patterns, increases in traffic volumes along detour routes, and increases in travel distance and time, and emergency response may be affected within the CIA Study Area. However, access to emergency service facilities would be maintained and coordination with emergency service providers would occur prior to and during construction, with construction signage and traffic control to maintain emergency services throughout the CIA Study Area. Therefore, the Build Alternative would result in less than significant impacts to emergency services under CEQA. with no adverse effects under NEPA.

The Build Alternative would replace the Vincent Thomas Bridge deck and other bridge components and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not permanently alter emergency service routes or affect access to surrounding communities. Therefore, the Build Alternative would result in no permanent impacts to emergency services under CEQA, with no effects under NEPA.

Utilities

No Build Alternative
No construction activities would occur; therefore, the No Build Alternative would result in no impacts to utilities under CEQA, with no effects under NEPA.

Build Alternative
During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work. There are four AT&T electrical conduits in the Project Area located on the side of the bridge catwalk that would be protected-in-place during construction, and utilities located along detour routes and within the CIA Study Area would not be affected. Coordination with utility providers would occur prior to construction to avoid service disruptions. Therefore, the Build Alternative would result in no impacts to utilities under CEQA, with no effects under NEPA.

The Build Alternative would replace the Vincent Thomas Bridge deck and other bridge components and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not result in the relocation of an existing utility. Therefore, the Build Alternative would result in no permanent impacts to utilities under CEQA, with no effects under NEPA.

2.6.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No impacts to population/housing, economic conditions, or community facilities and services are anticipated; therefore, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative.

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2.7 Relocations and Real Property Acquisition

2.7.1 REGULATORY SETTING

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of Caltrans' Title VI Policy Statement.

2.7.2 AFFECTED ENVIRONMENT

See Section 2.6, Community Character and Cohesion, for information on housing and businesses within the CIA Study Area.

2.7.3 ENVIRONMENTAL CONSEQUENCES

2.7.3.1 No Build Alternative

Under the No Build Alternative, the bridge deck would continue to deteriorate, which may lead to emergency or long-term closures for this critical transportation link and economic corridor. No construction activities, property acquisitions, or relocations would occur under this alternative. Therefore, the No Build Alternative would result in no impacts associated with relocations or property acquisition under the California Environmental Quality Act (CEQA) with no effects under the National Environmental Policy Act (NEPA).

2.7.3.2 Build Alternative

Construction of the Build Alternative would require a temporary easement for storage of equipment and materials on an approximately 15-acre site. The final location of the temporary easement would be determined during final design prior to the start of construction and would be located on a vacant site within the CIA Study Area. The temporary easement would be located on a site compatible with the use of equipment and material storage and would not require the relocation of any residences, businesses, or community facilities. During Project construction, elevators would be constructed at four locations adjacent to the bridge to lift construction materials into place. The location of these elevators would be adjacent to the bridge and within Caltrans right-of-way. TCEs may be necessary for cranes to construct the elevators. Therefore, the Build Alternative would result in no impacts associated with relocations or property acquisition under CEQA with no effects under NEPA.

The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way. Therefore, the Build Alternative would result in no permanent impacts associated with relocations or property acquisition under CEQA with no effects under NEPA.

2.7.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No property acquisitions or relocations would be required; therefore, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative.

2.8 Environmental Justice

2.8.1 REGULATORY SETTING

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2024, this was $31,200/year for a family of four.

EO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All, was enacted on April 21, 2023. EO 14096 on environmental justice does not rescind EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which has been in effect since February 11, 1994, and is currently implemented through United States Department of Transportation (USDOT) Order 5610.2C. This implementation will continue until further guidance is provided regarding the implementation of the new EO 14096 on environmental justice.

All considerations under Title VI of the Civil Rights Act of 1964, and related statutes, have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

2.8.2 AFFECTED ENVIRONMENT

The Council on Environmental Quality (CEQ), an advisory body that has oversight of the federal government's compliance with EO 12898 and the National Environmental Policy Act (NEPA), has developed guidance for implementing environmental justice under NEPA (CEQ 1997). The CEQ guidance recommends identifying minority populations where either (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. The CEQ guidance also recommends identifying low-income populations in an affected area by applying the annual statistical poverty thresholds from the United States Census Bureau Current Population Reports.

In January 2003, Caltrans published the Desk Guide, Environmental Justice in Transportation Planning and Investments (Desk Guide), which provides information and examples of ways to promote environmental justice to those involved in making decisions about California's transportation system (Caltrans 2003). The Desk Guide notes that transportation agencies, particularly those in a state as diverse as California, may need to adapt the regulatory definitions of low-income and minority populations to conduct a meaningful analysis. In regions with high minority and low-income populations, for example, use of the standard definitions to define such populations could result in selection of most of the region. Because Los Angeles County contains substantial minority and low-income populations (75 percent minority population and 14.2 percent living below the poverty threshold established by the U.S. Census Bureau), a different standard is required to identify

those census tracts in the CIA Study Area where minority and low-income populations are present in meaningfully greater percentages than the general population of the larger community (this report uses the County as the "Reference Community" against which local demographics are compared to identify "meaningfully greater" environmental justice populations).

The Desk Guide also notes that the low-income or minority threshold may also be adapted to make use of available data. For example, the United States Census Bureau (Census Bureau) determines the number of persons living below poverty based on its poverty thresholds, which differ slightly from the poverty guidelines defined by the United States Department of Health and Human Services (HHS). For 2021, the Census Bureau's preliminary weighted average federal poverty threshold for a family of four was $27,479 (Census Bureau 2021). Comparatively, the HHS established a poverty guideline of $26,500 for a family of four in 2021 (HHS 2021). Since the available census data related to persons living below the poverty level are based on the Census Bureau's poverty thresholds, as recommended in the CEQ guidance, this analysis identifies low-income populations that are meaningfully greater than the general population by applying the Census Bureau's poverty thresholds rather than the HHS poverty guidelines.

The environmental justice analysis was conducted using demographic information from the American Community Survey (ACS) 5-Year Estimates (2017–2021). The following populations were considered in assessing whether the project would result in disproportionately high and adverse effects to environmental justice communities and whether those alternatives and design variations would result in benefits for those populations:

- **Minority Population:** Defined as individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, Two or More Races, or of Hispanic origin regardless of their race. As described in the methodology set forth above, a census tract is considered to have a meaningfully greater minority population than the Reference Community if the percentage of minority residents within the census tract is more than the Reference Community as a whole percent. Therefore, census tracts with a minority population 76 percent or higher are determined to be environmental justice communities.

- **Low-Income Population:** Pursuant to the methodology outlined above, low-income populations are those persons living below the poverty level as defined by the Census Bureau's poverty threshold (Census Bureau 2021). The Census Bureau's preliminary weighted average poverty threshold for a family of four was $27,479 for 2021. A census tract is considered to have meaningfully greater low-income population than the Reference Community if the percentage of residents living below the Census Bureau's defined poverty threshold is greater than the Reference Community rounded to a tenth of a percent. Therefore, census tracts with a low-income population 14.3 percent or higher are determined to be environmental justice communities.

Minority and low-income population statistics for the Reference Community, the portions of cities or communities within the CIA Study Area, and each individual census tract within the CIA Study Area are provided in Table 2.8-1. Additionally, the geographical location of each identified minority or low-income population is illustrated on Figure 2.8-1. Based on the assessment methodology, either a minority or a low-income population was identified in 55 of the 69 census tracts that compose the CIA Study Area. Of the 55 census tracts where a

minority or low-income population was identified, 36 census tracts include both a minority and low-income population.

Table 2.8-1: Minority and Low-Income Demographics

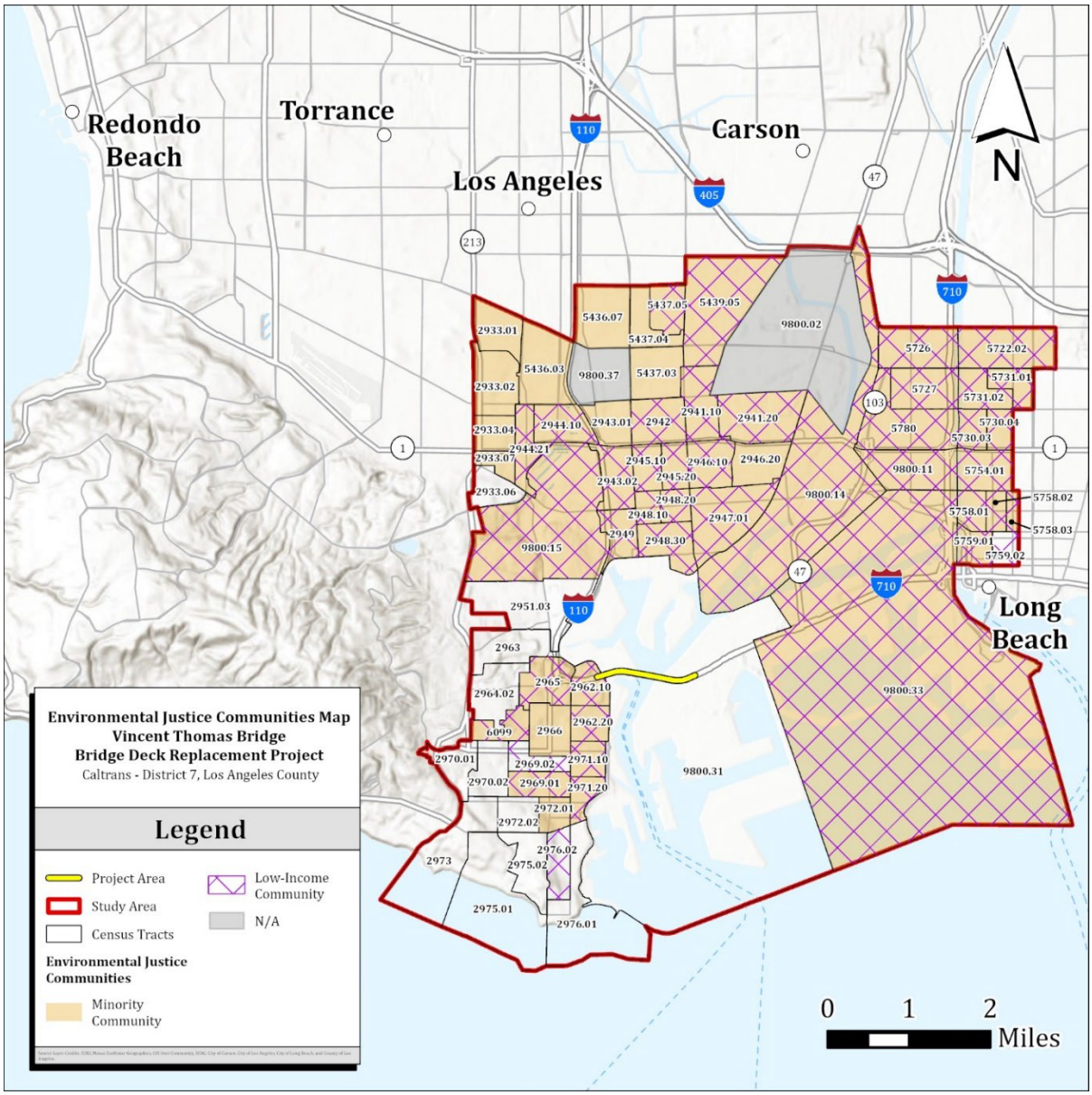
Jurisdiction	Minority		Low-Income	
	Total Population	Minority Population (%)	Median Household Income ($)	Below Poverty Level (%)
County				
Los Angeles	9,829,544	75%	$77,456	14.2%
CIA Study Area – Cities and Communities[1]				
Wilmington (City of Los Angeles)	55,162	**93%**	$55,898	**20.0%**
Harbor City (City of Los Angeles)	30,921	70%	$72,363	12.7%
San Pedro (City of Los Angeles)	76,337	**80%**	$79,646	14.0%
City of Long Beach	20,616	73%	$60,100	**20.3%**
City of Carson	58,497	4%	$103,389	9.3%
Port of Los Angeles/ Port of Long Beach	1,173	64%	No data available	No data available
Census Tracts				
2933.01	2,821	**78%**	$107,935	5.7%
2933.02	5,103	**79%**	$93,861	11.0%
2933.04	5,250	**83%**	$65,522	10.6%
2933.06	2,262	66%	$104,750	5.4%
2933.07	2,683	**90%**	$51,031	13.5%
2941.10	3,923	**87%**	$58,952	**16.5%**
2941.20	2,780	**100%**	$61,979	**19.2%**
2942.00	4,873	**96%**	$69,082	**14.7%**
2943.01	2,615	**94%**	$94,643	3.6%
2943.02	4,747	**97%**	$57,012	**15.0%**
2944.10	5,079	**88%**	$64,149	**21.5%**
2944.21	2,781	**91%**	$46,903	**18.3%**
2945.10	5,051	**98%**	$62,871	**21.4%**
2945.20	3,747	**97%**	$51,923	**15.9%**
2946.10	4,434	**97%**	$63,348	**17.8%**
2946.20	4,471	**98%**	$54,083	12.4%
2947.01	2,979	**96%**	$32,282	**28.2%**
2948.10	4,071	**98%**	$48,250	**27.2%**
2948.20	3,407	**99%**	$36,750	**36.2%**
2948.30	4,243	**96%**	$54,258	**21.9%**
2949.00	3,777	**98%**	$37,139	**31.2%**
2951.03	5,370	54%	$117,953	2.9%
2962.10	3,878	**96%**	$48,085	**21.1%**
2962.20	3,920	**88%**	$34,894	**32.9%**
2963.00	4,563	60%	$86,576	7.7%
2964.02	3,147	64%	$137,379	3.9%
2965.00	3,488	**84%**	$48,708	**22.3%**
2966.00	5,264	**83%**	$43,621	13.2%
2969.01	4,493	**84%**	$52,045	**24.2%**
2969.02	4,415	75%	$59,145	**16.2%**
2970.01	1,527	47%	$149,833	7.0%
2970.02	4,420	59%	$120,000	5.0%
2971.10	4,625	**86%**	$47,176	**26.7%**
2971.20	3,243	**83%**	$54,628	**18.8%**
2972.01	4,421	**77%**	$52,612	11.9%
2972.02	3,971	55%	$78,667	11.0%
2973.00	2,096	51%	$111,607	2.3%
2975.01	2,663	43%	$121,984	14.0%
2975.02	2,275	47%	$63,438	1.1%
2976.01	3,120	59%	$84,922	2.3%
2976.02	3,474	58%	$80,066	**20.1%**
5436.03	3,914	**83%**	$71,339	4.2%
5436.07	5,415	**93%**	$131,474	8.0%

Table 2.8-1: Minority and Low-Income Demographics

Jurisdiction	Minority		Low-Income	
	Total Population	Minority Population (%)	Median Household Income ($)	Below Poverty Level (%)
5437.03	3,864	**91%**	$105,266	6.0%
5437.04	3,018	**92%**	$112,957	7.8%
5437.05	3,440	**95%**	$93,500	**17.0%**
5439.05	4,879	**98%**	$73,750	8.8%
5722.02	3,375	**81%**	$103,990	8.7%
5726.00	4,923	**96%**	$72,188	11.0%
5727.00	5,361	**98%**	$79,115	8.6%
5730.03	1,813	**77%**	$82,891	9.8%
5730.04	4,977	**92%**	$50,192	**16.0%**
5731.01	4,583	**93%**	$53,611	**16.4%**
5731.02	2,795	**85%**	$80,762	**28.6%**
5754.01	4,714	**93%**	$37,583	**26.4%**
5758.01	2,270	**90%**	$39,350	**29.3%**
5758.02	5,171	**93%**	$46,747	**26.0%**
5758.03	3,175	**78%**	$26,413	**38.6%**
5759.01	3,675	**84%**	$55,367	**27.1%**
5759.02	4,953	61%	$55,855	**14.7%**
5780.00	6,647	**94%**	$57,337	**27.1%**
6099.00	1,964	**80%**	$79,219	**14.6%**
9800.022	0	0%	$0	–
9800.11	65	**100%**	$0	**80.0%**
9800.14	44	**91%**	$0	**81.8%**
9800.15	1,028	**96%**	$45,781	**37.7%**
9800.31	1,160	64%	$0	0.0%
9800.33	13	**100%**	$0	**100.0%**
9800.372	0	0%	$0	–

Sources: Community Impact Assessment (2024).
Note: **Bolding** indicates the value is meaningfully greater than the Los Angeles County average and an environmental justice community is present.
[1] Data presented is representative of the portion of the city or community within the CIA Study Area.
[2] The entirety of Census Tracts 9800.02 and 9800.37 are industrial land uses that do not include residential populations.

Figure 2.8-1: Environmental Justice Communities Map

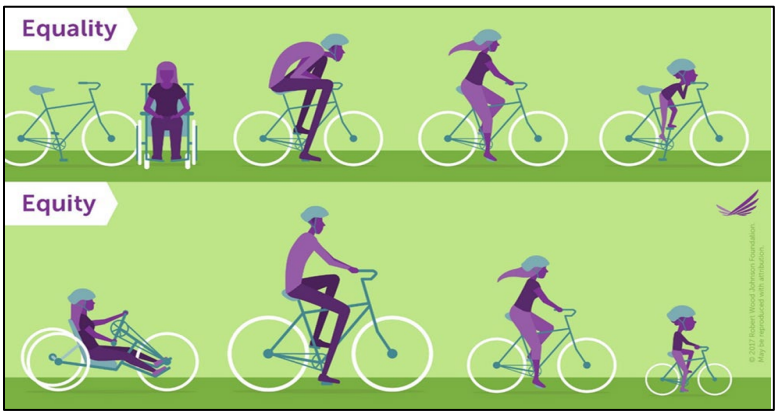


Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, U.S Census Bureau, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.8.2.1 Equity

In transportation projects, community equity focuses on fair resource distribution, catering to the unique needs of underserved, overburdened, and disadvantaged communities. It aims for a balanced and inclusive system by addressing historical disparities. Community equality, however, involves equal resource distribution regardless of individual community needs, potentially overlooking challenges faced by marginalized groups. Equity seeks a just system by considering specific needs, while equality focuses on uniform treatment as illustrated on Figure 2.8-2.

Figure 2.8-2: Equality vs. Equity



Robert Wood Johnson Foundation (2017).

2.8.2.2 Transportation Facility History

The Vincent Thomas Bridge was originally constructed in 1963 to connect shipyard workers in San Pedro to the Port of Los Angeles (POLA) on Terminal Island. Prior to the construction of the bridge, private and municipal ferry services were the only means of transportation between the community of San Pedro and Terminal Island. Port officials determined that connecting Interstate 110 (I-110) and State Route 47 (SR-47) via the Vincent Thomas Bridge was crucial for the success of the ports as containerized cargo became more popular. Following construction of the bridge, a toll of $0.25 was assessed for use of the bridge, with the toll rate increasing to $0.50 in 1983. The toll was officially repealed in 2000.

Since the construction of the bridge in 1963, the Vincent Thomas Bridge has provided underserved communities in the region with a reliable and affordable transportation option to connect adjacent communities to employment opportunities on Terminal Island.

2.8.2.3 Underserved Communities

Per EO 13985 (2021), Advancing Racial Equity for Underserved Communities through the Federal Government, federal agencies are required to conduct an equity assessment to determine whether underserved communities and their members face systemic barriers in accessing the benefits and opportunities available pursuant to applicable policies and programs. The Caltrans Equity Statement acknowledges that communities of color and underserved communities experience fewer benefits and a greater share of negative impacts associated with the State's transportation system (Caltrans 2020).

Definitions per EO 13985 include the following:

- The term "equity" means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

- The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity”.

The CIA Study Area contains meaningfully greater minority and low-income populations than Los Angeles County.

2.8.2.4 Disadvantaged Communities

Senate Bill (SB) 535 was adopted in 2012 to provide targeted investments aimed at improving public health, quality of life, and economic opportunity in California’s most burdened communities, and at the same time, reduce pollution contributing to climate change. The adoption of SB 535 directed the California Environmental Protection Agency (CalEPA) to create CalEnviroScreen to identify disadvantaged communities. Per SB 535, disadvantaged communities are defined as: (a) areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects exposure, or environmental degradation or; (b) areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

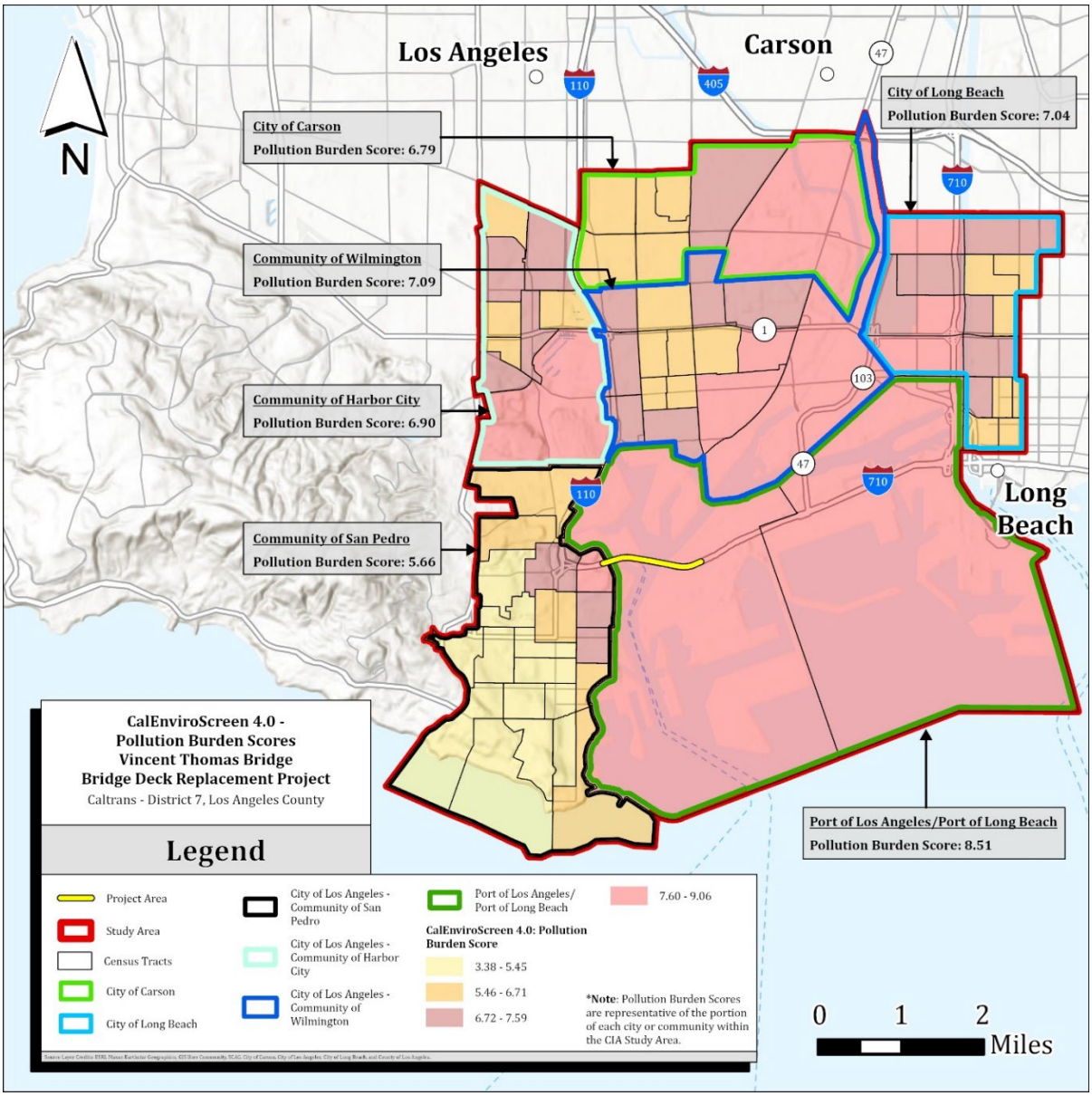
The CalEnviroScreen 4.0 model, produced by the California Office of Environmental Health Hazard Assessment (OEHHA) within CalEPA, is a science-based mapping tool that helps identify California communities that are most affected by many sources of pollution and that are often especially vulnerable to pollution’s effects. The model uses environmental, health, and socioeconomic information to produce a numerical score for each census tract in the State. There are a total of 13 pollution burden indicators and 8 population characteristics indicators, as defined below. Each census tract receives a score for as many of the indicators as applicable; however, not all census tracts will have a score for every indicator. A census tract is determined to be a disadvantaged community if the CalEnviroScreen 4.0 total score percentile is within the highest 25 percent of overall scores. Table 2.8-2 identifies the CalEnviroScreen model results for the portions of cities and communities within the CIA Study Area. The results are also shown geographically on Figures 2.8-3 through 2.8-5.

Table 2.8-2: CIA Study Area CalEnviroScreen 4.0 Results

	Pollution Burden Score	Population Character Score	CalEnviroScreen 4.0	
			Total Score	Total Score Percentile
Los Angeles County				
Los Angeles	6.33	5.81	37.71	66
CIA Study Area – Cities and Communities[1]				
Wilmington (City of Los Angeles)	7.09	7.72	54.73	**90**
Harbor City (City of Los Angeles)	6.90	5.49	37.90	69.64
San Pedro (City of Los Angeles)	5.66	6.03	34.15	62.70
City of Long Beach	7.04	7.70	54.20	**89.07**
City of Carson	6.79	6.63	45.01	**77.63**
Port of Los Angeles/Port of Long Beach	8.51	N/A	N/A	N/A

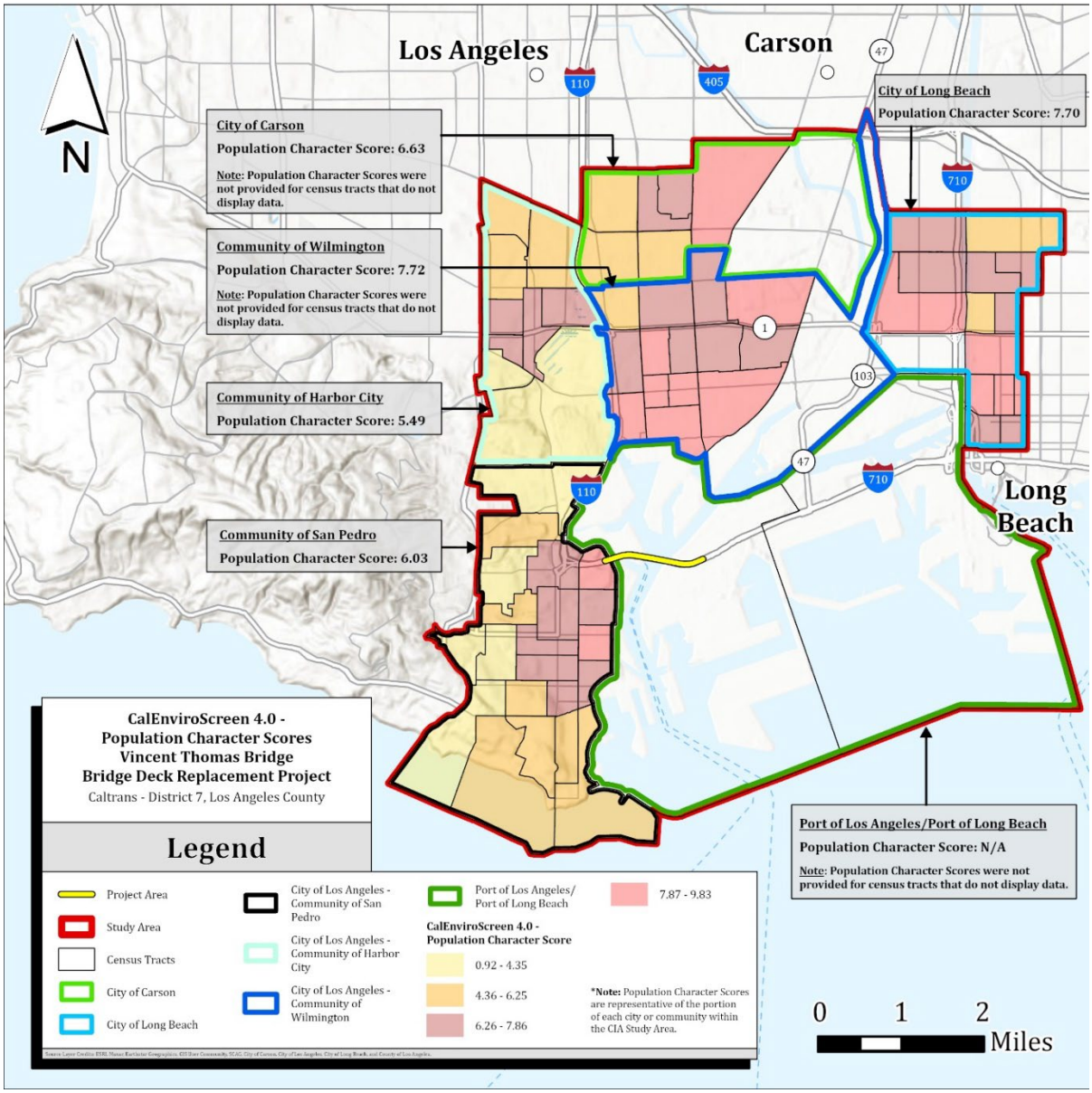
Source: Community Impact Assessment (2024).
Note: **Bolding** indicates the census tracts that make up the portions of each city or community within the CIA Study Area is within the top 25% of overall CalEnviroScreen 4.0 scores; therefore, these cities or communities within the CIA Study Area are underserved or disadvantaged communities.
[1] Data presented is representative of the portion of the city or community within the CIA Study Area. CalEnviroScreen 4.0 scores for each city or community were developed by averaging the scores of all census tracts in the city or community jurisdiction located within the CIA Study Area.

Figure 2.8-3: CalEnviroScreen 4.0 Pollution Burden Scores



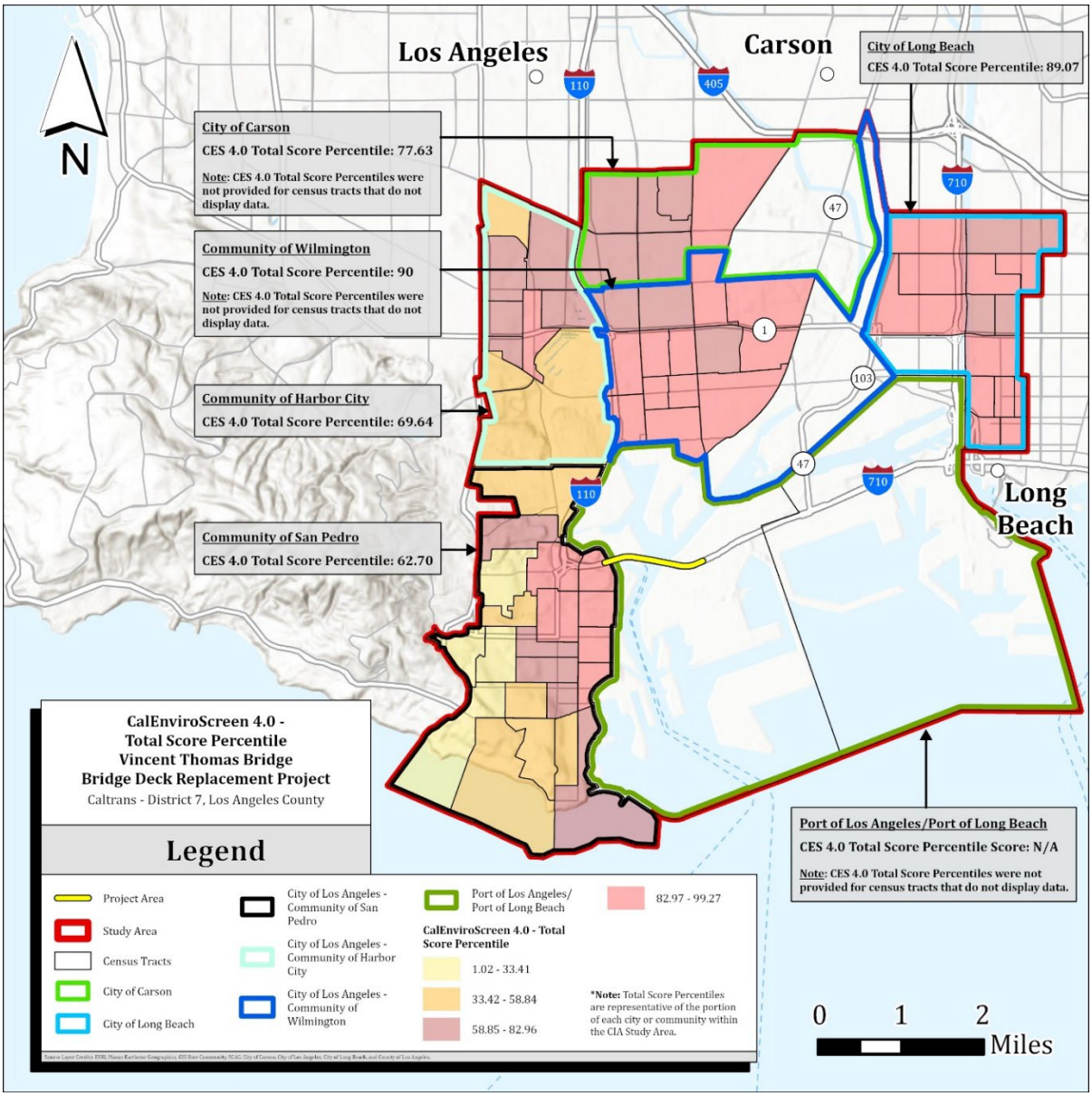
Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles, California OEHHA.

Figure 2.8-4: CalEnviroScreen 4.0 Population Characteristic Scores



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles, California OEHHA.

Figure 2.8-5: CalEnviroScreen 4.0 Total Score Percentile



Sources: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles, California OEHHA.

Descriptions of each CalEnviroScreen scoring criteria included in Table 2.8-2 are provided below.

- **Pollution Burden Score:** A variable scaled value ranging from 1 to 10 derived from the Pollution Burden value. The Pollution Burden value is calculated by averaging the percentile values of the pollution burden indicators, which include ozone (O_3), particulate matter less than 2.5 microns in size ($PM_{2.5}$), diesel exhaust particulate matter (DPM), drinking water, lead, pesticides, toxic releases, traffic density, cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste. Each pollution burden indicator is evaluated at the census tract level.

- **Population Character Score:** A variable scaled value ranging from 1 to 10 derived from the Population Character value. The Population Character value is calculated by averaging the percentile values of all pollution burden indicators, which include asthma, birth rates, cardiovascular disease, education, linguistic isolation, poverty, unemployment, and housing burden. Each population character indicator is evaluated at the census tract level.

- **CalEnviroScreen Total Score:** Pollution Burden Score multiplied by the Population Character Score.

- **CalEnviroScreen Total Score Percentile:** A percentile score ranging from 1 to 100 derived from the comparison of the CalEnviroScreen total score of individual census tracts against the CalEnviroScreen total score of all census tracts within the State of California.

CalEPA generally defines communities in terms of census tracts and identifies four types of geographic areas that are determined to be disadvantaged communities: (1) census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0; (2) census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative Pollution Burden scores; (3) census tracts identified in the 2017 disadvantaged communities designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0; (4) and areas under the control of federally recognized Tribes. Note that environmental justice communities and underserved, overburdened, or disadvantaged communities can overlap or exist independently of each other. Table 2.8-2 provides CalEnviroScreen 4.0 results for Los Angeles County and the portions of the cities and communities within the CIA Study Area. Additionally, disadvantaged communities are identified in Table 2.8-2 based on the Total Score Percentile.

Based on the CalEnviroScreen 4.0 model results and OEHHA methodology for identifying disadvantaged communities, the portions of the community of Wilmington, the city of Carson, and the city of Long Beach within the CIA Study Area are determined to be disadvantaged.

2.8.3 ENVIRONMENTAL CONSEQUENCES

Consistent with applicable SER guidance, the environmental justice analysis for the project describes: (1) the existing population in the CIA Study Area and the presence of environmental justice communities; (2) potential adverse effects and measures to avoid or minimize those effects for all population groups, including environmental justice

communities within the CIA Study Area; (3) potential disproportionately high and adverse effects on environmental justice communities; and (4) community outreach and public involvement efforts.

Potential impacts to environmental justice communities from transportation projects may include, but are not limited to, topical areas such as air, noise, water pollution, hazardous waste, aesthetic values, community cohesion, economic vitality, employment effects, displacement of persons or businesses accessibility, traffic congestion, relocation impacts, safety, and construction/temporary impacts discussed in the various project-specific technical studies and reports. An adverse effect under NEPA is determined if the project would result in a negative effect after all avoidance, minimization, and/or mitigation measures have been applied.

The duration of temporary traffic detours required for a full bridge closure (Preferred) is approximately 16 (Preferred) or 41 months. For a partial bridge closure (two-stage construction and three-stage construction) approximately 25 to 32 months. For the nighttime bridge closure option where the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities, and a partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge. Additionally, the proposed bridge deck replacement work may result in intermittent increases in construction-related dust and noise resulting in temporary impacts to the residential areas adjacent to the project area or increased traffic and associated emissions and noise along detour routes. However, the potential increased traffic volumes and noise along local streets would not divide established communities or impact their character or cohesion.

Although these impacts would be temporary it would affect those near construction activities and detour routes. Construction impacts would affect both environmental justice and non-environmental justice communities equally. Heavy construction, which could generate noise, vibration, and air pollution, is spread across both communities. Given the demographics of the project study area, information about construction activities would be provided in English and Spanish. Because construction would impact all nearby populations to the same degree, the temporary impacts are not greater in magnitude for environmental justice populations compared to non-environmental justice populations, and it would not result in disproportionately high and adverse impacts. However, populations that live near detour routes would experience greater air quality and traffic congestion impacts from diverted Vincent Thomas Bridge traffic, particularly from the single-stage (full bridge closure) construction staging option. Therefore, temporary impacts to environmental justice populations from project detour routes would be greater in magnitude compared to non-environmental justice populations and would result in a disproportionately high and adverse effect.

2.8.3.1 No Build Alternative

Under the No Build Alternative, there would be no construction activities or bridge improvements, and the Vincent Thomas Bridge condition would continue to deteriorate, which may lead to long-term closures of this critical transportation link and economic corridor. Potential long-term closure of the bridge may lead to extended traffic pattern alterations if the condition of the bridge continues to deteriorate. However, since no

construction activities would occur under the No Build Alternative, there would be no adverse effects to the overall population, including environmental justice communities.

2.8.3.2 Build Alternative

During construction, full (Preferred) or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work. The Build Alternative would result in a temporary increase in traffic volumes along the proposed detour routes and within communities where environmental justice communities have been identified. Specifically, the proposed detour routes are primarily located within the community of Wilmington, which is identified as an environmental justice community on Figure 2.8-1. Temporary closures of the bridge may result in changes to traffic patterns, increased traffic volumes along detour routes, and increased travel distances and times. A full closure of the bridge would result in all bridge traffic being diverted into neighboring communities, resulting in temporary disproportionately high and adverse effects to minority or low-income populations for cumulative air quality and traffic impacts. Land uses fronting detour routes are primarily industrial with areas of commercial development and with some residential depending on the detour route chosen.

Additionally, the proposed bridge deck replacement work may result in intermittent increases in construction-related dust and noise resulting in temporary impacts to the residential areas adjacent to the project area or increased traffic and associated emissions along detour routes.

Temporary impacts associated with construction activities and detour routes would be mitigated through implementation of MM-EJ-1, MM-EJ-2, project features, and best management practices (BMPs) to minimize construction-related impacts. In addition, traffic mitigation measures, MM-TR-1 and MM-TR-2 would improve conditions along detour routes to minimize potential air quality and traffic impacts, while air quality minimization measures AM-AQ-1, AM-AQ-2, and project feature PF-AQ-1 would minimize potential air quality impacts.

Under the Build Alternative, the replacement of the bridge deck and associated construction activities would improve the condition of the bridge and extend the service life of the structure. Improvements to the bridge would maintain a reliable connection between the city of Long Beach, the community of San Pedro, and the ports. The improved condition of the structure will maintain consistent employment access and mobility opportunity for all communities within the CIA Study Area. Therefore, the Build Alternative is not expected to result in permanent adverse effects to the overall population, including environmental justice communities, and no permanent disproportionately high and adverse effects to environmental justice communities.

Federal Highway Administration (FHWA) Order 6640.23A defines an adverse effect as one that: (1) is predominantly borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Based on the characteristics used to evaluate the presence of environmental justice communities, the CIA Study Area contains 55 census tracts where a meaningfully greater minority and/or low-income populations were identified.

Implementation of the Build Alternative would benefit all populations equally because it would improve and maintain a reliable connection between the city of Long Beach and the community of San Pedro. The Build Alternative would allow for the continued movement of people and goods and maintenance of business and employment activities within the CIA Study Area.

2.8.4 ENVIRONMENTAL JUSTICE DETERMINATION

2.8.4.1 No Build Alternative

Under the No Build Alternative, the Vincent Thomas Bridge would maintain the existing condition of the bridge and is not expected to result in any adverse effects to the overall population, regardless of environmental justice status, within the CIA Study Area. Therefore, no further environmental justice analysis is required.

2.8.4.2 Build Alternative

During construction, temporary effects to the overall population, including environmental justice communities may occur due to construction activities and the associated bridge closures and traffic detours. Although proposed detour routes are located within environmental justice populations in the CIA Study Area, land uses fronting detour routes are primarily industrial with areas of commercial development with some residential depending on the detour route chosen, the full bridge closure option (Preferred) requiring all bridge traffic being diverted into neighboring communities would result in temporary disproportionately high and adverse cumulative air quality and traffic effects on minority or low-income populations. However, the Build Alternative will incorporate measures MM-EJ-1, MM-EJ-2, MM-TR-1, MM-TR-2, AM-AQ-1, AM-AQ-2, project features, and BMPs to minimize potential construction-related impacts. The Build Alternative would replace the existing bridge deck, and upgrade the bridge railing, median barrier, fencing, and seismic sensors, so after construction is complete, there would be no permanent impacts to environmental justice communities.

According to the FHWA Guidance on Environmental Justice and the National Environmental Policy Act (2011), if there is a disproportionately high and adverse effect on an environmental justice population, after taking benefits and mitigation into account, the NEPA document must evaluate whether there is a further practicable mitigation measure or practicable alternative that would avoid or reduce the disproportionately high and adverse effect(s). The proposed action will be approved only if it is determined that no such practicable measures exist.

In addition, the FHWA Guidance on Environmental Justice and National Environmental Policy Act states that if the affected population is a minority population protected under Title VI, the proposed action will not be approved unless:

1. There is a substantial need for the project based on the overall public interest; and
2. Alternatives that would have less adverse effects on protected populations have either:
    a. Adverse social, economic, environmental, or human health impacts that are more severe; or
    b. Would involve increased costs of an extraordinary magnitude.

The Project Development Team (PDT) has determined that there is substantial need for the project based on the overall project interest to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck. Alternatives that would have less adverse effects have been determined to be infeasible (either more severe adverse impacts or project costs of extraordinary magnitude). The project has been developed in partnership with multiple public agencies, city governments, and interested stakeholders at every stage of the project schedule. For a comprehensive summary of project engagement and coordination, see Chapter 4 (Comments and Coordination) in this document.

2.8.5 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Based on the above discussion and analysis, the Build Alternative (single-stage construction/full bridge closure option) would cause a temporary disproportionately high and adverse effect on minority or low-income populations in accordance with EO 12898 for cumulative traffic and air quality impact.

The following mitigation measures would be implemented as part of the Build Alternative to minimize potential impacts to environmental justice, underserved, overburdened, and disadvantaged communities:

MM-EJ-1 Regular and ongoing coordination with agencies will occur for projects within the CIA Study Area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

MM-EJ-2 Regular and ongoing community engagement will occur to address key concerns and develop strategies to reduce potential impacts to the community.

In addition to MM-EJ-1 and MM-EJ-2, air quality and traffic measures and project features AM-AQ-1, AM-AQ-2, MM-TR-1, MM-TR-2, PF-AQ-1, and PF-TR-1 will be incorporated to lessen the cumulative temporary air quality and traffic impacts on environmental justice, underserved, overburdened, and disadvantaged communities. These measures are described in detail in the Avoidance, Minimization, and Mitigation Measures sections of Section 2.10, Traffic and Transportation/Pedestrian and Bicycle Facilities, and Section 2.13, Air Quality. Further discussion of cumulative air quality, environmental justice, and traffic impacts is in Section 2.23, Cumulative Impacts.

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2.9 Utilities/Emergency Services

2.9.1 AFFECTED ENVIRONMENT

This section includes information from the Community Impact Assessment (CIA) completed January 2024.

Utility Service providers within the CIA Study Area are summarized in Table 2.9-1. Additionally, four AT&T electrical conduits are present within the project area. Each of the electrical conduits are attached to the side of the catwalk on the bridge.

Table 2.9-1: Utility Providers

Facility Name	Utility Provider
Water and Sewer	Los Angeles Department of Water and Power, City of Long Beach Water
Stormwater	Los Angeles County Department of Public Works
Gas	Southern California Gas, Long Beach Gas and Oil
Electricity	Los Angeles Department of Water and Power, Southern California Edison
Telecom	AT&T, Time Warner Cable
Cable	Time Warner Cable, Comcast, Cox, DirectTV, Frontier, Spectrum, AT&T
Trash Service	City of Los Angeles Department of Public Works – Sanitation, City of Long Beach Department of Public Works

Emergency services, including police, fire, and emergency medical services (EMS) are provided by numerous agencies within the CIA Study Area as noted in Table 2.9-2. Fire and EMS services are provided by the City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Long Beach Fire Department. Law enforcement is provided by the Los Angeles Police Department, Los Angeles Port Police, and City of Long Beach Police Department, while the California Highway Patrol provides traffic law enforcement on the State highways, including Interstate 110 (I-110) and Interstate 710 (I-710).

Table 2.9-2: Emergency Services Within the CIA Study Area

Facility Name	Address	Distance from Project Area (miles)
Wilmington (City of Los Angeles)		
Los Angeles Fire Department - Station No. 38	124 I Street	2.22
Los Angeles Fire Department - Station No. 49	400 Yacht Street	1.09
Harbor City (City of Los Angeles)		
Los Angeles Fire Department - Station No. 85	1331 W. 253rd Street	3.28
San Pedro (City of Los Angeles)		
Los Angeles Fire Department – Station No. 36	1005 N. Gaffey Street	0.67
Los Angeles Fire Department – Station No. 48	1601 S. Grand Avenue	1.44
Los Angeles Fire Department – Station No. 112	444 S. Harbor Boulevard	0.21
Los Angeles Port Police Department	330 S. Centre Street	0.59
Los Angeles Police Department - Harbor Community Police Station	2175 John S. Gibson Boulevard	0.75
Port of Los Angeles/Port of Long Beach (City of Los Angeles)		
Los Angeles Fire Department – Station No. 110	2945 Miner Street	2.17
Los Angeles Fire Department – Station No. 111	1444 S. Seaside Avenue	1.07

Table 2.9-2: Emergency Services Within the CIA Study Area

Facility Name	Address	Distance from Project Area (miles)
Los Angeles Fire Department – Station No. 40	330 Ferry Street	0.18
Long Beach Fire Department – Station No. 24	111 Pier S Avenue	1.43
Long Beach Fire Department – Station No. 20	1900 Pier D Street	2.61
Long Beach Fire Department – Station No. 6	330 Windsor Way	3.93
City of Long Beach		
Long Beach Fire Department – Station No. 13	2475 Adriatic Avenue	4.51
Long Beach Fire Department – Station No. 3	1222 Daisy Avenue	4.18
Long Beach Police Department – West Patrol Division	1835 Santa Fe Avenue	3.83
City of Carson		
Los Angeles County Fire Department – Station No. 127	2049 E. 223rd Street	5.27

2.9.2 ENVIRONMENTAL CONSEQUENCES

2.9.2.1 Utilities

No Build Alternative

No construction activities would occur; therefore, the No Build Alternative would result in no impacts to utilities under the California Environmental Quality Act (CEQA) with no effects under the National Environmental Policy Act (NEPA).

Build Alternative

During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work. There are four AT&T electrical conduits in the project area located on the side of the bridge catwalk that would be protected in-place during construction, and utilities located along detour routes and within the CIA Study Area would not be affected. Coordination with utility providers would occur prior to construction to avoid service disruptions. Therefore, the Build Alternative would result in no impacts to utilities under CEQA with no effects under NEPA.

The Build Alternative would replace the Vincent Thomas Bridge deck and other bridge components and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not result in the relocation of an existing utility. Therefore, the Build Alternative would result in no permanent impacts to utilities under CEQA with no effects under NEPA.

2.9.2.2 Emergency Services

No Build Alternative

Under the No Build Alternative, the bridge deck would continue to deteriorate, which may lead to emergency or long-term closures for this critical transportation link and economic corridor. Closure of the bridge may result in changes to travel patterns as motorists find alternate travel routes within the CIA Study Area. The changes to travel patterns may lead to increased traffic volumes in local communities, resulting in minor changes to emergency response times. Therefore, the No Build Alternative may result in potential impacts to emergency services.

Build Alternative

During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and detours would be required for bridge deck replacement work that may affect emergency response times. The duration of temporary traffic detours required for a full bridge closure is approximately 16 (Preferred) or 41 months. The duration of a partial bridge closure (two-stage construction and three-stage construction) is approximately 25 to 32 months. The duration of traffic detours required for the nighttime bridge closure option (where the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m.) would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities, and partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge. Temporary detours may result in changes to travel patterns, increases in traffic volumes along detour routes, and increases in travel distance and time, and emergency response may be affected within the CIA Study Area. However, access to emergency service facilities would be maintained and coordination with emergency service providers would occur prior to and during construction, with construction signage and traffic control to maintain emergency services throughout the CIA Study Area. Therefore, the Build Alternative would result in less than significant impacts to emergency services under CEQA with no adverse effects under NEPA.

The Build Alternative would replace the Vincent Thomas Bridge deck and other bridge components and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not permanently alter emergency service routes or affect access to surrounding communities. Therefore, the Build Alternative would result in no permanent impacts to emergency services under CEQA with no effects under NEPA.

2.9.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No impacts to utilities are anticipated; therefore, no avoidance, minimization, and/or mitigation measures are required under the Build Alternative for utilities. PF-UES-1 will require coordination with emergency service providers for ramp or road closures within the project area as part of the Vincent Thomas Bridge Deck Replacement Project.

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2.10 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.10.1 REGULATORY SETTING

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the United States Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including transportation enhancement activities.

2.10.2 AFFECTED ENVIRONMENT

This section is based on the *Traffic and Operations Analysis Report* (TOAR) (2024) and the Community Impact Assessment (CIA) chapters on Transportation, Bicycle, and Pedestrian access (2024).

The purpose of the TOAR is to study the traffic impacts of construction staging for the Vincent Thomas Bridge (Bridge No. 53-1471) Deck Replacement Project on State Route 47 (SR-47). This chapter documents the findings and recommendations of the TOAR and the CIA to compare the proposed construction staging alternatives' impacts on traffic, transportation, bicycle, and pedestrian access in the TOAR and CIA study areas.

The TOAR analyzed traffic impacts utilizing six construction scenarios:

1. **No Construction**

2. **Construction Alternative A:** Full closure of the bridge (Preferred).

3. **Construction Alternative B:** Closure of the bridge to traffic in the eastbound direction, while one lane is maintained open for traffic in the westbound direction.

4. **Construction Alternative C:** Closure of the bridge to traffic in the westbound direction, while one lane is maintained open for traffic in the eastbound direction.

5. **Construction Alternative D:** One lane open in each direction

6. **Nighttime Closure:** One or two open lanes in each direction are maintained open for traffic during the day (from 6:00 a.m. to 7:00 p.m.), and full closure of the bridge overnight (7:00 p.m. to 6:00 a.m.). The nighttime closure is only considered for noise and

air quality studies, which were conducted by the Caltrans Environmental team. No traffic operational analysis was conducted for it because the turning volumes during the nighttime period are lower than during the peak periods.

The TOAR was initialized prior to the finalizing of the construction staging options and timelines. Therefore, Alternatives B and C in the TOAR are not applicable or relevant to the project and its impacts. Analysis and results of Alternatives A (Preferred) and D are applicable to all of the project's construction staging options and are outlined in this chapter.

2.10.2.1 Methodology

The main objectives of the traffic study are: (1) documenting existing traffic volumes and future "no construction" and construction alternative traffic forecasts, (2) conducting operational analyses and presenting the output comparing proposed construction alternatives with the no construction alternative within the study area, and (3) recommending focused intersection improvements to reduce operational deficiencies on specific intersections during the construction alternative.

The traffic analysis is focused on the study area, including intersections and highway segments. Study intersections are listed in Table 2.10-1 and Figure 2.10-1. As shown in Table 2.10-1 and Figure 2.10-1, intersections #57 and #59 are missing. Those numbers were used for the purpose of conducting field counts to make sure the ramp flows on either side of Pacific Coast Highway (PCH) are captured. For this traffic analysis, intersections #56 and #57 are combined and intersections #58 and #59 are also combined. Study segments are listed in Table 2.10-2 and illustrated on Figure 2.10-2. In total, the study area comprises 59 intersections and 21 segments.

Table 2.10-1: Study Intersections

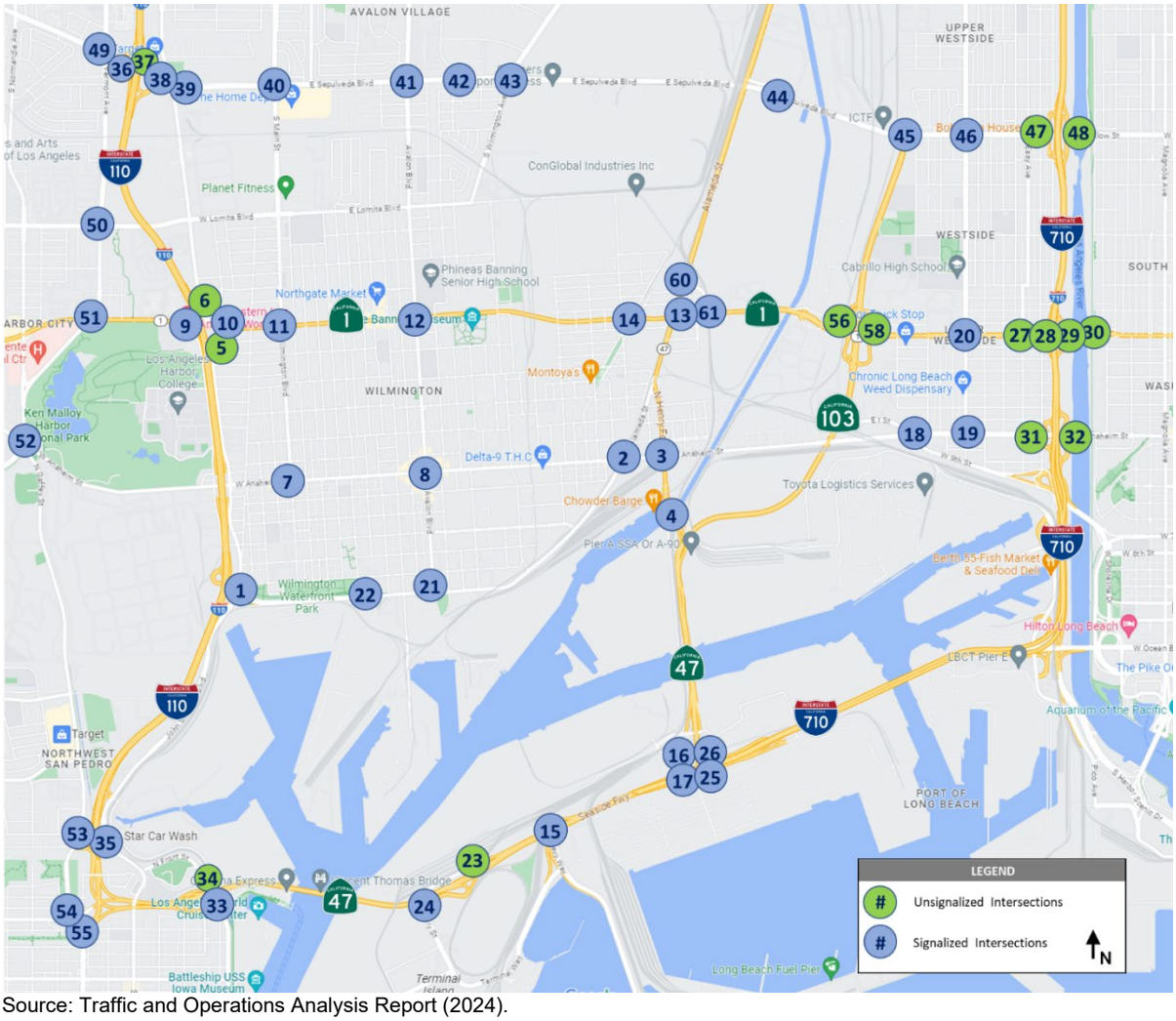
No.	Intersection Name	Control Type
1	John S Gibson Boulevard/W Harry Bridges Boulevard/I-110 Ramps	Traffic Signal
2	Alameda Street/E Anaheim Street	Traffic Signal
3	N Henry Ford Avenue (SR-47)/E Anaheim Street	Traffic Signal
4	N Henry Ford Avenue (SR-47)/Pier A Way/ Pier A Plaza	Traffic Signal
5	Figueroa Street/W Mauretania St/I-110 NB Off-Ramp	Cross-Street Stop Control
6	Figueroa Street/I-110 NB On-Ramp	Cross-Street Stop Control
7	Wilmington Boulevard/Anaheim Street	Traffic Signal
8	Avalon Boulevard/Anaheim Street	Traffic Signal
9	I-110 SB Off-Ramp/PCH	Traffic Signal
10	Figueroa Street/PCH	Traffic Signal
11	Wilmington Boulevard/PCH	Traffic Signal
12	Avalon Boulevard/PCH	Traffic Signal
13	Alameda Street/Lower PCH	Traffic Signal
14	Drumm Avenue/PCH	Cross-Street Stop Control
15	Navy Way/Seaside Avenue	Traffic Signal
16	Pier S Avenue/WB Ocean Boulevard frontage road	Traffic Signal
17	Pier S Avenue/EB Ocean Boulevard frontage road	Traffic Signal
18	9th Street/I Street/Anaheim Street	Traffic Signal
19	Santa Fe Avenue/Anaheim Street	Traffic Signal
20	PCH/Santa Fe Avenue	Traffic Signal
21	Avalon Boulevard/Harry Bridges Boulevard	Traffic Signal
22	N Access Road/Harry Bridges Boulevard	Traffic Signal
23	SR-47 WB off-ramp/on-ramp	Uncontrolled (free)
24	Ferry Street/ SR-47 EB ramps	Traffic Signal
25	SR-47/SR-103 EB off-ramp	Traffic Signal
26	SR-47/Pier S Avenue WB on-ramp	Traffic Signal
27	PCH/I-710 SB WB PCH off-ramp	Uncontrolled (free)
28	PCH/I-710 EB PCH off-ramp	Uncontrolled (free)
29	PCH/I-710 WB PCH off-ramp	Uncontrolled (free)
30	PCH/I-710 EB PCH off-ramp	Cross-Street Stop Control

Table 2.10-1: Study Intersections

No.	Intersection Name	Control Type
31	Anaheim Street/I-710 WB Anaheim Street on/off-ramps	Uncontrolled (free)
32	Anaheim Street/I-710 EB Anaheim Street ramps	Cross-Street Stop Control
33	Harbor Boulevard/SR 47 ramp	Traffic Signal
34	Harbor Boulevard/Front Street/SR-47 on-ramp	Uncontrolled (free)
35	John S Gibson Boulevard/Pacific Avenue/Channel Street	Traffic Signal
36	Sepulveda Boulevard/I-110 SB off-ramp	Traffic Signal
37	Sepulveda Boulevard/I-110 NB on-ramp	Uncontrolled (free)
38	Sepulveda Boulevard/I-110 NB off-ramp/driveway	Traffic Signal
39	Sepulveda Boulevard/Figueroa Street	Traffic Signal
40	Sepulveda Boulevard/Main Street	Traffic Signal
41	Sepulveda Boulevard/Avalon Boulevard	Traffic Signal
42	Sepulveda Boulevard/Banning Boulevard	Traffic Signal
43	Sepulveda Boulevard/Wilmington Avenue	Traffic Signal
44	Entry Gate/Alameda On-Ramp/Sepulveda Boulevard/Willow Street	Traffic Signal
45	SR 103/Driveway/Willow Street	Traffic Signal
46	Willow Street/Sante Fe Avenue	Traffic Signal
47	Willow Street/I-710 SB on/off-ramps	Cross-Street Stop Control
48	Willow Street/I-710 NB on/off-ramps	Cross-Street Stop Control
49	Vermont Avenue/Sepulveda Boulevard	Traffic Signal
50	Vermont Avenue/Lomita Boulevard	Traffic Signal
51	Vermont Avenue/PCH	Traffic Signal
52	Gaffey Street/Vermont Avenue/Anaheim Street/Palos Verdes Drive	Traffic Signal
53	Gaffey Street/Channel Street	Traffic Signal
54	Gaffey Street/Summerland Avenue	Traffic Signal
55	Gaffey Street/I-110/SR-47 ramps	Traffic Signal
56	PCH/SR-103 SB on/off-ramps	Uncontrolled (free)
58	PCH/SR-103 NB on/off-ramps	Uncontrolled (free)
60	Alameda Street/O Street	Traffic Signal
61	PCH/O Street	Traffic Signal

Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-1: Study Intersections Location Map



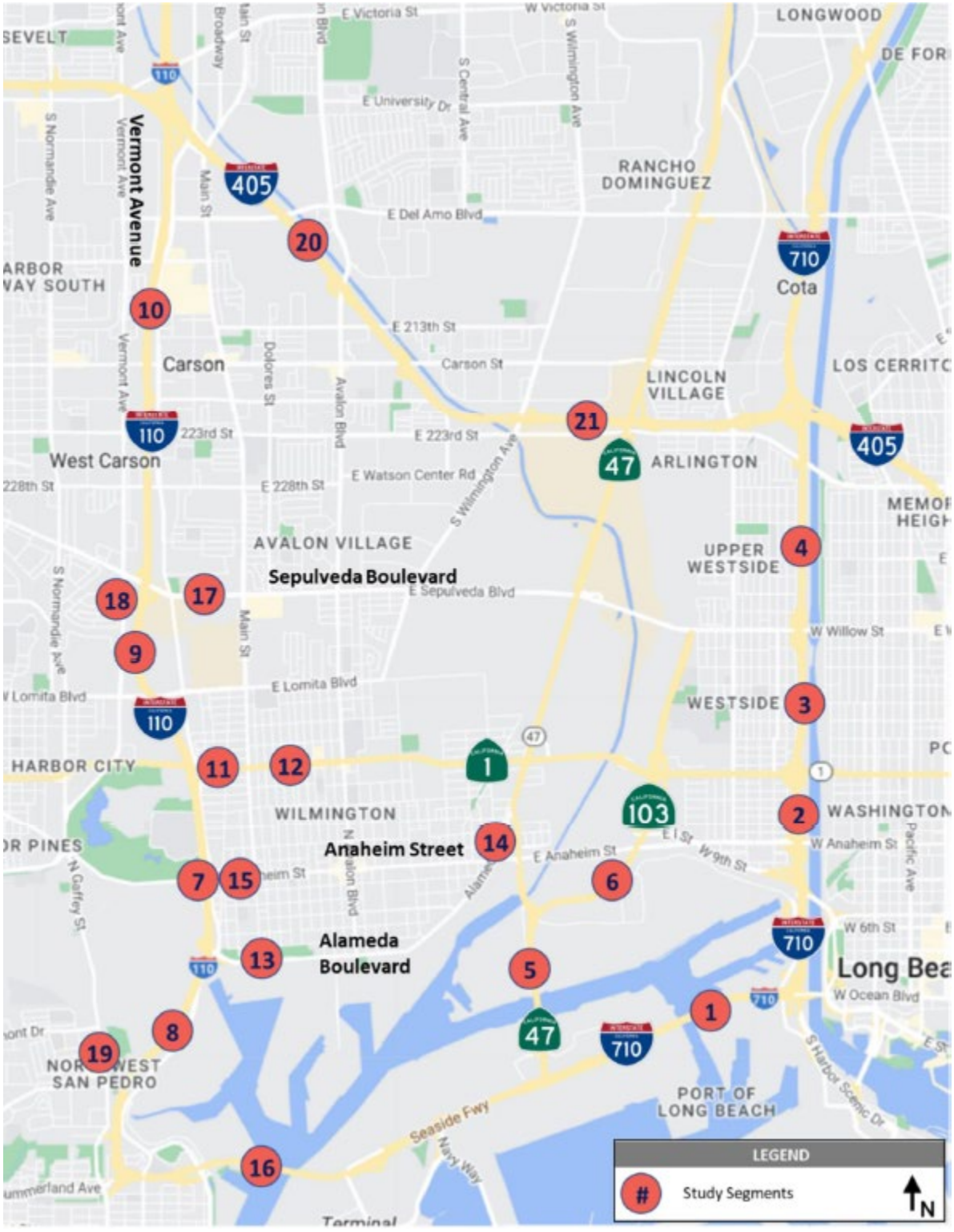
Source: Traffic and Operations Analysis Report (2024).

Table 2.10-2: Study Segment Locations

No.	Roadway Segment Location	No.	Roadway Segment Location
1	I-710 between SR-47 and Ocean Blvd	12	PCH between Neptune Ave and Ravenna Ave
2	I-710 between PCH and Anaheim St	13	Harry Bridge between King Ave and Fries Ave
3	I-710 between PCH and Willow St	14	Alameda St. between Anaheim St and E I St
4	I-710 between Willow St and Wardlow Rd	15	Anaheim St between Frigate Ave and Hawaiian Ave
5	SR-47 between New Dock St and SR-103	16	Vincent Thomas Bridge
6	SR-103 between SR-7 and I St	17	Sepulveda Blvd between Figueroa St. and Main St.
7	I-110 Between Figueroa Interchange Ramps	18	Vermont Ave. between Sepulveda Blvd and 245th St
8	I-110 between Harry Bridge and Channel St	19	Gaffey St between Westmont Dr and Capitol Dr
9	I-110 between Lomita Blvd and Sepulveda Blvd	20	I-405 between Del Amo Blvd and Avalon Blvd
10	I-110 between Carson St and Torrance Blvd	21	I-405 between Wilmington Ave and Alameda St
11	PCH between Figueroa St and Frigate Ave		

Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-2: Study Segment Locations



Source: Traffic and Operations Analysis Report (2024).

2.10.2.2 Alternatives Studied

The traffic analysis was conducted for existing (2023) and future 2027 construction year during the weekday AM, mid-day (MD), and PM peak periods. The specific analysis alternatives were:

- Existing Conditions (2023)

- Future 2027 Alternatives:
    - **No Construction**
    - **Construction Alternative A:** Full closure of the bridge (Preferred).
    - **Construction Alternative D:** One lane open per direction.
    - **Nighttime Closure:** One or two open lanes in each direction are maintained open for traffic during the day (from 6:00 a.m. to 7:00 p.m.) and full closure of the bridge overnight (7:00 p.m. to 6:00 a.m.). The nighttime closure is only considered for noise and air quality studies, which were conducted by the Caltrans Environmental team. No traffic operational analysis was conducted for it because the turning volumes during the nighttime period are lower than during the peak periods.

The following infrastructure improvements were assumed to be completed by 2027 and are included as baseline conditions for all 2027 alternatives:

- **SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project:** This project reconfigures the interchange, especially the westbound SR-47 ramps to Front Street, in addition to relevant modifications along Harbor Boulevard, Front Street, and Knoll Drive.

- **Temporary Traffic Control along Alameda Street and Anaheim Street (Phase 1):** Lane reductions along Alameda Street between Harry Bridges Boulevard and PCH, and at Anaheim Street.

2.10.2.3 Traffic Volume Development and Data Collection

The existing volumes and future traffic forecasts are presented in this section. Traffic forecast volumes were developed for all analysis alternatives. To develop existing and future traffic volumes, data collection efforts were performed using two sources:

- Field turning movement counts (TMCs) were collected at Intersections #1 through #26 on a weekday in April 2023 during the typical morning peak period from 7 to 9 AM, mid-day period from 1 to 3 PM, and afternoon peak period from 4 to 6 PM. Intersection TMCs included vehicle classification and pedestrian and bicycle counts.

- StreetLight InSight is a big data platform with comprehensive traffic data that was used to obtain averaged weekday TMCs at Intersections #27 through #61. Similar to field counts, average volumes were collected for typical weekdays during the morning peak period from 7 to 9 AM, mid-day period from 1 to 3 PM, and afternoon peak period from 4 to 6 PM. In addition, StreetLight was used to obtain existing traffic volumes and travel times at the study segments discussed in Table 2.10-2. Field TMCs were later collected at Intersections #27 through #61 and compared to the StreetLight data.

2.10.2.4 Existing Traffic Volumes

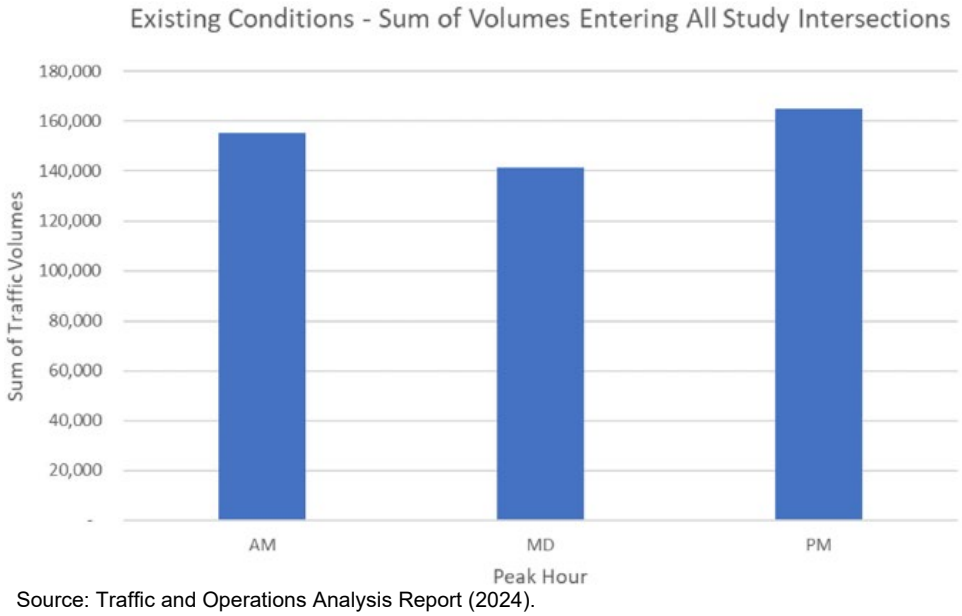
For Intersections #1 through #26, existing traffic volumes were collected via field counts during the AM, MD, and PM peak periods. Peak hours were determined based on the highest volumes observed during a 1-hour period. The peak-hour traffic volumes were post-processed to balance the flows between adjacent intersections. All turning volumes were rounded up to the nearest 5.

Intersections #27 through #61 were identified after the start of the traffic analysis, so existing traffic counts were obtained from StreetLight. The new intersections were identified in the summer of 2023, which is not an ideal time to conduct counts. Therefore, the Project Development Team (PDT) decided to use StreetLight to obtain TMCs at those intersections. Using StreetLight, the turning volumes at the intersections were averaged for weekdays during April 2022, which was the latest available data from StreetLight at the time of the analysis. These volumes required adjustments to the existing year 2023. To do so, six intersections were selected from Intersections #1 through #26 (where field counts were collected in April 2023). For those intersections, TMCs were obtained using StreetLight for April 2022. The field TMCs were compared to the StreetLight TMCs, and an average growth factor was derived for each peak period (AM, MD, and PM). The growth factors were applied to the StreetLight volumes derived for Intersections #27 through #61 to bring those volumes to the existing 2023 year.

In September 2023, field TMCs were collected at Intersections #27 through #61 to validate the adjusted StreetLight volumes. A comparative analysis was conducted that indicated the adjusted StreetLight volumes were slightly higher than field counts (by 6 percent in the AM peak period, 8 percent in the MD period, and 1 percent in the PM peak period). In addition to comparing the total volumes, a focused comparison of turning movements at the intersections was conducted. For those turning movements where the volume was different by more than 10 percent, the field count data were used instead of the adjusted StreetLight data. Then the flows between nearby intersections were rebalanced and the volumes were re-imported into the Synchro models for final analysis. The final set of volumes was compared to the field counts, and the results showed that the two volume sets were within 1 to 2 percent.

The average hourly volumes at the study segments were obtained from StreetLight for typical weekdays (Tuesday through Thursday) in April 2022. Similar to the intersection TMC development, a comparison was conducted between existing field counts along segments between Intersections #1 through #26 and StreetLight data for those same locations. The comparison provided adjustment factors that were applied to the StreetLight segment volumes to bring those volumes to the existing 2023 year. Truck volumes associated with the segment volumes were obtained via StreetLight and adjusted in the same fashion. Adjusted segment volumes were used as base volumes in the Port Transportation Analysis Model (PortTAM) to forecast segment volumes for the 2027 no construction and construction alternatives. Figure 2.10-3 shows the sum of all entering volumes to the study intersections for existing conditions during the AM, MD, and PM peak periods. The PM peak period has the highest sum of TMCs at the study intersections.

Figure 2.10-3: Existing Conditions Peak-Hour Volumes Comparison



Source: Traffic and Operations Analysis Report (2024).

2.10.2.5 Future Traffic Volumes

Future traffic forecasts were developed using PortTAM.

2.10.2.6 Future No Construction Traffic Volumes

The year 2027 PortTAM no construction model was developed using port and non-port trip demand estimation. Trip demands for port and non-port travel were developed separately and then consolidated before performing the model runs for each alternative.

Port Demand Assumptions

Port origin-destination (O-D) trips were developed by coordinating with the Port of Long Beach (POLB) and Port of Los Angeles (POLA) to obtain their latest terminal-specific throughputs and on-dock maximum practical capacities.

The latest base year for the PortTAM is Year 2022. Per the POLA/POLB forecasts, the port-wide twenty-foot equivalent (TEU) units throughput for Year 2022 is 19.044 million TEUs. For the Year 2027, per the POLA/POLB forecasts, the port-wide throughput was 22.667 million TEUs, and the on-dock maximum practical capacity (MPC) was 4.767 million TEUs. The Year 2027 throughput when compared to Year 2022 shows a 19 percent growth rate for the 5-year period.

Non-Port Demand Assumptions

Non-port O-D trips for Year 2027 were developed by interpolating Year 2020 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) model trip O-D tables for Year 2020 and Year 2030.The port and non-port trip tables were consolidated to form one set of trip O-D tables. These consolidated O-D tables were used in the traffic assignments for all alternatives. The same set of O-D tables were used for all the alternatives for consistency.

Model Network Assumptions

The Alameda Street North and Alameda Street South projects were assumed to be under construction for all Year 2027 alternative analysis. Alameda Street was assumed to be reduced to one lane in each direction from just south of PCH to Harry Bridges Boulevard. In addition, the SR-47/Vincent Thomas Bridge and Front Street Project was assumed to be completed by Year 2027.

2.10.2.7 Future Construction Alternatives Traffic Volumes

Future construction alternative traffic volumes were developed by using the model to assign the trip demands from the no construction alternative onto different roadway segments, given the reduced capacity or closure of the Vincent Thomas Bridge, based on the respective construction alternative. The model uses capacity-constrained traffic assignment. As such, it is sensitive to the reduced capacities and will re-assign traffic to alternative routes.

2.10.2.8 Synchro

Synchro (version 11) software was used for the traffic analysis. Level of service (LOS) results were obtained using the Highway Capacity Manual (HCM) 6th Edition methodologies for signalized, unsignalized, and roundabout intersection analyses in the Synchro software. The companion SimTraffic microsimulation tool was used at select intersections where Synchro (HCM methodology) did not provide the LOS output. Synchro was used to determine Measures of Effectiveness (MOEs), including peak-hour intersection delay, LOS, and 95th percentile queues.

The key assumptions and parameters that were used in the Synchro models are as follows:

- Lane configurations for existing conditions were based on the 2023 lane geometry and intersection control. Future alternatives' lane configurations included interchange improvements at Interstate 110 (I-110)/SR-47 and Harbor Boulevard, and lane reductions along Alameda Street and Anaheim Street.
- Speed limits were consistent with the posted signs.
- Existing traffic signal phasing was based on field review through Google Streetview, local area knowledge, and professional judgement.
- The existing conditions and future alternatives' traffic signal phasing/timings were optimized using Synchro.
- The default saturation flow rate of 1,900 vehicles per hour was used.
- Peak-hour factors (PHFs) used were as follows:
    - For Intersections #1 through #26, an average PHF based on field traffic counts of 0.92 for AM and MD peak periods, and 0.93 for the PM peak period.
    - For Intersections #27 to #61, the Synchro default value of 0.92 was used for all peak hours.

The following key assumptions and parameters were used for SimTraffic:

- Results were averaged over five runs, each having different random seeds.
- A 5-minute seeding period and a 60-minute recording period were used.

2.10.2.9 PortTAM

PortTAM was used to generate the traffic forecasts for this project. PortTAM builds on the SCAG RTP/SCS model by providing increased roadway network and traffic analysis zone (TAZ) data detail within the Gateway Cities' area, ports' properties, and surrounding areas. The SCAG model has 4,192 zones at traffic assignment level, and PortTAM has 4,417 TAZs for the six-county SCAG model region, which is 225 more zones in the ports and the greater Gateway area. Out of 225 additional zones, 90 zones represent the ports' marine terminals and surrounding areas.

In addition to the greater port and Gateway Cities area detail, PortTAM also provides the capability to track port-related trips and non-port-related trips by different vehicle classes. The SCAG model has 8 vehicle classes and PortTAM has up to 23 vehicle classes in the traffic assignment procedure.

PortTAM has two components:

1. A spreadsheet component includes customized trip generation, trip distribution, and mode split modules for the ports' area zones. In this spreadsheet, the key port statistics are entered, along with other inputs necessary for the model system. Marine terminal throughputs, on-dock maximum practical capacities (MPCs), port-wide control totals, and transload inputs are examples of such inputs.

2. The forecast model runs on a TransCAD software platform like the SCAG model system.

The underlying demand and supply sides of PortTAM are based on the SCAG 2020/2045 RTP/SCS model. The PortTAM traffic assignment module uses the available network capacities for each alternative to assign demand to the alternative routes. PortTAM has a multi-modal multi-class traffic assignment (MMA) procedure which performs the capacity-constrained traffic route assignments. The model uses roadway network attribute information such as number of lanes, functional classification, and intersecting roadways' attributes and calculates pea- hour and peak-period capacities. The model then uses the resulting capacities to perform the MMA procedure, which uses a path-based user-equilibrium traffic assignment algorithm.

For this project, the model networks were carefully reviewed, and edits were made to make sure the model represented current network conditions within the project area. Key inputs to the model are the roadway network, including the zonal details, and the trip O-D demand tables. The project team coordinated with both ports to obtain the latest cargo inputs for each of the marine terminals to update the port-related trip growth in the model.

Raw PortTAM results were post-processed to develop more accurate intersection and roadway segment forecasts. While PortTAM includes many sophisticated procedures and tools based on high-level statistics, the forecasting process still requires specialized adjustments and analysis procedures. Specific port methodologies, in combination with the regional or national guidelines, were used to develop travel forecasts.

PortTAM has two components: a port trip component and a non-port trip component. The port trip component is based on the special trip generation, trip distribution, mode-split, and assignment models that the ports maintain and update on a time-to-time basis. This component is calibrated and validated every year.

The non-port trip component is based on the Year 2020 SCAG RTP/SCS model. This is updated once every 4 years by SCAG. Since the 2020 SCAG RTP/SCS travel demand model was developed with data that were collected before the COVID-19 pandemic, the model showed high trips for the non-port trip component.

As part of the post-processing, the non-port trips from the model were adjusted for the differences between the ground counts and the travel demand model. Port trips from the model were used directly without further adjustments because the port component of the model is calibrated and validated every year.

This post-processing technique was applied to develop both the intersection turning movements and the roadway segment volumes. A simple example calculation of the post-processing logic is as follows:

- If there are 100 vehicles on a roadway segment from the ground counts, and the base year model showed 150 vehicles, and future year model showed 200 vehicles, then the model growth is 50 vehicles (200 minus 150).

- The post-processed forecast = Ground Count + Model Growth (i.e., 100 + 50 = 150 vehicles).

2.10.2.10 Methodologies and Measures of Effectiveness

The following measures of effectiveness were reported for the analysis:

- **HCM Delay and LOS:** Intersection LOS was based on the methodologies described in the HCM 6th edition using Synchro version 11. The LOS criteria for signalized and unsignalized intersections are summarized in Table 2.10-3.

Table 2.10-3: Level of Service Criteria for Signalized, All-Way Stop, and Two-Way Stop Intersection

LOS	All Way Stop or Two-Way Stop Intersection Delay (seconds/vehicle)	Signalized Intersection Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	> 10-15	> 10-20
C	> 15-25	> 20-35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80

Source: Traffic and Operations Analysis Report (2024).

- 95th percentile vehicle queue was based on Synchro output for each approach movement at the intersection. Vehicle queue lengths vary with each signal cycle, but 95th percentile queues are among the longest—those queues are expected in only 1 out of 20 cycles.

- Segment-based forecasted noise and air quality data for the nighttime closure were based on PortTAM demand model outputs.

- Roadway segment forecasted peak-hour volumes and speed were based on PortTAM demand model outputs.

- Forecasted daily vehicle miles traveled (VMT) and vehicle hours of delay (VHD) in the study area were based on PortTAM demand model outputs.

- Forecasted travel time and alternate route comparisons for select O-D pairs were based on PortTAM demand model outputs.

2.10.2.11 Intersection Delay and LOS Analysis

The 59 intersections in the study area were analyzed for each alternative. The HCM 6th edition methodology was used for all intersections analysis, except for the following:

- **Intersection #6 (Figueroa Street at the Northbound I-110 On-Ramp):** SimTraffic is used because of the special geometry and control type at this intersection.

- **Intersections #16 and #17 (Pier S Avenue at the Westbound/Eastbound Ocean Boulevard Frontage Roads):** These adjacent intersections are controlled by one controller located at Intersection #16. These intersections were modeled in Synchro as clustered intersections. Because the HCM 6th edition does not support analysis for clustered intersections, HCM2000 was used instead.

- **Intersections #25 and #26 (SR-47 at the State Route 103 [SR-103] Eastbound Off-Ramp and the Pier S Avenue Westbound On-Ramp):** These adjacent intersections are controlled by one controller located at Intersection #26. Like intersections #16 and #17, HCM2000 was used for the analysis.

- **Intersections #36 and #38 (Sepulveda Boulevard at the I-110 Northbound and Southbound Off-Ramps):** The phase numbering at these intersections do not follow the numbering conventions associated with the National Electrical Manufacturing Association (NEMA). Because the HCM 6th Edition methodology does not support non-NEMA phasing, HCM2000 was used instead.

- **Intersection #52 (Vermont Avenue/Anaheim Street/Gaffey Street/Palos Verdes Drive):** This intersection has five legs. Because HCM 6th Edition does not support intersections with more than four approaches, HCM2000 was used instead.

2.10.2.12 Existing Conditions

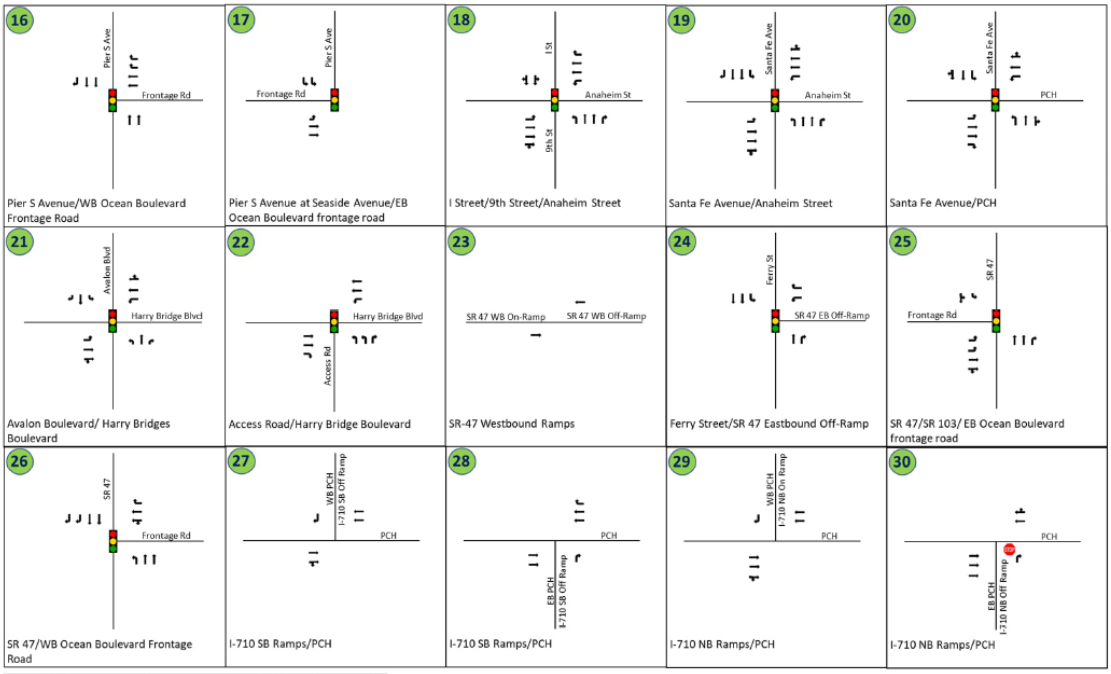
Figures 2.10-4 through 2.10-7 show the existing intersection traffic control and lane configurations in the study area. For existing conditions, 50 out of the 59 study intersections are controlled either with traffic signals or stop controls. The other nine intersections are uncontrolled (i.e., with free movements). Existing year AM, MD, and PM peak-hour operating conditions for the study intersections are summarized in Table 2.10-4. There are 10 out of 50 intersections currently operating at LOS E/F during the AM peak hour. There are 7 LOS E/F intersections during the MD peak hour, and 12 LOS E/F during the PM peak hour. All other intersections operate at LOS D or better during the peak hours.

Figure 2.10-4: Existing Study Intersections 1 through 15
Traffic Control and Lane Configurations



Existing (2023) Intersection Traffic Control and Lane Configuration
Vincent Thomas Bridge Deck Replacement Project
Traffic Operation Analysis Report

Figure 2.10-5: Existing Study Intersections 16 through 30
Traffic Control and Lane Configurations



Existing (2023) Intersection Traffic Control and Lane Configuration
Vincent Thomas Bridge Deck Replacement Project
Traffic Operation Analysis Report

Figure 2.10-6: Existing Study Intersections 31 through 45 Traffic Control and Lane Configurations

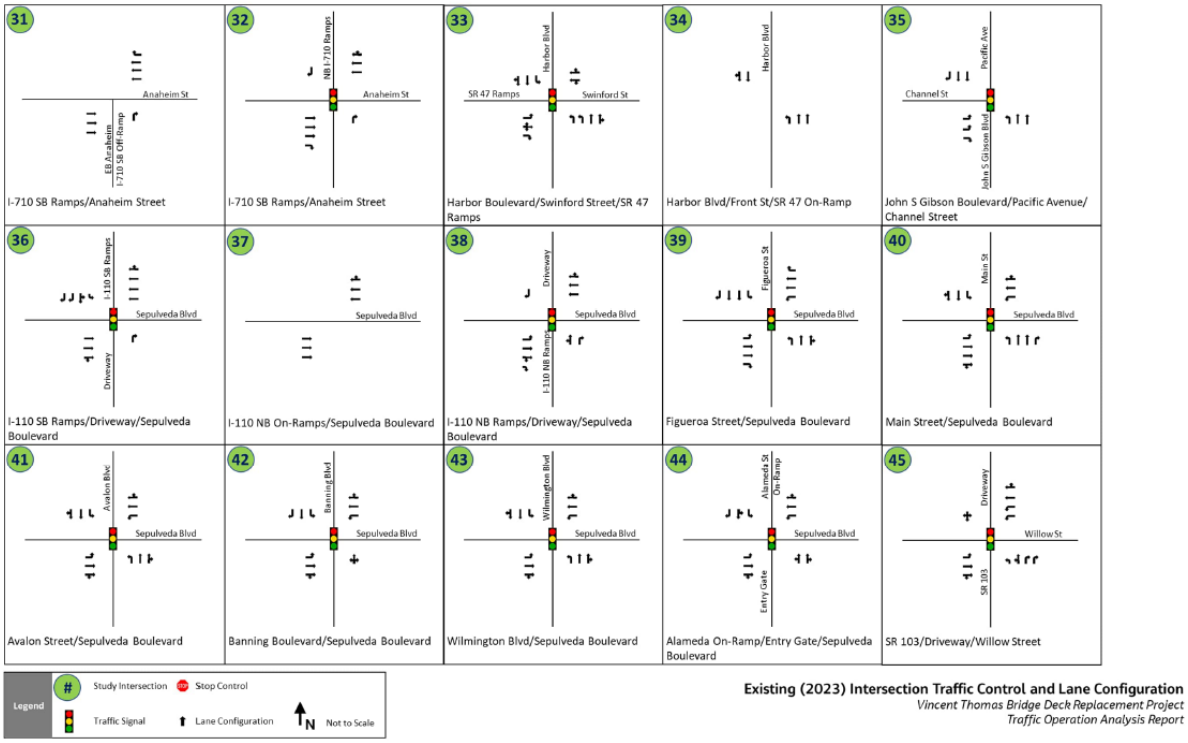


Figure 2.10-7: Existing Study Intersections 46 through 56, 58, 60, and 61 Traffic Control and Lane Configurations

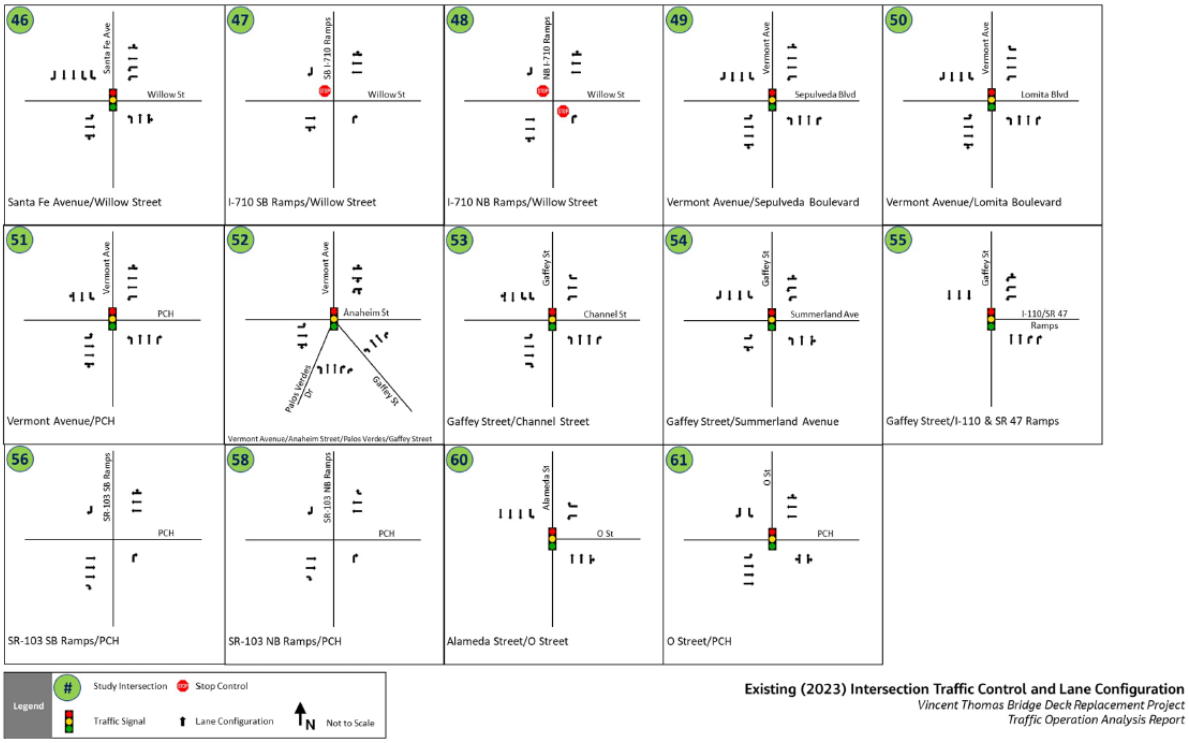


Table 2.10-4: Existing Intersection AM/Mid-Day/PM Peak-Hour Delay/LOS (IDs 1–56, 58, 60 and 61)

ID	Intersection	Traffic Control	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	John S. Gibson Blvd/W Harry Bridges Blvd/I-110 Ramps	Traffic Signal	25.9	C	25.0	C	25.1	C
2	Alameda St/E Anaheim St	Traffic Signal	47.4	D	34.7	C	111.7	F
3	N Henry Ford Ave (SR-47)/E Anaheim St	Traffic Signal	43.0	D	23.0	C	41.5	D
4	N Henry Ford Ave (SR-47)/Pier A Way/Pier A Plaza	Traffic Signal	17.4	B	21.4	C	20.1	C
5	Figueroa St/W Mauretania St/I-110 NB Off-Ramp	Stop Control	1.6	A	1.0	A	0.9	A
6	Figueroa St/I-110 NB On-Ramp	Stop Control	51.6	F	43.7	E	59.7	F
7	Wilmington Blvd/Anaheim St	Traffic Signal	14.6	B	15.0	B	15.8	B
8	Avalon Blvd/Anaheim St	Traffic Signal	26.1	C	26.2	C	27.6	C
9	I-110 SB Off-Ramp/PCH	Traffic Signal	38.2	D	29.7	C	31.5	C
10	Figueroa St/PCH	Traffic Signal	56.7	E	35.9	D	34.0	C
11	Wilmington Blvd/PCH	Traffic Signal	33.3	C	30.3	C	27.7	C
12	Avalon Blvd/PCH	Traffic Signal	49.1	D	34.8	C	45.4	D
13	Alameda St/Lower PCH	Traffic Signal	8.9	A	8.8	A	5.4	A
14	Drumm Ave/PCH	Stop Control	13.2	B	15.6	C	24.8	C
15	Navy Way/Seaside Ave	Traffic Signal	12.1	B	13.7	B	16.4	B
16	Pier S Avenue/SB Ocean Blvd Frontage Road	Traffic Signal	17.8	B	15.6	B	16.5	B
17	Pier S Ave/EB Ocean Blvd Frontage Road	Traffic Signal	13.3	B	17.1	B	16.9	B
18	9th St/I St/Anaheim St	Traffic Signal	24.0	C	33.0	C	38.9	D
19	Santa Fe Ave/Anaheim St	Traffic Signal	39.5	D	38.7	D	54.2	D
20	PCH/Santa Fe Ave	Traffic Signal	32.1	C	26.9	C	31.2	C
21	Avalon Blvd/Harry Bridges Blvd	Traffic Signal	34.8	C	32.7	C	56.0	E
22	N Access Road/Harry Bridges Blvd	Traffic Signal	15.7	B	19.7	B	14.4	B
23	SR-47 WB Off-Ramp/On-Ramp	Free	–	–	–	–	–	–
24	Ferry St/SR-47 EB Ramps	Traffic Signal	10.9	B	12.3	B	9.5	A
25	SR-47/SR-103 EB Off-Ramp	Traffic Signal	16.3	B	21.7	C	18.5	B
26	SR-47/Pier S Ave WB On-Ramp	Traffic Signal	18.9	B	25.0	C	26.4	C
27	PCH/I-710 SB WB PCH Off-Ramp	Free	–	–	–	–	–	–
28	PCH/I-710 EB PCH Off-Ramp	Free	–	–	–	–	–	–
29	PCH/I-710 WB PCH Off-Ramp	Free	–	–	–	–	–	–
30	PCH/I-710 EB PCH Off-Ramp	Stop Control	0.7	A	3.8	A	3.8	A
31	Anaheim St/I-710 WB Anaheim St On-/Off-Ramps	Free	–	–	–	–	–	–
32	Anaheim St/I-710 EB Anaheim St Ramps	Stop Control	3.6	A	5.5	A	71.4	F
33	Harbor Blvd/SR-47 Ramp	Traffic Signal	76.9	E	55.9	E	179.5	F
34	Harbor Blvd/Front St/SR-47 On-Ramp	Traffic Signal	–	–	–	–	–	–
35	John S Gibson Blvd/Pacific Ave/Channel St	Traffic Signal	45.4	D	31.5	C	72.2	E
36	Sepulveda Blvd/I-110 SB Off-Ramp	Traffic Signal	22.9	C	18.0	B	21.2	C
37	Sepulveda Blvd/I-110 NB On-Ramp	Free	–	–	–	–	–	–
38	Sepulveda Blvd/I-110 NB Off-Ramp/Driveway	Traffic Signal	11.5	B	9.7	A	19.7	B
39	Sepulveda Blvd/Figueroa St	Traffic Signal	36.6	D	28.6	C	36.9	D
40	Sepulveda Blvd/Main St	Traffic Signal	84.7	F	48.2	D	53.0	D
41	Sepulveda Blvd/Avalon Blvd	Traffic Signal	44.7	D	40.7	D	51.6	D

Table 2.10-4: Existing Intersection AM/Mid-Day/PM Peak-Hour Delay/LOS (IDs 1–56, 58, 60 and 61)

ID	Intersection	Traffic Control	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
42	Sepulveda Blvd/Banning Blvd	Traffic Signal	11.0	B	12.4	B	10.6	B
43	Sepulveda Blvd/Wilmington Ave	Traffic Signal	38.4	D	34.1	C	57.4	**E**
44	Entry Gate/Alameda On-Ramp/Sepulveda Blvd/Willow St	Traffic Signal	22.2	C	24.1	C	23.7	C
45	SR-103/Driveway/Willow St	Traffic Signal	21.7	C	25.2	C	30.1	C
46	Willow St/Santa Fe Ave	Traffic Signal	36.1	D	112.9	**F**	84.2	**F**
47	Willow St/I-710 SB On-/Off-Ramps	Stop Control	33.0	D	8.1	A	11.0	B
48	Willow St/I-710 NB On-Off-Ramps	Stop Control	4.9	A	2.5	A	2.2	A
49	Vermont Ave/Sepulveda Blvd	Traffic Signal	72.6	**E**	53.6	D	67.0	**E**
50	Vermont Ave/Lomita Blvd	Traffic Signal	122.1	**F**	100.1	**F**	128.7	**F**
51	Vermont Ave/PCH	Traffic Signal	96.2	**F**	37.3	D	53.8	D
52	Gaffey St/Vermont Ave/Anaheim St/Palos Verdes Dr	Traffic Signal	119.9	**F**	249.4	**F**	414.8	**F**
53	Gaffey St/Channel St	Traffic Signal	96.8	**E**	70.0	**E**	58.9	**E**
54	Gaffey St/Summerland Ave	Traffic Signal	75.3	**E**	26.7	C	49.7	D
55	Gaffey St/I-110/SR-47 Ramps	Traffic Signal	18.8	B	446.2	**F**	13.3	B
56	PCH/SR-103 SB On-/Off-Ramps	Free	–	–	–	–	–	–
58	PCH/SR-103 NB ON-Off-Ramps	Free	–	–	–	–	–	–
60	Alameda St/O St	Traffic Signal	10.6	B	13.7	B	24.0	C
61	PCH/O St	Traffic Signal	11.6	B	12.4	B	15.5	B

Source: Traffic and Operations Analysis Report (2024).

2.10.2.13 Year 2027 Alternatives

All future year 2027 alternative analyses incorporated the roadway improvements from the SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project, Temporary Traffic Control on Alameda Street and Anaheim Street (Phase 1), and the recent road diet along Anaheim Street (one lane per direction from Sanford Street to Figueroa Street). The westbound SR-47 off-ramp to Harbor Boulevard at Intersection #33 would be reconfigured to replace the current intersection of Front Street and Knoll Drive, which is a signalized intersection.

At Intersection #34 (Harbor Boulevard/Front Street/I-110 on-ramp), the current on-ramp to northbound I-110 would be moved north to the current intersection of Front Street and Knoll Drive. At Intersection #2 (Alameda Street/Anaheim Street), temporary lane reductions would occur at all approaches. Along Alameda Street, the northbound and southbound approaches will have one full lane per direction with a left-turn pocket. Along Anaheim Street, the westbound and eastbound approaches will have two full lanes with left-turn pockets. The geometry of Anaheim Street will be reduced to one lane per direction west of Intersection #2 due to the road diet and allocating one of the through lanes for a bicycle lane. At Intersection #13, temporary lane reductions would occur along Alameda Street.

For all the other study intersections, the existing lane configuration was assumed. For all future alternatives, 51 out of the 59 study intersections will be controlled either with traffic signals or stop controls. Intersection #34, which is currently uncontrolled, is proposed to be signalized in future conditions. The other eight intersections are uncontrolled (i.e., with free movements). The intersection delay and LOS for future year 2027 no construction and construction Alternatives A and D for the AM, MD, and PM peak hours are summarized in Tables 2.10-5 through 2.10-7.

Table 2.10-5: Year 2027 Intersection Delay and LOS Comparison for No Construction vs Construction Alternatives A and D (AM Peak Hour) (IDs 1–56, 58, 60, and 61)

ID	Intersection	Traffic Control	No Construction		Construction Alternative A (Full Closure – Preferred)		Construction Alternative D (One Lane Open in Each Direction)	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	John S Gibson Blvd/W Harry Bridges Blvd/I-110 Ramps	Traffic Signal	28.2	C	34.7	C	27.5	C
2	Alameda St/E Anaheim St	Traffic Signal	66.0	E	331.6	F	141.8	F
3	N Henry Ford Ave (SR-47)/E Anaheim St	Traffic Signal	81.2	F	209.8	F	95.2	F
4	N Henry Ford Ave (SR-47)/Pier A Way/Pier A Plaza	Traffic Signal	16.3	B	61.5	E	14.8	B
5	Figueroa St/W Mauretania St/I-110 NB Off-Ramp	Stop Control	1.4	A	1.2	A	1.4	A
6	Figueroa St/I-110 NB On-Ramp	Stop Control	63.2	F	70.1	F	79.7	F
7	Wilmington Blvd/Anaheim St	Traffic Signal	16.3	B	17.6	B	18.3	B
8	Avalon Blvd/Anaheim St	Traffic Signal	26.0	C	33.5	C	31.2	C
9	I-110 SB Off-Ramp/PCH	Traffic Signal	48.4	D	97.9	F	45.0	D
10	Figueroa St/PCH	Traffic Signal	100.5	F	112.3	F	109.5	F
11	Wilmington Blvd/PCH	Traffic Signal	36.9	D	38.9	D	35.5	D
12	Avalon Blvd/PCH	Traffic Signal	45.1	D	47.5	D	55.2	E
13	Alameda St/Lower PCH	Traffic Signal	11.9	B	11.7	B	11.2	B
14	Drumm Ave/PCH	Stop Control	44.9	E	164.5	F	75.9	F
15	Navy Way/Seaside Ave	Traffic Signal	10.8	B	12.7	B	12.2	B
16	Pier S Ave/WB Ocean Blvd Frontage Road	Traffic Signal	15.3	B	10.8	B	15.8	B
17	Pier S Ave/EB Ocean Blvd Frontage Road	Traffic Signal	16.0	B	11.6	B	12.6	B
18	9th St/I St/Anaheim St	Traffic Signal	23.4	C	20.7	C	27.8	C
19	Santa Fe Ave/Anaheim St	Traffic Signal	42.3	D	53.7	D	46.0	D
20	PCH/Santa Fe Ave	Traffic Signal	32.8	C	42.7	D	34.8	C
21	Avalon Blvd/Harry Bridges Blvd	Traffic Signal	28.9	C	39.8	D	29.3	C
22	N Access Road/Harry Bridges Blvd	Traffic Signal	19.7	B	18.2	B	17.1	B
23	SR-47 WB Off-Ramp/On-Ramp	Free	–	–	–	–	–	–
24	Ferry St/SR-47 EB Ramps	Traffic Signal	20.1	C	9.6	A	14.8	B
25	SR-47/SR-103 EB Off-Ramp	Traffic Signal	22.0	C	85.9	F	22.1	C
26	SR-47/Pier S Ave WB On-Ramp	Traffic Signal	65.7	E	203.4	F	36.5	D
27	PCH/I-710 SB WB PCH Off-Ramp	Free	–	–	–	–	–	–
28	PCH/I-710 EB PCH Off-Ramp	Free	–	–	–	–	–	–
29	PCH/I-710 WB PCH Off-Ramp	Free	–	–	–	–	–	–
30	PCH/I-710 EB PCH Off-Ramp	Stop Control	1.3	A	1.2	A	2.4	A
31	Anaheim St/I-710 WB Anaheim St On-/Off-Ramps	Free	–	–	–	–	–	–
32	Anaheim St/I-710 EB Anaheim St Ramps	Stop Control	4.1	A	4.4	A	4.2	A
33	Harbor Blvd/SR-47 Ramp	Traffic Signal	46.4	D	104.3	F	54.3	D
34	Harbor Blvd/Front St/SR-47 On-ramp	Traffic Signal	139.8	F	123	F	151	F
35	John S Gibson Blvd/Pacific Ave/Channel St	Traffic Signal	77.5	E	98.5	F	93.0	F
36	Sepulveda Blvd/I-110 SB Off-Ramp	Traffic Signal	24.6	C	21.9	C	24.7	C
37	Sepulveda Blvd/I-110 NB On-Ramp	Free	–	–	–	–	–	–

Table 2.10-5: Year 2027 Intersection Delay and LOS Comparison for No Construction vs Construction Alternatives A and D (AM Peak Hour) (IDs 1–56, 58, 60, and 61)

ID	Intersection	Traffic Control	No Construction		Construction Alternative A (Full Closure – Preferred)		Construction Alternative D (One Lane Open in Each Direction)	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
38	Sepulveda Blvd/I-110 NB Off-Ramp/Driveway	Traffic Signal	24.6	C	21.9	C	24.7	C
39	Sepulveda Blvd/Figueroa St	Traffic Signal	28.1	C	27.8	C	34.4	C
40	Sepulveda Blvd/Main St	Traffic Signal	97.9	**F**	126.4	**F**	103.8	**F**
41	Sepulveda Blvd/Avalon Blvd	Traffic Signal	56.4	**E**	74.6	**E**	60.4	**E**
42	Sepulveda Blvd/Banning Blvd	Traffic Signal	10.4	B	10.1	B	11.5	B
43	Sepulveda Blvd/Wilmington Ave	Traffic Signal	45.5	D	50.5	D	48.0	D
44	Entry Gate/Alameda On-Ramp/Sepulveda Blvd/Willow St	Traffic Signal	24.9	C	23.2	C	22.3	C
45	SR-103/Driveway/Willow St	Traffic Signal	28.3	C	47.5	D	30.9	C
46	Willow St/Sante Fe Ave	Traffic Signal	40.7	D	36.0	D	45.6	D
47	Willow St/I-710 SB On-/Off-Ramps	Stop Control	41.2	**E**	40.3	**E**	51.7	**F**
48	Willow St/I-710 NB On-/Off-Ramps	Stop Control	4.3	A	5.6	A	3.9	A
49	Vermont Ave/Sepulveda Blvd	Traffic Signal	56.6	**E**	54.7	D	64.0	**E**
50	Vermont Ave/Lomita Blvd	Traffic Signal	132.9	**F**	140.5	**F**	136.7	**F**
51	Vermont Ave/PCH	Traffic Signal	112.9	**F**	117.6	**F**	122.4	**F**
52	Gaffey St/Vermont Ave/Anaheim St/Palos Verdes Dr	Traffic Signal	144.6	**F**	293.1	**F**	226.2	**F**
53	Gaffey St/Channel St	Traffic Signal	68.1	**E**	56.7	D	65.5	**E**
54	Gaffey St/Summerland Ave	Traffic Signal	75.5	**E**	60.1	D	46.5	D
55	Gaffey St/I-110/SR-47 Ramps	Traffic Signal	22.0	C	29.0	C	25.5	C
56	PCH/SR-103 SB On-/Off-Ramps	Free	–	–	–	–	–	–
58	PCH/SR-103 NB On/Off-Ramps	Free	–	–	–	–	–	–
60	Alameda St/O St	Traffic Signal	30.1	C	26.1	C	36.7	D
61	PCH/O St	Traffic Signal	23.0	C	37.6	D	32.9	C

Source: Traffic and Operations Analysis Report (2024).

Table 2.10-6: Year 2027 Intersection Delay and LOS Comparison for No Construction vs Construction Alternatives A and D (Mid-Day Peak Hour) (IDs 1–56, 58, 60, and 61)

ID	Intersection	Traffic Control	No Construction		Construction Alternative A (Full Closure – Preferred)		Construction Alternative D (One Lane Open in Each Direction)	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	John S Gibson Blvd/W Harry Bridges Blvd/I-110 Ramps	Traffic Signal	29.7	C	33.7	C	24.6	C
2	Alameda St/E Anaheim St	Traffic Signal	110.9	F	390.6	F	170.9	F
3	N Henry Ford Ave (SR-47)/E Anaheim St	Traffic Signal	129.8	F	226	F	110.7	F
4	N Henry Ford Ave (SR-47)/Pier A Way/Pier A Plaza	Traffic Signal	38	D	60.9	E	45.4	D
5	Figueroa St/W Mauretania St/I-110 NB Off-Ramp	Stop Control	0.8	A	0.7	A	0.7	A
6	Figueroa St/I-110 NB On-Ramp	Stop Control	72.9	F	71.1	F	69.1	F
7	Wilmington Blvd/Anaheim St	Traffic Signal	16.0	B	20.4	C	18.4	B
8	Avalon Blvd/Anaheim St	Traffic Signal	30.0	C	43.0	D	34.1	C
9	I-110 SB Off-Ramp/PCH	Traffic Signal	27.4	C	36.0	D	27.6	C
10	Figueroa St/PCH	Traffic Signal	54.1	D	46.2	D	56.9	E
11	Wilmington Blvd/PCH	Traffic Signal	31.4	C	35.2	D	32.7	C
12	Avalon Blvd/PCH	Traffic Signal	35.4	D	25.8	C	24.3	C
13	Alameda St/Lower PCH	Traffic Signal	15.6	B	14.4	B	13.2	B
14	Drumm Ave/PCH	Stop Control	19.5	C	91.8	F	54.8	F
15	Navy Way/Seaside Ave	Traffic Signal	14.2	B	11.4	B	11.0	B
16	Pier S Ave/WB Ocean Blvd Frontage Road	Traffic Signal	15.2	B	8.2	A	9.4	A
17	Pier S Ave/EB Ocean Blvd Frontage Road	Traffic Signal	17.9	B	13.7	B	13.0	B
18	9th St/I St/Anaheim St	Traffic Signal	30.0	C	30.2	C	32.9	C
19	Santa Fe Ave/Anaheim St	Traffic Signal	46.9	D	37.4	D	41.9	D
20	PCH/Santa Fe Ave	Traffic Signal	29.3	C	29.8	C	29.3	C
21	Avalon Blvd/Harry Bridges Blvd	Traffic Signal	28.8	C	45.1	D	29.5	C
22	N Access Road/Harry Bridges Blvd	Traffic Signal	18.1	B	26.2	C	19.9	B
23	SR-47 WB Off-Ramp/On-Ramp	Free	–	–	–	–	–	–
24	Ferry St/SR-47 EB Ramps	Traffic Signal	16.4	B	158.0	F	26.8	C
25	SR-47/SR-103 EB Off-Ramp	Traffic Signal	126.6	F	194.1	F	133.8	F
26	SR-47/Pier S Ave WB On-Ramp	Traffic Signal	89.1	F	150.4	F	82.6	F
27	PCH/I-710 SB WB PCH Off-Ramp	Free	–	–	–	–	–	–
28	PCH/I-710 EB PCH Off-Ramp	Free	–	–	–	–	–	–
29	PCH/I-710 WB PCH Off-Ramp	Free	–	–	–	–	–	–
30	PCH/I-710 EB PCH Off-Ramp	Stop Control	4.3	A	3.6	A	3.9	A
31	Anaheim St/I-710 WB Anaheim St On-/Off-Ramps	Free	–	–	–	–	–	–
32	Anaheim St/I-710 EB Anaheim St Ramps	Stop Control	5.6	A	6.6	A	6.0	A
33	Harbor Blvd/SR-47 Ramp	Traffic Signal	158	F	102	F	174.2	F
34	Harbor Blvd/Front St/SR-47 On-ramp	Traffic Signal	408	F	170	F	270.8	F
35	John S Gibson Blvd/Pacific Ave/Channel St	Traffic Signal	77.3	E	42.5	D	72.9	E
36	Sepulveda Blvd/I-110 SB Off-Ramp	Traffic Signal	28.6	C	30.5	C	39.3	D
37	Sepulveda Blvd/I-110 NB On-Ramp	Free	–	–	–	–	–	–

Table 2.10-6: Year 2027 Intersection Delay and LOS Comparison for No Construction vs Construction Alternatives A and D (Mid-Day Peak Hour) (IDs 1–56, 58, 60, and 61)

ID	Intersection	Traffic Control	No Construction		Construction Alternative A (Full Closure – Preferred)		Construction Alternative D (One Lane Open in Each Direction)	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
38	Sepulveda Blvd/I-110 NB Off-Ramp/Driveway	Traffic Signal	28.3	C	28.4	C	19.5	B
39	Sepulveda Blvd/Figueroa St	Traffic Signal	41.9	D	46.0	D	39.8	D
40	Sepulveda Blvd/Main St	Traffic Signal	112.8	**F**	97.2	**F**	115.6	**F**
41	Sepulveda Blvd/Avalon Blvd	Traffic Signal	57.3	**E**	67.8	**E**	58.3	**E**
42	Sepulveda Blvd/Banning Blvd	Traffic Signal	11.1	B	10.7	B	11.4	B
43	Sepulveda Blvd/Wilmington Ave	Traffic Signal	56.0	**E**	57.6	**E**	53.3	D
44	Entry Gate/Alameda On-Ramp/Sepulveda Blvd/Willow St	Traffic Signal	22.8	C	28.0	C	24.3	C
45	SR-103/Driveway/Willow St	Traffic Signal	85.1	**F**	43.3	D	54.7	D
46	Willow St/Sante Fe Ave	Traffic Signal	126.8	**F**	105.0	**F**	120.8	**F**
47	Willow St/I-710 SB On-/Off-Ramps	Stop Control	15.8	C	12.6	B	12.5	B
48	Willow St/I-710 NB On-/Off-Ramps	Stop Control	1.9	A	3.4	A	2.5	A
49	Vermont Ave/Sepulveda Blvd	Traffic Signal	50.0	D	51.2	D	54.1	D
50	Vermont Ave/Lomita Blvd	Traffic Signal	104.4	**F**	136.0	**F**	119.3	**F**
51	Vermont Ave/PCH	Traffic Signal	28.1	C	61.2	**E**	41.1	D
52	Gaffey St/Vermont Ave/Anaheim St/Palos Verdes Dr	Traffic Signal	171.0	**F**	345.3	**F**	265.4	**F**
53	Gaffey St/Channel St	Traffic Signal	76.2	**E**	60.2	**E**	69.0	**E**
54	Gaffey St/Summerland Ave	Traffic Signal	25.9	C	56.9	**E**	44.8	D
55	Gaffey St/I-110/SR-47 Ramps	Traffic Signal	15.7	B	16.7	B	16.4	B
56	PCH/SR-103 SB On-/Off-Ramps	Free	–	–	–	–	–	–
58	PCH/SR-103 NB On/Off-Ramps	Free	–	–	–	–	–	–
60	Alameda St/O St	Traffic Signal	46.6	D	52.0	D	40.2	D
61	PCH/O St	Traffic Signal	24.8	C	34.8	C	21.4	C

Source: Traffic and Operations Analysis Report (2024).

Table 2.10-7: Year 2027 Intersection Delay and LOS Comparison for No Construction vs Construction Alternatives A and D (PM Peak Hour) (IDs 1–56, 58, 60, and 61)

ID	Intersection	Traffic Control	No Construction		Construction Alternative A (Full Closure – Preferred)		Construction Alternative D (One Lane Open in Each Direction)	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	John S Gibson Blvd/W Harry Bridges Blvd/I-110 Ramps	Traffic Signal	30.7	C	46.6	D	39.1	D
2	Alameda St/E Anaheim St	Traffic Signal	373.4	F	682.7	F	422.3	F
3	N Henry Ford Ave (SR-47)/E Anaheim St	Traffic Signal	104.2	F	282.9	F	120.2	F
4	N Henry Ford Ave (SR-47)/Pier A Way/Pier A Plaza	Traffic Signal	50.4	D	96.6	F	17.2	B
5	Figueroa St/W Mauretania St/I-110 NB Off-Ramp	Stop Control	0.7	A	0.7	A	0.8	A
6	Figueroa St/I-110 NB On-Ramp	Stop Control	77.3	F	72.6	F	70.9	F
7	Wilmington Blvd/Anaheim St	Traffic Signal	16.4	B	22.8	C	19.6	B
8	Avalon Blvd/Anaheim St	Traffic Signal	40.1	D	42.3	D	47.1	D
9	I-110 SB Off-Ramp/PCH	Traffic Signal	25.8	C	44.7	D	25.1	C
10	Figueroa St/PCH	Traffic Signal	64.2	E	68.6	E	58.7	E
11	Wilmington Blvd/PCH	Traffic Signal	26.4	C	27.5	C	27.8	C
12	Avalon Blvd/PCH	Traffic Signal	72.5	E	85.5	F	91.7	F
13	Alameda St/Lower PCH	Traffic Signal	10.9	B	12.3	B	10.6	B
14	Drumm Ave/PCH	Stop Control	8.7	A	25.4	D	14.2	B
15	Navy Way/Seaside Ave	Traffic Signal	22.5	C	13.5	B	10.3	B
16	Pier S Ave/WB Ocean Blvd Frontage Road	Traffic Signal	18.3	B	17.3	B	16.6	B
17	Pier S Ave/EB Ocean Blvd Frontage Road	Traffic Signal	17.8	B	14.7	B	23.6	C
18	9th St/I St/Anaheim St	Traffic Signal	29.4	C	35.2	D	31.7	C
19	Santa Fe Ave/Anaheim St	Traffic Signal	47.0	D	35.2	D	46.4	D
20	PCH/Santa Fe Ave	Traffic Signal	34.5	C	34.6	C	33.7	C
21	Avalon Blvd/Harry Bridges Blvd	Traffic Signal	32.1	C	49.9	D	40.4	D
22	N Access Road/Harry Bridges Blvd	Traffic Signal	19.2	B	35.4	C	26.5	C
23	SR-47 WB Off-Ramp/On-Ramp	Free	–	–	–	–	–	–
24	Ferry St/SR-47 EB Ramps	Traffic Signal	18.4	B	145.1	F	24.8	C
25	SR-47/SR-103 EB Off-Ramp	Traffic Signal	83.9	F	310.5	F	59.8	E
26	SR-47/Pier S Ave WB On-Ramp	Traffic Signal	63.9	E	230.9	F	58.4	E
27	PCH/I-710 SB WB PCH Off-Ramp	Free	–	–	–	–	–	–
28	PCH/I-710 EB PCH Off-Ramp	Free	–	–	–	–	–	–
29	PCH/I-710 WB PCH Off-Ramp	Free	–	–	–	–	–	–
30	PCH/I-710 EB PCH Off-Ramp	Stop Control	8.0	A	8.2	A	8.3	A
31	Anaheim St/I-710 WB Anaheim St On-/Off-Ramps	Free	–	–	–	–	–	–
32	Anaheim St/I-710 EB Anaheim St Ramps	Stop Control	120.7	F	127.2	F	124.3	F
33	Harbor Blvd/SR-47 Ramp	Traffic Signal	84.3	F	72.3	E	66	E
34	Harbor Blvd/Front St/SR-47 On-ramp	Traffic Signal	383.7	F	127.3	F	357	F
35	John S Gibson Blvd/Pacific Ave/Channel St	Traffic Signal	123.0	F	94.5	F	108.2	F
36	Sepulveda Blvd/I-110 SB Off-Ramp	Traffic Signal	22.6	C	23.5	C	22.4	C
37	Sepulveda Blvd/I-110 NB On-Ramp	Free	–	–	–	–	–	–

Table 2.10-7: Year 2027 Intersection Delay and LOS Comparison for No Construction vs Construction Alternatives A and D (PM Peak Hour) (IDs 1–56, 58, 60, and 61)

ID	Intersection	Traffic Control	No Construction		Construction Alternative A (Full Closure – Preferred)		Construction Alternative D (One Lane Open in Each Direction)	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
38	Sepulveda Blvd/I-110 NB Off-Ramp/Driveway	Traffic Signal	27.5	C	20.7	C	24.2	C
39	Sepulveda Blvd/Figueroa St	Traffic Signal	31.8	C	30.4	C	37.3	D
40	Sepulveda Blvd/Main St	Traffic Signal	73.6	**E**	77.3	**E**	72.6	**E**
41	Sepulveda Blvd/Avalon Blvd	Traffic Signal	76.9	**E**	79.5	**E**	76.8	**E**
42	Sepulveda Blvd/Banning Blvd	Traffic Signal	11.3	B	12.3	B	12.2	B
43	Sepulveda Blvd/Wilmington Ave	Traffic Signal	67.6	**E**	83.4	**F**	71.8	**E**
44	Entry Gate/Alameda On-Ramp/Sepulveda Blvd/Willow St	Traffic Signal	24.0	C	28.6	C	21.9	C
45	SR-103/Driveway/Willow St	Traffic Signal	85.2	**F**	37.8	D	36.3	D
46	Willow St/Sante Fe Ave	Traffic Signal	75.2	**E**	124.0	**F**	89.0	**F**
47	Willow St/I-710 SB On-/Off-Ramps	Stop Control	23.0	C	28.5	D	24.4	C
48	Willow St/I-710 NB On-/Off-Ramps	Stop Control	2.1	A	3.3	A	2.8	A
49	Vermont Ave/Sepulveda Blvd	Traffic Signal	52.5	D	59.7	**E**	54.7	D
50	Vermont Ave/Lomita Blvd	Traffic Signal	118.3	**F**	141.0	**F**	129.0	**F**
51	Vermont Ave/PCH	Traffic Signal	47.8	D	109.4	**F**	68.5	**E**
52	Gaffey St/Vermont Ave/Anaheim St/Palos Verdes Dr	Traffic Signal	513.5	**F**	330.8	**F**	462.3	**F**
53	Gaffey St/Channel St	Traffic Signal	60.5	**E**	94.5	**F**	69.2	**E**
54	Gaffey St/Summerland Ave	Traffic Signal	66.8	**E**	77.7	**E**	105.6	**F**
55	Gaffey St/I-110/SR-47 Ramps	Traffic Signal	27.9	C	22.8	C	22.3	C
56	PCH/SR-103 SB On-/Off-Ramps	Free	–	–	–	–	–	–
58	PCH/SR-103 NB On/Off-Ramps	Free	–	–	–	–	–	–
60	Alameda St/O St	Traffic Signal	100.2	**F**	108.3	**F**	102.4	**F**
61	PCH/O St	Traffic Signal	25.6	C	33.1	C	30.2	C

Source: Traffic and Operations Analysis Report (2024).

2.10.2.14 Nighttime Closure

The nighttime closure alternative focused on roadway segments listed in Table 2.10-2. The alternative was evaluated for construction staging for the nighttime hours between 7:00 p.m. and 6:00 a.m.. The nighttime hourly volumes obtained for this alternative were used for the noise and air quality technical studies.

The hourly traffic flows were divided by the weekday average daily traffic volumes collected via StreetLight and post-processed to obtain hourly "K" values. The K value represents the percent volume for every hour of the nighttime period between 7:00 p.m. and 6:00 a.m. compared to the total daily volume. The nighttime peak hour was identified using the highest K value in the 11-hour period. Table 2.10-8 presents the K value distribution during the nighttime period. The hour from 7:00 to 8:00 p.m. was identified as the peak hour for the nighttime period.

Table 2.10-8: K Value Distribution During Nighttime

Nighttime Hour	K (Percent of Average Daily Traffic)	Percent of Nighttime Period
7:00 PM–8:00 PM	4.64%	20.96%
8:00 PM–9:00 PM	3.86%	17.45%
9:00 PM–10:00 PM	3.21%	14.48%
10:00 PM–11:00 PM	2.29%	10.32%
11:00 PM–12:00 AM	1.50%	6.77%
12:00 AM–1:00 AM	1.06%	4.80%
1:00 AM–2:00 AM	0.92%	4.13%
2:00 AM–3:00 AM	0.76%	3.44%
3:00 AM–4:00 AM	0.60%	2.73%
4:00 AM–5:00 AM	0.92%	4.15%
5:00 AM–6:00 AM	2.38%	10.76%
Sum	**22.15%**	**100.00%**

Source: Traffic and Operations Analysis Report (2024).

2.10.2.15 Pedestrian and Bicycle Facilities

City of Los Angeles

The Mobility Plan 2035 (City of Los Angeles 2016) is an element of the General Plan for the City of Los Angeles. It updates the City's 1999 Transportation Element and integrates the 2010 Bicycle Plan. The Mobility Plan 2035 is the policy foundation necessary for the City of Los Angeles to plan, design, and operate streets that accommodate all users, including pedestrians, bicyclists, transit riders, and motorists. The City of Los Angeles jurisdiction within the CIA Study Area includes the communities of Wilmington, San Pedro, and Harbor City.

Pedestrian Facilities

According to Mobility Plan 2035, there are 10,750 miles of sidewalks in Los Angeles, and 42 percent of those sidewalks is in disrepair. It is estimated that 64,000 people walk or bike to work every day.

The plan also assessed Pedestrian Enhanced Districts (PEDs), which are areas where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities. Wilmington, San Pedro, and Harbor City all contain PEDs, with San Pedro having a higher density of PEDs east of

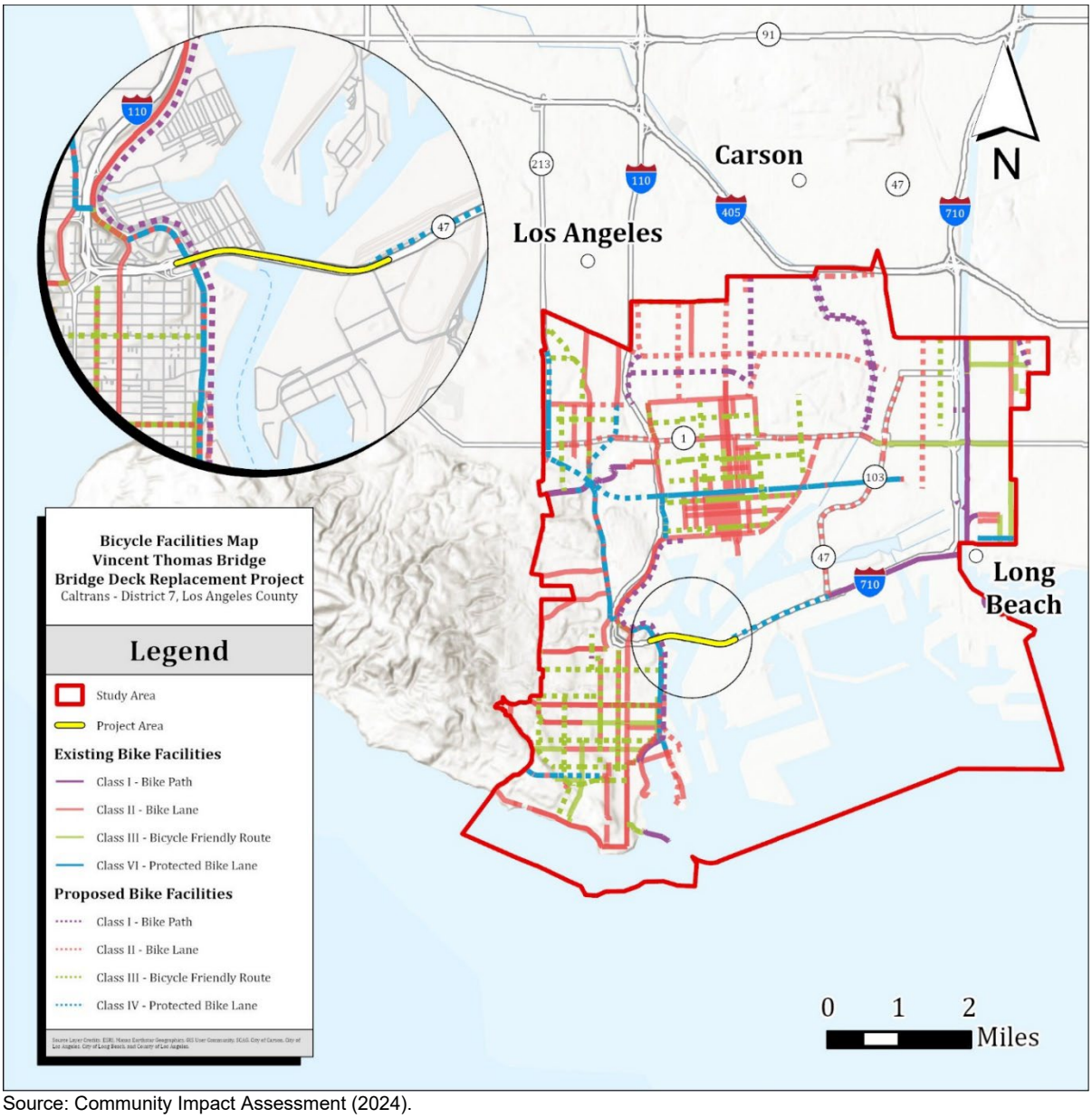
Gaffey Street and along the harbor. The Enhanced Neighborhood Network (ENN) serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Wilmington, San Pedro, and Harbor City all contain streets that are considered a part of the ENN.

Bicycle Facilities

The City of Los Angeles follows the federal and State transportation system bikeway facilities classifications: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The 2010 Bicycle Plan states that Class I Bicycle Paths are exclusive, car-free facilities that are typically not located within a roadway area. Class II Bicycle Lanes are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Class III Bicycle Routes are in-road bikeways where bicycles and motor vehicles share the roadway. Class IV Bicycle Lanes are intended for the exclusive use of bicycles and include a separation required between the separated bikeway and the through vehicular traffic. Notable bicycle routes (located close to the project area or along proposed detour routes) are described below.

The closest bicycle facility to the project area is a Class II Bicycle Lane that runs along Harbor Boulevard/Front Street, beneath the SR-47. There is a Class II Bicycle Lane located along Anaheim Street from Gaffey Street to I Street/9th Street. The Anaheim Street Safety Improvements Project recently upgraded a section of this existing Class II Bicycle Lane to a Class IV Bicycle Lane from I-110 to Henry Ford Avenue. A Class III Bicycle Route runs along PCH from SR-103 to Pacific Avenue. Refer to Figure 2.10-8 for all bicycle facilities mapped within the CIA Study Area.

Figure 2.10-8: Bicycle Facilities Map



Source: Community Impact Assessment (2024).

SR-47 is classified as a State highway with two travel lanes in each direction. Currently, there are no pedestrian or bicycle facilities on the bridge.

City of Carson

Pedestrian Facilities
According to the City of Carson 2040 General Plan (Dyett & Bhatia 2023), pedestrian circulation and access is primarily provided through sidewalks. Sidewalks are found on most streets throughout the city except for some neighborhoods and industrial areas. Pedestrian crosswalks are provided at signalized and unsignalized intersections.

Bicycle Facilities
The City of Carson 2040 General Plan describes Carson's existing bicycle facilities, which make up a network that is 13.3 miles long. Class I bikeways are facilities with exclusive right-of-way for bicyclists and pedestrians, are away from the roadway, and with minimized cross flows by motor traffic. The Dominguez Channel Bikeway, the Los Angeles River Bicycle Path, and the Compton Creek Bikeway are the Class I bikeways in Carson. Class II bike lanes are established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Several key arterials within the city include Class II bike lanes, (e.g., segments of University Drive, Del Amo Boulevard, Central Avenue, Lomita Boulevard, Leapwood Avenue, and Chico Street). Class III bike routes are shared routes between motor traffic and bicycles. Class III bike routes are found on segments of Carson Street, Dolores Street, and Turmont Street.

City of Long Beach

Pedestrian Facilities
According to the City of Long Beach General Plan Mobility Element (City of Long Beach 2013), sidewalks in Long Beach are designed to provide safe pedestrian facilities that separate the pedestrian from vehicles traveling at higher rates of speed. Due to predominantly being developed as a streetcar community, Central and West Long Beach have sidewalks flanking most streets, creating walkable environments. Missing sidewalks on thoroughfares crossing the Los Angeles River and Interstate 710 (I-710), and throughout some of the industrial areas, pose an impediment to connectivity. Narrow sidewalks on Alamitos Avenue and Pacific Avenue can make these corridors inaccessible where sloping driveways and infrastructure encroach on pedestrian paths of travel. PCH, Anaheim Street, and 7th Street are major vehicle thoroughfares with significant levels of pedestrian activity. The majority of Long Beach's pedestrian-involved collisions takes place along these three corridors.

Bicycle Facilities
According to Chapter 3 of the City of Long Beach Bicycle Master Plan (City of Long Beach 2016), Long Beach follows the Caltrans guidelines for classification of bicycle lanes, with additional classifications within Class III. Shared-use paths or paved trails are designated as Class I, which provide completely separated, exclusive right-of-way for bicycling, walking, and other non-motorized uses. Class II bicycle lanes are striped, preferential lanes on roadways for one-way bicycle travel. There are 37.6 miles of Class I bicycle facilities and 59 miles of roads with Class II bicycle lanes in Long Beach.

The City of Long Beach expands on the Caltrans description of a Class III bicycle facility by splitting the class into the following subsections: Class III-A, Class III-B, and Class III-C. Class III-A bicycle facilities are on-street along low-speed roadways. These routes have

been optimized for bicycle travel through signage, shared-lane markings, and engineering tools to slow traffic, reduce cut-through vehicle trips, and assist bicyclist and pedestrians in crossing busier roadways. Long Beach currently has 1.5 miles of Class III-A bicycle facilities. Class III-B and Class III-C are mixed-flow facilities appropriate for low-volume streets with slow travel speeds. Some routes are designated only by Caltrans-compliant Bike Route signs (Class III-C), while others are designated by signs and painted shared lane markings to indicate a shared lane environment for bicycle riders and motorists (Class III-B). Long Beach has 26.9 miles of designated bicycle routes. A Class IV bicycle facility is separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. Long Beach has 3.3 miles of Class IV bikeways.

2.10.2.16 Public Transportation

Public transportation service within the CIA Study Area is provided by several different agencies, see Figure 2.10-9. Specific services and routes within each study area community are discussed below.

Figure 2.10-9: Transit Route Map



Source: Community Impact Assessment (2024).

Wilmington

Wilmington is served by the Los Angeles Department of Transportation (LADOT) DASH bus service on PCH, Watson Avenue, L Street, Avalon Boulevard, Anaheim Street, and Figueroa Street. The DASH bus service operates every day of the year, including holidays. LA Metro bus routes 232 and 246 provide service along Avalon Boulevard, Anaheim Street, and Figueroa Street. The LA Metro J Line (Silver) is a 38-mile bus rapid transit route that runs between El Monte, Downtown Los Angeles, and the Harbor Gateway, with some trips continuing to San Pedro. The J Line runs on I-110 and SR-47, where it exits onto Harbor Boulevard just west of the Vincent Thomas Bridge. The J Line provides service to Wilmington via a stop at I-110 and PCH. Torrance Transit Line 3 provides service along Wilmington Boulevard and PCH.

San Pedro

San Pedro is served by the LADOT DASH bus service with service along Western Avenue, 1st Street, Pacific Avenue, Gaffey Street, 19th Street, Alma Street, and 25th Street. LADOT Commuter Express Route 142 provides service between the San Pedro waterfront and downtown Long Beach with service provided every day of the year, including holidays. The route connects the two destinations via the Vincent Thomas Bridge. The LA Metro J Line follows I-110 to SR-47, exiting at Harbor Boulevard to 1st Street, Pacific Avenue, 22nd Street, Gaffey Street, and 19th Street, and includes 11 stops. LA Metro service to San Pedro is also provided by Lines 246 and 205, traveling on Gaffey Street, Pacific Avenue, Shepard Street, Western Avenue, and 7th Street.

City of Long Beach

Bus service in Long Beach is provided by Long Beach Transit, with 38 routes throughout the city. Routes 2, 4, and 8 operate Monday through Saturday only while Routes 92, 93, 102, 175, and 405 operate weekdays only. LADOT Commuter Express Route 142 provides service between downtown Long Beach and the San Pedro waterfront, with service provided every day of the year, including holidays. In addition, LA Metro provides light-rail service to downtown Long Beach via the A Line, which connects to Downtown Los Angeles and east to Azusa.

Harbor City

The City of Gardena GTrans Line 2 provides service through Harbor City with a loop running along Normandie Avenue, PCH, and Western Avenue. In addition, LA Metro provides service in Harbor City with bus lines 205 along Vermont Avenue, PCH, and Western Avenue; 232 on PCH; and 246 on Vermont Avenue and PCH. A Metro J Line stop is located at I-110 and PCH.

City of Carson

Within the CIA Study Area, the Carson Circuit Route B operates bus service along Avalon Boulevard, 213th Street, and Main Street. Long Beach Transit Line 2 operates on Avalon Boulevard, 223rd Street, Main Street, Sepulveda Boulevard, and Figueroa Street, while Line 8 traverses 223rd Street. The Torrance Transit System bus service, Line 3, runs south on Main Street through Sepulveda Boulevard and east on PCH until Pacific Avenue. The Torrance Transit System Line 7 runs east on Sepulveda Boulevard until the last stop at Avalon Boulevard.

2.10.3 ENVIRONMENTAL CONSEQUENCES

2.10.3.1 Traffic Alternatives Comparison

The following sections provide a summary of the findings and comparisons between construction alternatives.

Intersection LOS and Delay Analysis

Intersection Congestion Change Factor
To better compare traffic operations at the intersections for the different construction alternatives versus the no construction alternative, a project-specific congestion change factor was developed and is defined as follows:

Intersection congestion change factor = (Δ Delay)(Δ LOS+1)*

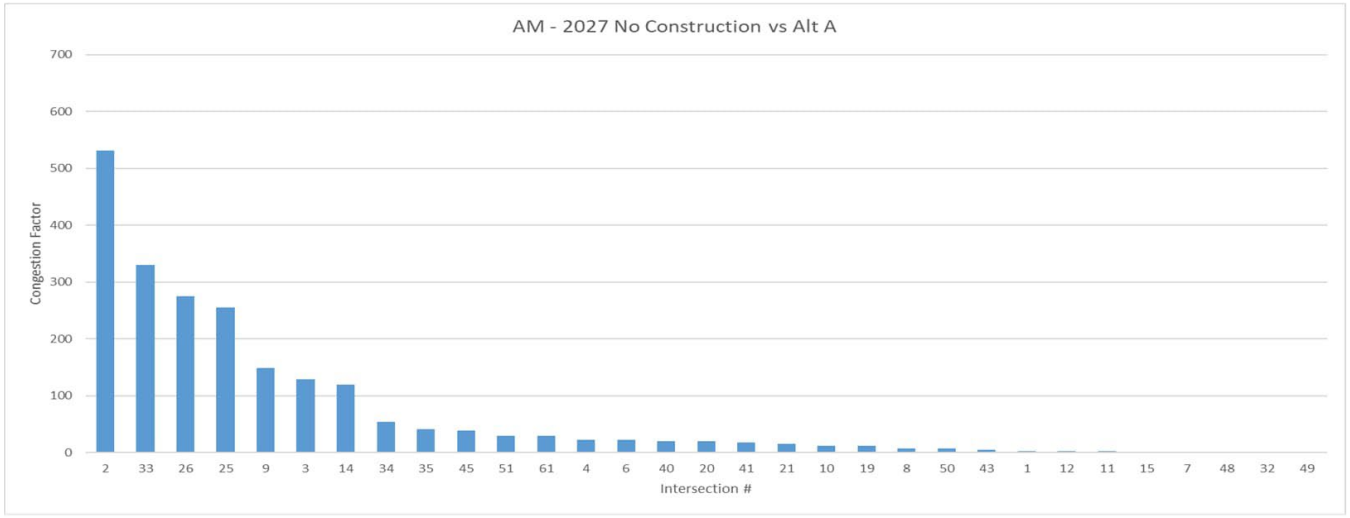
where: Δ Delay = the delay difference in seconds at individual intersections between each construction alternative and the no construction alternative.

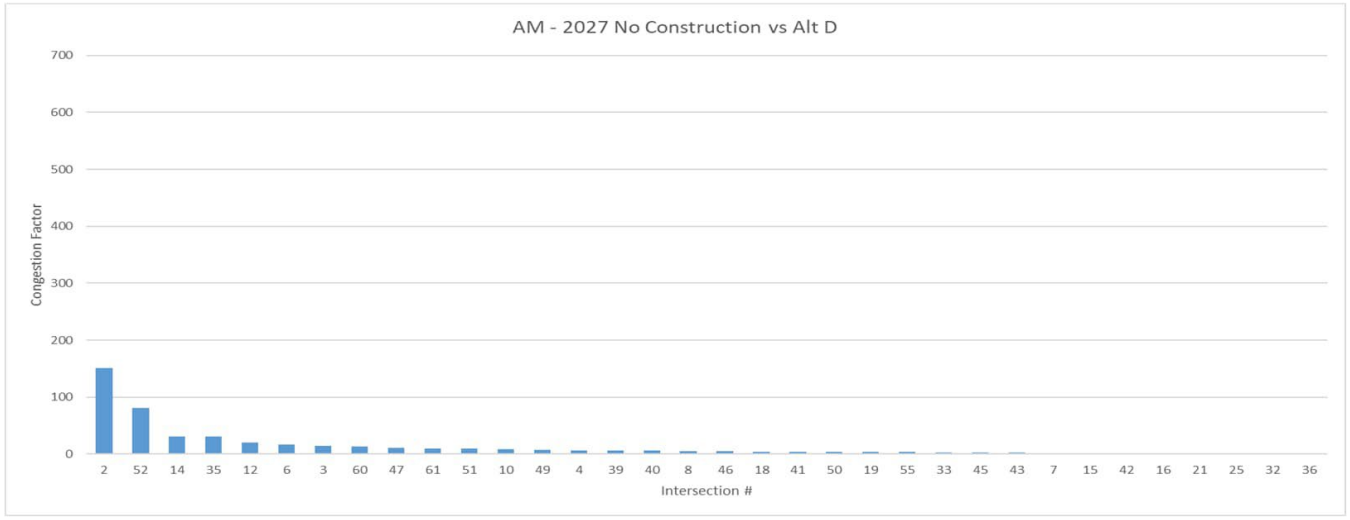
Δ LOS = the LOS difference at individual intersections between each construction alternative and the no construction alternative (e.g., at intersection #1, Δ LOS for Alternative C during the AM peak hour is D – C = 1).

Based on the congestion change factor results, Alternative A (Full Closure – Preferred) would have the highest congestion increase compared to the no construction alternative for all peak periods. Alternatives B and D would have the least congestion increase during midday peak hour. The results indicate that Alternative D (one lane open in each direction) would have the least congestion for all three peak periods in the study area.

Figures 2.10-10 through 2.10-12 present the congestion change factor at all intersections for all alternatives during the AM, MD, and PM peak hours. The graphs do not include intersections that experienced improved delay and/or LOS. The graphs present the intersections ranked from the highest to the lowest congestion change factors. In general, intersections in Alternative A (Full Closure – Preferred) have the highest congestion change factors. Intersections in Alternative D (one lane open in each direction) have the least congestion change factors among the construction alternatives.

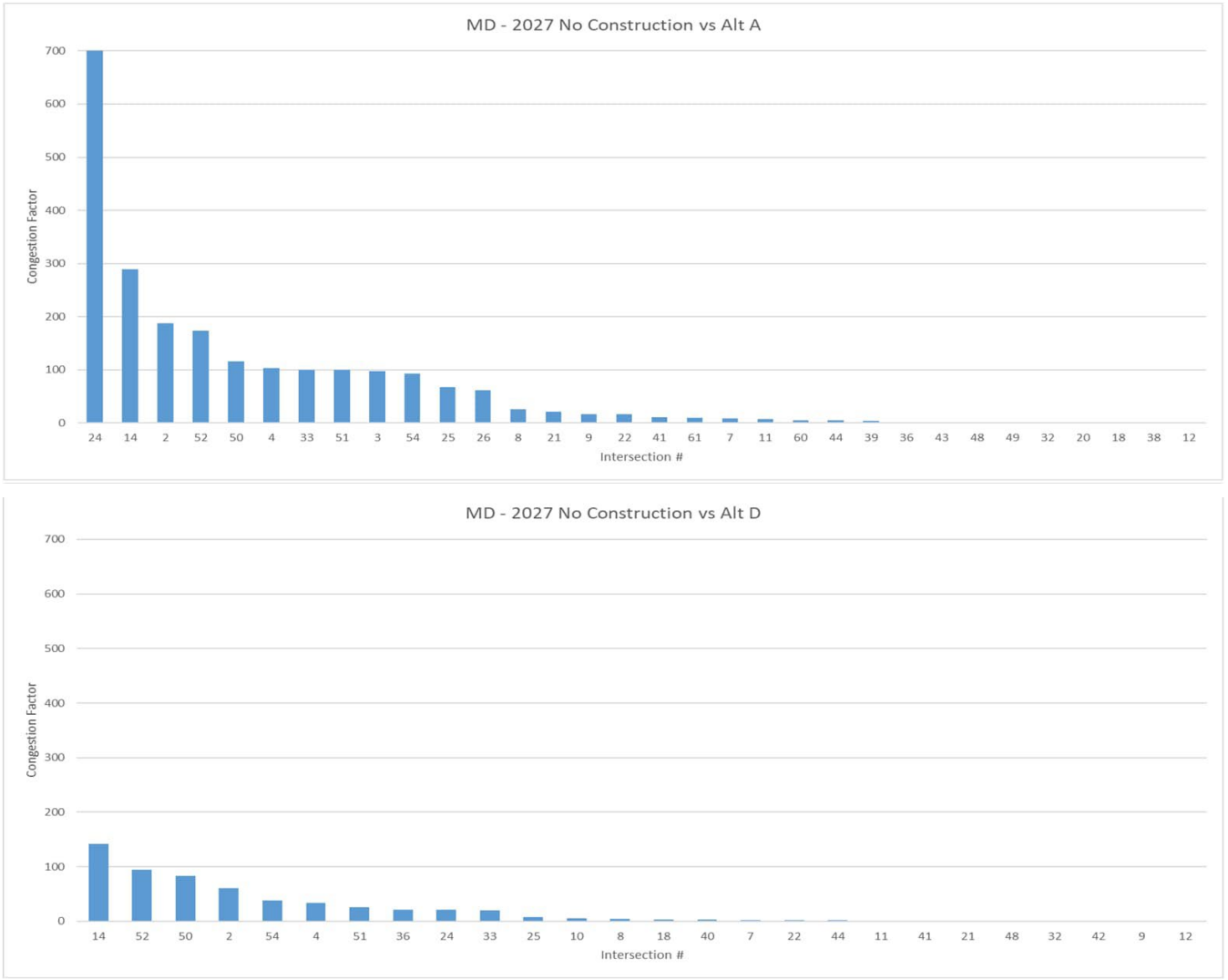
Figure 2.10-10: Intersection Congestion Change Factors During AM Peak Hour for Alternatives A (Full Closure – Preferred) and D (One Lane Open in Each Direction)





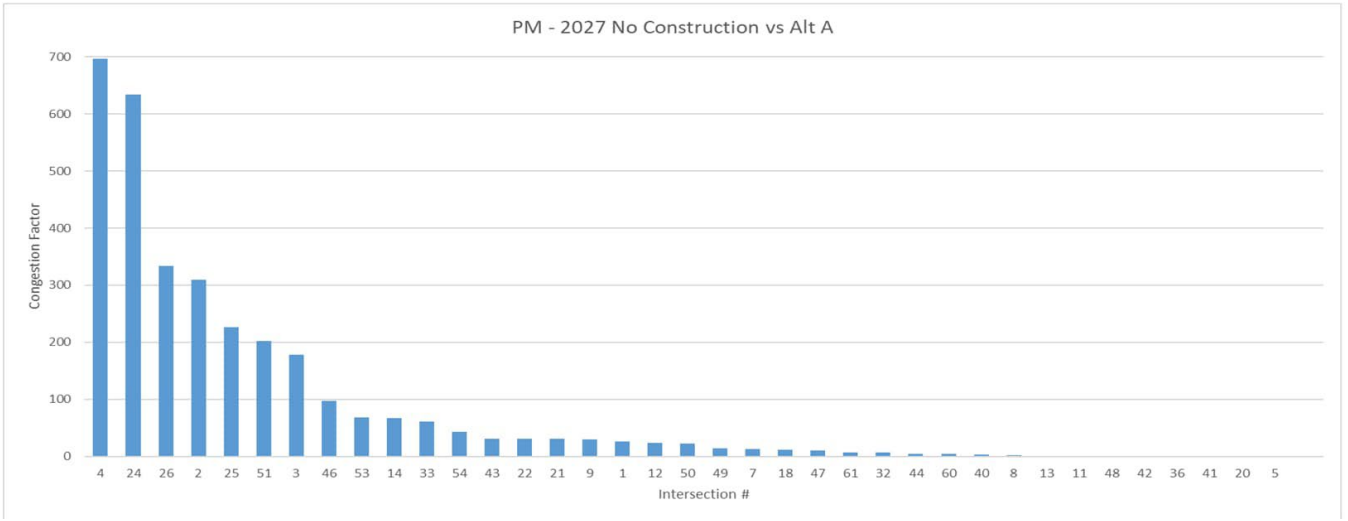
Source: Traffic and Operations Analysis Report (2024).

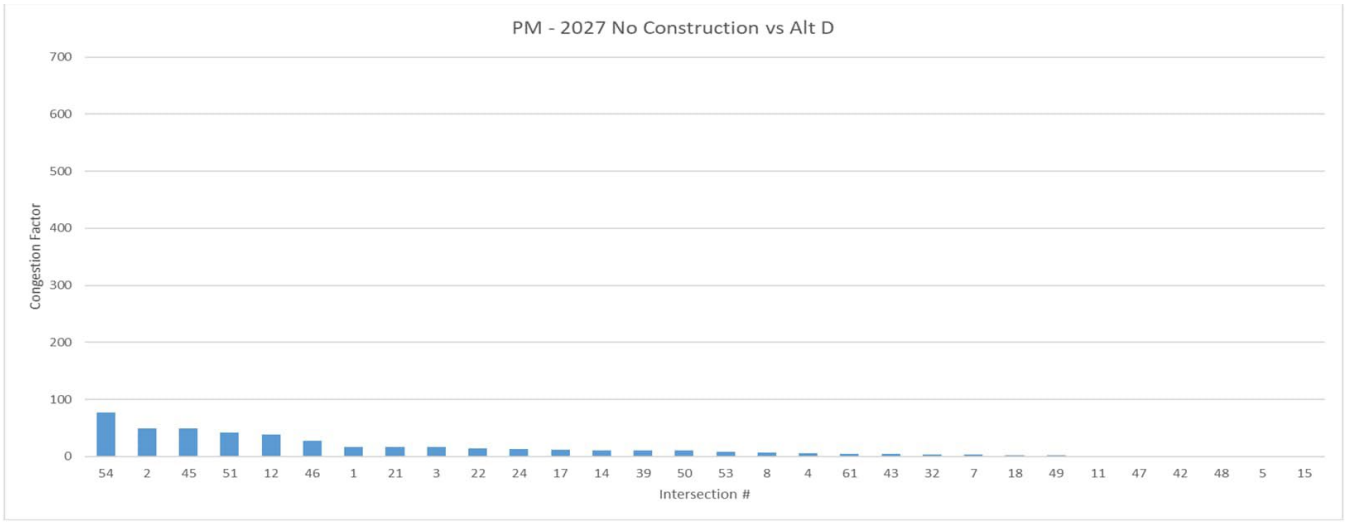
Figure 2.10-11: Intersection Congestion Change Factors During Mid-Day Peak Hour for Alternatives A (Full Closure – Preferred) and D (One Lane Open in Each Direction)



Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-12: Intersection Congestion Change Factors During PM Peak Hour for Alternatives A (Full Closure – Preferred) and D (One Lane Open in Each Direction)





Source: Traffic and Operations Analysis Report (2024).

Intersection Delay

Drivers are expected to experience higher delays within the study area with the proposed construction alternatives. Table 2.10-9 summarizes the percentage increase in delay (summed for all intersections within the study area) for construction alternatives versus the no construction alternative during all three peak hours. Alternative A (Full Closure – Preferred) is expected to result in the highest delay increase.

Table 2.10-9: Summary of Delay Increase Comparison at Study Intersections

	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour	Average for All Peak Hours
Alternative A (Full Closure) vs No Construction	51%	20%	23%	31%
Alternative D (one lane open in each direction) vs No Construction	13%	2%	0%	5%

Source: Traffic and Operations Analysis Report (2024).

Roadway Segment Volume and Speed Analysis

Segment analysis, including volumes and speeds, was conducted using PortTAM for the segments listed in Table 2.10-2. The existing average hourly volumes and peak period travel time were collected via StreetLight on the study segments. Table 2.10-10 is a summary of the average roadway segment speed for each construction alternative during the peak hours. In general, there is little variation in the average speed between construction alternatives.

Table 2.10-10: Roadway Segment Average Peak Hour Speed

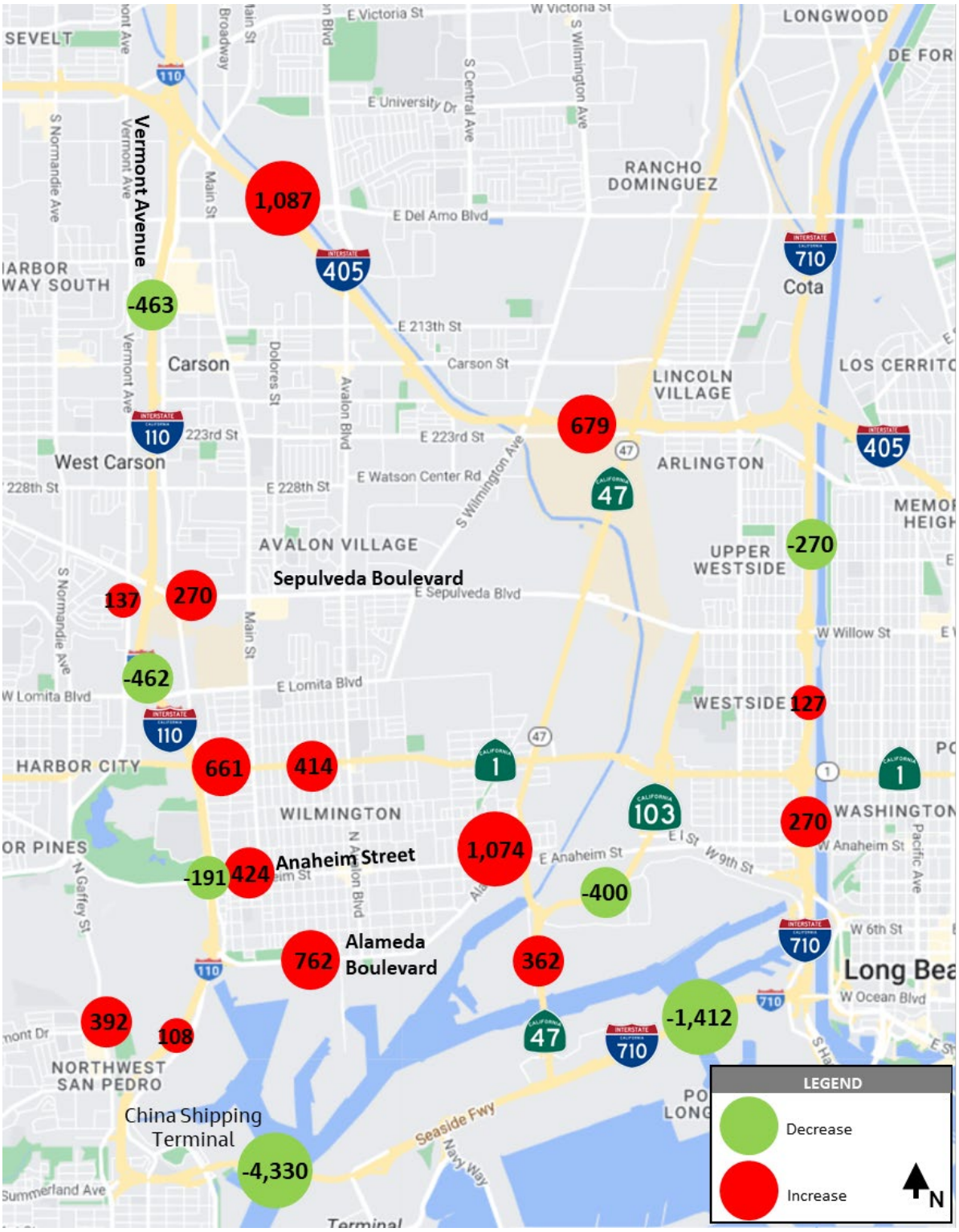
Peak Hour	2027 No Construction (mph)	2027 Alternative A (Full Closure – Preferred) (mph)	2027 Alternative D (One Lane Open in Each Direction) (mph)
AM	31.3	28.9	30.3
Mid-Day	34.1	31.4	33.0
PM	29.6	26.8	28.3

Source: Traffic and Operations Analysis Report (2024).

Segment Volume Comparison

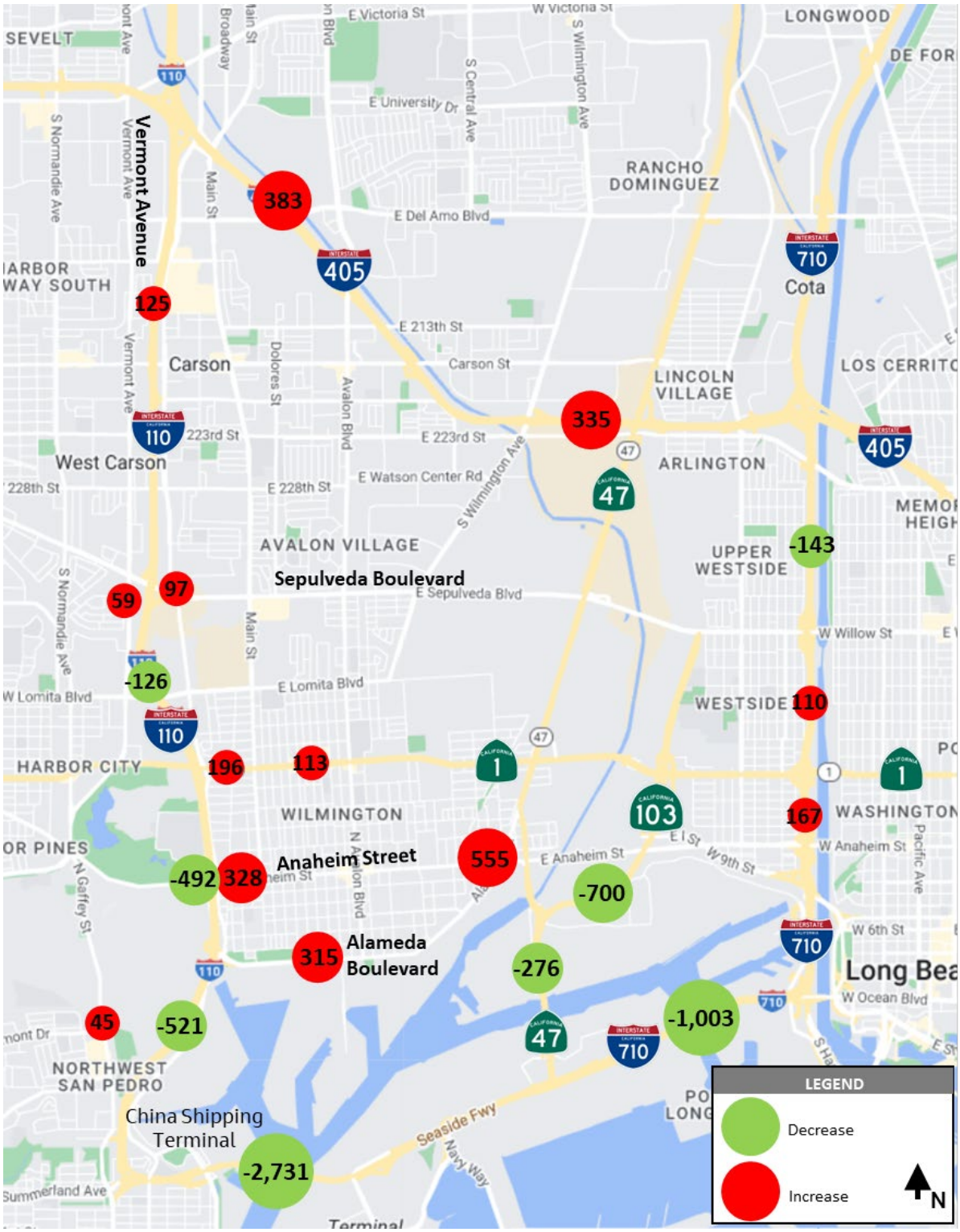
The PortTAM output was used to assess how drivers' routes changed for each construction alternative. Figures 2.10-13 and 2.10-14 show PM peak-hour traffic changes for all construction alternatives.

Figure 2.10-13: PM Peak-Hour Traffic Difference: Alternative A (Full Closure – Preferred)



Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-14: PM Peak-Hour Traffic Difference: Alternative D (One Lane Open in Each Direction)



Source: Traffic and Operations Analysis Report (2024).

The travel patterns in the study area are complex and there are shifts in traffic patterns due to each of the construction alternatives. For example:

- Traffic on I-110 to/from Terminal Island shifted more to the Terminal Island Freeway/ Ocean Boulevard route and avoided I-110.
- Some trips that have one trip end in San Pedro and would have used the bridge in the no construction alternative shifted onto I-110.
- Traffic that uses the Vincent Thomas Bridge from the China Shipping terminal during no construction is expected to shift to the John S Gibson Boulevard and Harry Bridges Boulevard route.

During PM peak hour, the following routes showed an increase in traffic during construction closures (vehicle increase/alternative):

- Harry Bridges Boulevard (315/Alternative D – One Lane Open in Each Direction; 762/Alternative A – Full Closure – Preferred)
- Alameda Street (555/Alternative D – one lane open in each direction; 1074/Alternative A – Full Closure – Preferred)
- PCH (113/Alternative D – One Lane Open in Each Direction; 414/Alternative A – Full Closure – Preferred)
- Sepulveda Boulevard (97/Alternative D – One Lane Open in Each Direction; 270/Alternative A – Full Closure – Preferred)
- Vermont Avenue (59/Alternative D – One Lane Open in Each Direction; 137/Alternative A – Preferred)
- Gaffey Street (45/Alternative D – One Lane Open in Each Direction; 392/Alternative A – Preferred)
- I-405 from Avalon Boulevard to Del Amo Boulevard (383/Alternative A – Full Closure – Preferred; 1087/Alternative D – One Lane Open in Each Direction)
- I-405 from Wilmington Avenue to Alameda Street (679/Alternative A – Full Closure – Preferred)

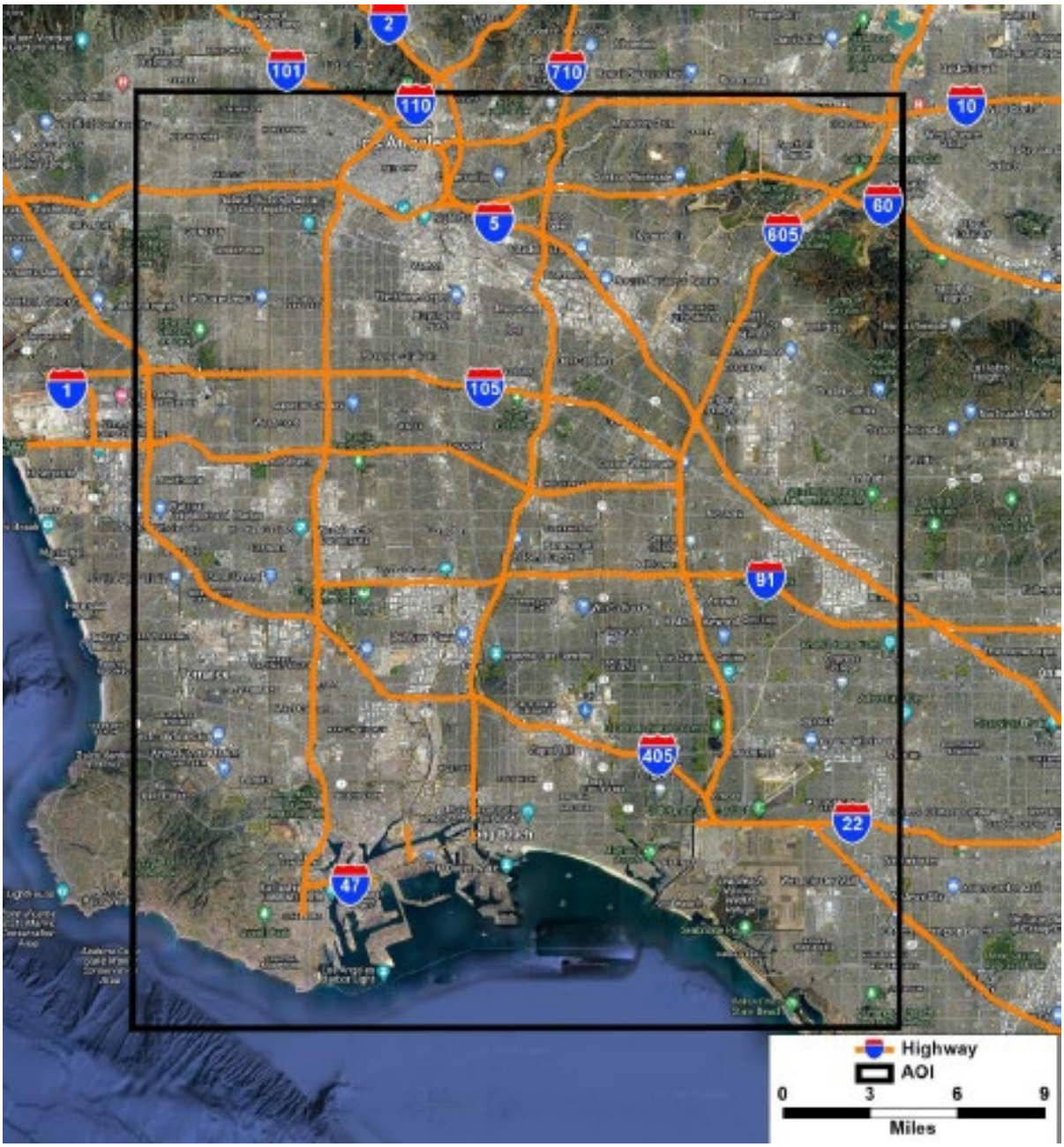
Traffic volumes were lower, or roughly the same, for the following routes (vehicle decrease/alternative):

- Seaside Freeway (more than 1,000 vehicles for all alternatives)
- Gerald Desmond Bridge (more than 1,000 vehicles for all alternatives)
- I-710 north of Willow Street (143/Alternative D – One Lane Open in Each Direction; 270/Alternative A – Full Closure – Preferred)
- I-110 projected to have different traffic patterns depending on the alternative.

Daily Vehicle Miles Traveled and Vehicle Hours of Delay

To compare VMT and VHD, an area of interest (AOI) was defined (Figure 2.10-15) from about 5 miles west of I-110 to about 5 miles east of Interstate 605 (I-605), to Interstate 10 (I-10) to the north, and to the ports to the south. For this AOI, VMT and VHD were summarized for all alternatives, including the no construction alternative.

Figure 2.10-15: Area of Interest for VMT and VHD



Source: Traffic and Operations Analysis Report (2024).

All alternatives showed an increase in daily VMT. Table 2.10-11 summarizes daily VMT for all future alternatives on a typical weekday in the study area. The percentage changes are small, but Alternative A (Full Closure – Preferred) has the largest net change in VMT.

Table 2.10-11: VMT Comparison

Alternatives	VMT	Alternatives vs No Construction	
		Delta VMT	% VMT Difference
No Construction	102,671,000	–	–
Alternative A (Full Closure – Preferred)	102,793,000	122,000	0.12%
Alternative D (One Lane Open in Each Direction)	102,678,000	7,000	0.01%

Source: Traffic and Operations Analysis Report (2024).

Table 2.10-12 is a summary of daily VHD for all future alternatives on a typical weekday for the study area. Delay followed a similar pattern to VMT when comparing the alternatives.

Table 2.10-12: VHD Comparison

Alternatives	VHD	Alternatives vs No Construction	
		Delta VHD	% VHD Difference
No Construction	1,079,100	–	–
Alternative A (Full Closure – Preferred)	1,101,100	22,000	2.04%
Alternative D (One Lane Open in Each Direction)	1,085,500	6,400	0.59%

Source: Traffic and Operations Analysis Report (2024).

Travel Time and Alternate Route Comparisons

The Vincent Thomas Bridge provides a direct connection between the west side (traffic coming from I-110 and San Pedro) and Terminal Island and Long Beach. With some or all the bridge lanes closed, traffic will have to use available alternative routes.

Eight representative O-D pairs were selected to identify the travel time differences between the construction and the no construction alternatives. These O-D pairs are:

1. San Pedro to/from Pier T
2. Palos Verdes Shores to/from Queen Mary
3. Harbor-UCLA Medical Center (Carson) to/from the Fenix Marine Services Terminal
4. San Pedro to/from Cabrillo High School
5. San Pedro to/from Long Beach Museum of Art
6. Rolling Hills Plaza (Torrance) to/from Long Beach Polytech
7. Torrance Park to/from Kinder Morgan Terminal
8. Ken Malloy Harbor Regional Park to/from Long Beach Rescue Mission

The relative differences of travel times and the expected routes for these O-D pairs for the no construction and various construction alternatives provide a comparative analysis between the construction alternatives.

Table 2.10-13 summarizes the increase in travel time for the first five O-D pairs, with the range depending on the alternative, peak period, and the direction of travel. The main route for these O-D pairs in the no construction alternative is via Vincent Thomas Bridge/Seaside Freeway.

Table 2.10-13: Origin-Destination Pairs #1 through #5 Travel Time Increase

No.	O-D Pair	Most Likely Route for No Construction/Alternative D (One Lane Open in Each Direction)	Most Likely Route for Construction Alternative A (Full Bridge Closure – Preferred)	Increase in Travel Time
1	San Pedro to/from Pier T	Gaffey Street/Vincent Thomas Bridge/Pier T Access Road	Gaffey Street/I-110/Harry Bridges Boulevard/Pier T Access Road	2 to 15 minutes
2	Palos Verdes Shores to/from Queen Mary	San Pedro Streets/Vincent Thomas Bridge/Seaside Freeway/ Ocean Boulevard/Harbor Scenic Drive/Queens Highway	San Pedro Streets/I-110/Harry Bridges Boulevard/Alameda Street/Anaheim Street/I-710/Harbor Scenic Drive/ Queens Highway	1 to 13 minutes
3	Harbor-UCLA Medical Center (Carson) to/from FMS Terminal	I-110/Vincent Thomas Bridge/Ferry Street	Vermont Avenue/Sepulveda Boulevard/ TIF/Seaside Freeway/Terminal Way	2 to 9 minutes
4	San Pedro to/from Cabrillo High School	Gaffey Street/Vincent Thomas Bridge/TIF/PCH	Gaffey Street/I-110/PCH	2 to 9 minutes
5	San Pedro to/from Long Beach Museum of Art	Gaffey Street/Vincent Thomas Bridge/Ocean Boulevard	Gaffey Street/I-110/Harry Bridges/ Alameda Street/Anaheim Street/ Shoreline Drive/Ocean Boulevard	1 to 13 minutes

Source: Traffic and Operations Analysis Report (2024).

O-D pairs #6 to #8 were selected to capture the effects of the construction alternatives and the resulting traffic rerouting on nearby arterials. The main routes for the other three O-D pairs are PCH, Sepulveda Boulevard, and Anaheim Street. Table 2.10-14 summarizes the increase in travel time along PCH, Sepulveda Boulevard, and Anaheim Street, with the range depending on the alternative, the peak period, and the direction of travel.

Table 2.10-14: Origin-Destination Pairs #6 through #8 Travel Time Increase

No.	O-D Pair	Route for All Alternatives	Increase in Travel Time
6	Rolling Hills Plaza (Torrance) to/from Long Beach Polytech	PCH	0 to 3 minutes
7	Torrance Park to/from Kinder Morgan Terminal	Sepulveda Boulevard	0 to 2 minutes
8	Ken Malloy Harbor Regional Park to/from Long Beach Rescue Mission	Anaheim Street	0 to 3 minutes

Source: Traffic and Operations Analysis Report (2024).

The travel time comparisons for each O-D pair are presented in Tables 2.10-15 and 2.10-16. Figures 2.10-16 through 2.10-20 illustrate the AM peak-hour travel times for one direction for O-D pairs #1 through #5, and visually present the base route for no construction/Alternative D (One Lane Open in Each Direction) versus the most likely route for construction Alternative A (Full Closure).

Table 2.10-15: AM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure – Preferred)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (min)	Travel Time (min)	% Increase	Travel Time (min)	% Increase
1	San Pedro	Pier T	X → Y	11	22	100%	15	36%
			Y → X	9	20	122%	12	33%
2	West San Pedro	Queen Mary	X → Y	22	32	45%	25	14%
			Y → X	21	30	43%	23	10%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	12	19	58%	16	33%
			Y → X	14	21	50%	17	21%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	15	21	40%	18	20%
			Y → X	14	19	36%	16	14%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	18	27	50%	20	11%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	19	21	11%	19	0%
			Y → X	23	25	9%	24	4%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	12	13	8%	12	0%
			Y → X	14	16	14%	15	7%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	12	15	25%	13	8%
			Y → X	15	18	20%	16	7%
			Average	16	22	43%	18	15%
			Total	**249**	**346**	**39%**	**282**	**13%**

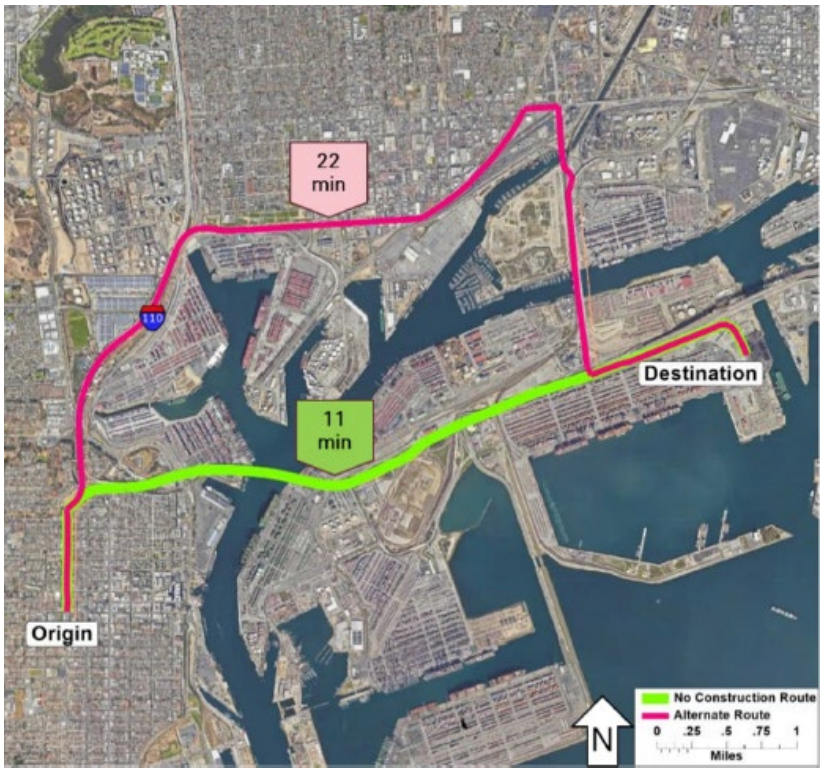
Source: Traffic and Operations Analysis Report (2024).

Table 2.10-16: PM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure – Preferred)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (minutes)	Travel Time (minutes)	% Increase	Travel Time (minutes)	% Increase
1	San Pedro	Pier T	X → Y	10	21	110%	14	40%
			Y → X	12	27	125%	17	42%
2	West San Pedro	Queen Mary	X → Y	21	31	48%	24	14%
			Y → X	24	37	54%	28	17%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	15	22	47%	18	20%
			Y → X	13	21	62%	19	46%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	14	20	43%	17	21%
			Y → X	17	26	53%	21	24%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	20	33	65%	24	20%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	23	25	9%	23	0%
			Y → X	22	25	14%	23	5%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	15	17	13%	16	7%
			Y → X	13	15	15%	14	8%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	15	18	20%	16	7%
			Y → X	15	18	20%	16	7%
			Average	17	24	47%	19	18%
			Total	**267**	**383**	**54%**	**311**	**25%**

Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-16: Origin-Destination Pair #1: San Pedro to Pier T



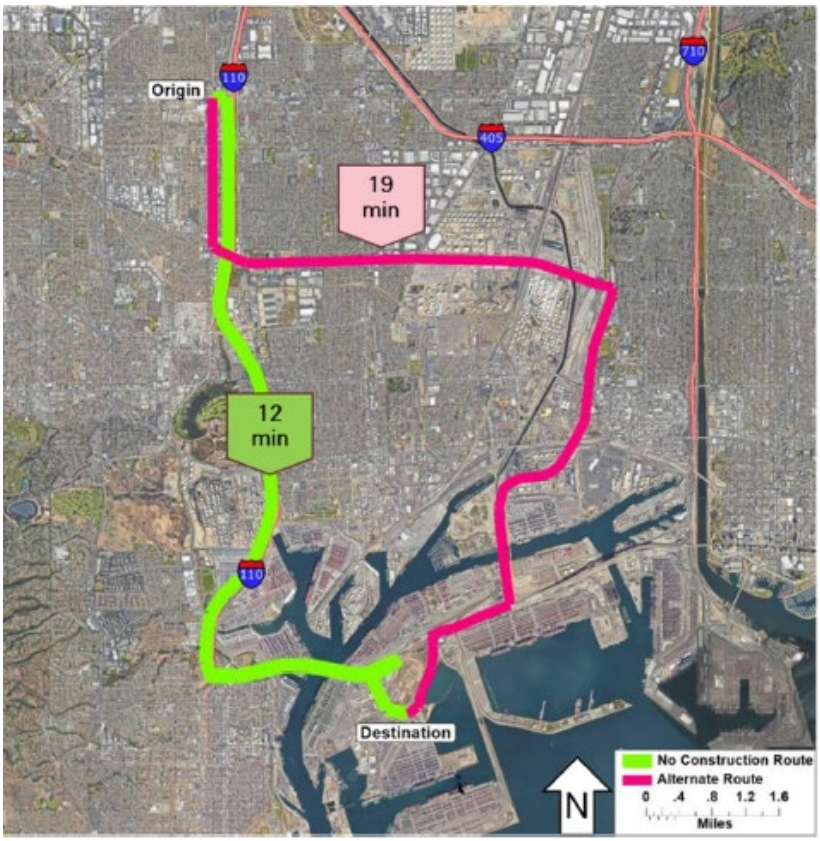
Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-17: Origin-Destination Pair #2: Palos Verdes Shores to Queen Mary



Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-18: Origin-Destination Pair #3: UCLA Medical Center to FMS Terminal



Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-19: Origin-Destination Pair #4: San Pedro to Cabrillo High School



Source: Traffic and Operations Analysis Report (2024).

Figure 2.10-20: Origin-Destination Pair #5: San Pedro to Long Beach Museum of Art



Source: Traffic and Operations Analysis Report (2024).

Potential Intersection Improvements

The following analysis is based on Traffic minimization measure MM-TR-1. The intersection improvements identified are subject to coordination and approval from the City of Los Angeles and the City of Long Beach. Based on the analysis results, specific intersections were identified for temporary improvements, if they met one of the following conditions:

a. The intersection operations for the no closure alternative are LOS A through D for the worst case of the three peaks, and with any of the closure alternatives, operations are projected to change to LOS E or F.

b. The intersection operation for the no closure alternative is LOS E or F, and the delay is projected to increase by 50% or more for any of the closure alternatives.

Thirteen intersections were identified that met one of the criteria for considering temporary improvements. These intersections are listed in Table 2.10-17.

The bold capitalized "**X**" in the table represents the instance for which the specific intersection is expected to operate with the highest delay, considering the four closure alternatives and the three peak periods (worst-case scenario). The potential improvements focused specifically on those instances. The smaller x's indicate where the increase in intersection delay met one of the criteria, but the delay increase was not the worst case. Synchro 11 was used to re-analyze the intersections with the potential improvements.

Table 2.10-17: Intersections Identified for Potential Temporary Improvements

#	Intersection	Alternative A (Preferred)	Alternative D
2	Alameda Street/E Anaheim Street	**X(PM)**	x
3	N Henry Ford Avenue (SR 47)/E Anaheim Street	**X(PM)**	
4	N Henry Ford Avenue (SR 47)/Pier A Way/ Pier A Plaza	x	
9	I-110 SB off-ramp/PCH	**X(AM)**	
14	Drumm Avenue/PCH	**X(AM)**	x
24	Ferry Street/ SR 47 EB ramps	**X(MD)**	
25	SR 47/T136 Gate 2/frontage road	**X(PM)**	
26	SR-47/Pier S Avenue WB on-ramp	**X(PM)**	
33	Harbor Boulevard/SR 47 Ramp	**X(AM)**	
46	Willow Street/Santa Fe Avenue	**X(PM)**	
52	Gaffey Street/Vermont Avenue/Anaheim Street/Palos Verdes Drive	x	x
54	Gaffey Street/Summerland Avenue		**X(PM)**

Source: Traffic and Operations Analysis Report (2024).

Summary of Potential Intersection Improvements

Table 2.10-18 provides a summary of the operational effectiveness of the potential improvements. The improvements are shown to decrease the delay at all 12 intersections compared to the closure alternative without improvements. In some of the cases (highlighted in green; intersections N Henry Ford Avenue [SR 47]/Pier A Way/Pier A Plaza, Drumm Avenue/PCH, Ferry Street/SR-47 EB ramps, Gaffey Street/Vermont Avenue/Anaheim Street/ Palos Verdes Drive, and Gaffey Street/Summerland Avenue), the resulting delay is less than the no closure alternative. For the six intersections highlighted in blue (intersections Alameda Street/E Anaheim Street, I-110 SB off-ramp/PCH, SR 47/T136 Gate 2/frontage road, SR 47/Pier S Avenue WB on-ramp, Harbor Boulevard/SR 47 Ramp, and Willow Street/Santa Fe Avenue), the delay is higher than the no closure alternative but less than the 50% threshold. Only one intersection (N Henry Ford Avenue [SR 47]/E Anaheim Street), highlighted in yellow, is expected to operate with a delay higher than the no closure alternative by more than the 50% threshold.

Table 2.10-18: Summary of Intersection Operations with Potential Improvements

#	Intersection	No Closure		Closure Alternative in Which Intersection Is Expected to Operate with the Highest Delay		With Potential Improvement from Section 5.1	
		Delay	LOS	Delay	LOS	Delay	LOS
2	Alameda Street/E Anaheim Street	373	F	683	F	468.9	F
3	N Henry Ford Avenue (SR 47)/E Anaheim Street	104	F	283	F	228	F
4	N Henry Ford Avenue (SR 47)/Pier A Way/ Pier A Plaza	50.4	D	101	F	25.7	C
9	I-110 SB off-ramp/PCH	48	D	98	F	58	E
14	Drumm Avenue/PCH	45	E	165	F	18	B
24	Ferry Street/ SR-47 EB ramps	16	B	158	F	5	A
25	SR 47/T136 Gate 2/frontage road	84	F	311	F	160.2	F
26	SR 47/Pier S Avenue WB on-ramp	64	E	231	F	66	E
33	Harbor Boulevard/SR 47 Ramp	46.4	D	104.3	F	55.3	E
46	Willow Street/Santa Fe Avenue	75	E	124	F	76	E

Table 2.10-18: Summary of Intersection Operations with Potential Improvements

#	Intersection	No Closure		Closure Alternative in Which Intersection Is Expected to Operate with the Highest Delay		With Potential Improvement from Section 5.1	
		Delay	LOS	Delay	LOS	Delay	LOS
52	Gaffey Street/Vermont Avenue/Anaheim Street/Palos Verdes Drive	514	F	533	F	235	F
54	Gaffey Street/Summerland Avenue	67	E	106	F	28	C

Source: Traffic and Operations Analysis Report (2024).

Access, Circulation, and Parking

No Build Alternative

Under the No Build Alternative, the existing bridge deck would continue to deteriorate, which may lead to emergency or long-term closures for this critical transportation link and economic corridor. Closure of the bridge may result in changes to travel patterns as motorists find alternate travel routes within the CIA Study Area. The changes to travel patterns may lead to increased traffic volumes; however, existing access and parking within the CIA Study Area would remain. Therefore, the No Build Alternative may result in potential impacts to access, circulation, and parking.

Build Alternative

During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work. Please refer to Section 1.4.6 for a detailed description of the construction schedule and staging options. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities, and a partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain its ability to cross the bridge.

Potential detour routes include Sepulveda Boulevard between SR-103 and I-110, PCH betweenI-110 and I-710, Harry Bridges Boulevard/Alameda Street/Anaheim Street between SR-47 and I-110, and portions of SR-103, SR-47, I-110, and I-710 through the surrounding areas. During construction, existing access and parking would be maintained; however, there may be changes in traffic patterns and circulation due to increased traffic volumes along detour routes and travel distances, and times may increase for travelers within the CIA Study Area. Project features (PF) and best management practices (BMPs) such as the use of signage (including changeable message signs) to alert travelers of full or partial bridge closures, to provide time frames or durations for construction activities, and to direct traffic to the detour routes to minimize construction-related impacts. Therefore, the Build Alternative would result in less than significant impacts to access, circulation, and parking under the California Environmental Quality Act (CEQA) and no adverse effects under the National Environmental Policy Act (NEPA).

The Build Alternative would replace the Vincent Thomas Bridge deck and other components and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way. The Build Alternative would not alter existing access, circulation, or parking within the CIA Study Area.

Therefore, the Build Alternative would result in no permanent impacts to access, circulation, or parking under CEQA and no effects under NEPA.

Pedestrian and Bicycle Facilities

No Build Alternative
Under the No Build Alternative, the existing bridge deck would continue to deteriorate, which may lead to emergency or long-term closures for this critical transportation link and economic corridor. The No Build Alternative would not impact pedestrian or bicycle facilities or access within the CIA Study Area. Therefore, the No Build Alternative would result in no impacts to pedestrian or bicycle facilities under CEQA and no effects under NEPA.

Build Alternative
During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and temporary detours would be required for bridge deck replacement work. The nearest pedestrian and bicycle facilities to the project area include the existing sidewalks and adjacent bicycle lane along Harbor Boulevard (which pass underneath the western end of the bridge) and the sidewalks along Ferry Street (which pass underneath the eastern end of the bridge). Both streets would remain open for the duration of construction. Access to pedestrian and bicycle facilities along detour routes and within the CIA Study Area would be maintained. Therefore, the Build Alternative would result in no impact to pedestrian or bicycle facilities under CEQA and no effects under NEPA.

The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge. Pedestrian and/or bicycle access is not allowed on the bridge, so there would be no change to the existing condition. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not affect existing bicycle or pedestrian facilities within the CIA Study Area. Therefore, the Build Alternative would result in no permanent impacts to pedestrian or bicycle facilities under CEQA and no effects under NEPA.

Public Transportation

No Build Alternative
Under the No Build Alternative, the bridge deck would continue to deteriorate and emergency closures for repairs would be needed, thereby closing off a critical transportation link and economic corridor. Emergency closure of the bridge may impact service of the LADOT Commuter Express Line 142, which uses the bridge to provide service between San Pedro and Long Beach. During bridge closures, the Commuter Express Line 142 would be required to reroute around the bridge and may have to relocate bus stops to maintain operations. Therefore, the No Build Alternative may result in potential impacts to public transportation.

Build Alternative
During construction, a full (Preferred) or partial bridge closure and temporary detours would be required for bridge deck replacement work. Two bus systems would be temporarily impacted during construction: the LADOT Commuter Express 142 and LA Metro J Line. LADOT Commuter Express 142 runs to and from Long Beach and San Pedro on I-710 and SR-47 (across the Vincent Thomas Bridge). Temporary closure of the bridge would require this service to be rerouted to one of the proposed detour routes, which may result in longer distances, travel times, and potential service delays.

The LA Metro J Line runs on I-110 and SR-47, where it exits onto Harbor Boulevard just west of the Vincent Thomas Bridge. Temporary closure of the bridge may require the service to be rerouted depending on where the closures occur (on I-110 before or after the Harbor Boulevard interchange) and travel distances and times may increase. Additional traffic volumes at the terminus of I-110 and the SR-47/Harbor Boulevard interchange are anticipated as motorists' detour around the bridge closure.

During construction, access to public transportation along detour routes would be maintained; however, changes in traffic patterns, increased traffic volumes, travel distances, and time along the proposed detour routes may result in service delays. The bus lines providing service on proposed detour routes are identified below:

- Sepulveda Boulevard
  - Torrance Transit Line 7

- Pacific Coast Highway
  - LA Metro Line 205
  - LADOT DASH
  - Torrance Transit Line 3
  - Long Beach Transit Lines 171 and 175

- I-110
  - LA Metro J Line

Project features and construction BMPs including coordination with public transportation service providers would occur prior to and during construction to avoid disruptions to bus service and to minimize delay. Therefore, the Build Alternative would result in less than significant impacts to public transportation under CEQA and no adverse effects under NEPA.

The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge and does not include any changes to access or capacity. All proposed improvements would occur within the footprint of the existing bridge and Caltrans right-of-way. The Build Alternative would not reduce transit service or alter access to transit stops. Therefore, the Build Alternative would result in no permanent impacts to public transportation under CEQA and no effects under NEPA.

2.10.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The project is not anticipated to significantly impact transportation, pedestrian, or bicycle facilities; therefore, no avoidance, minimization, or mitigation is required. The following mitigation measures and project feature are proposed to address direct temporary impacts on traffic flow in the CIA Study Area as a result of Alternative 2 (Build Alternative):

MM-TR-1 **Temporary Restriping and Signal Synchronization of Identified Intersections.** The Traffic Operations Analysis Report (TOAR) (2024) outlines potential improvements that can been developed at 12 intersections within the Community Impact Assessment (CIA) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of

restriping at the identified 12 intersections can be found in the TOAR (2024) and is available upon request.

The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

MM-TR-2 **Repairing Detour Routes.** Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project.

The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

PF-TR-1 **Transportation Management Plan**

The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2).

a. **Changeable Message Signs (CMS).** Permanent overhead message signs are located along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone.

b. **Portable Changeable Message Signs (PCMS).** PCMS will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.

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2.11 Cultural Resources

2.11.1 REGULATORY SETTING

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic) regardless of significance. Under federal and State laws, cultural resources that meet certain criteria of significance are referred to by various terms, including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources include:

- The **National Historic Preservation Act (NHPA) of 1966,** as amended, which sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both State and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

- The **California Environmental Quality Act (CEQA)**, which requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR- or local register-eligible site, feature, place, cultural landscape, or object that has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

- **PRC Section 5024**, which requires State agencies to identify and protect State-owned historical resources that meet the NRHP listing criteria. It further requires Caltrans to inventory State-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require State agencies to provide notice to and consult with the SHPO before altering, transferring, relocating, or demolishing State-owned historical resources that are listed on or eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are

outlined in a Memorandum of Understanding (MOU)[1] between Caltrans and the SHPO, effective January 1, 2015. For most federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

2.11.2 AFFECTED ENVIRONMENT

This section summarizes information from the Historic Property Survey Report (HPSR) (Caltrans, July 2023). The section also compiles information from technical studies that accompany the HPSR, including the Finding of No Adverse Effect (Caltrans, July 2023). The SHPO concurred with the Finding of No Effect on August 7, 2023. The Vincent Thomas Bridge was previously determined eligible for the NRHP as part of the 2010 update of the Caltrans Statewide Historic Bridge Inventory and is listed in the CRHR.

The studies for this undertaking were carried out in a manner consistent with Caltrans regulatory responsibilities under Section 106 of the NHPA (36 CFR 800) and pursuant to the *January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council On Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highways Program in California* (Section 106 PA) and California PRC Section 5024 as implemented in accordance with the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92,* and in accordance with Section 15064.5(a)(2)-(3) of CEQA.

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Jeff Carr, Caltrans Professionally Qualified Staff (PQS) Principal Architectural Historian, and Rimma Tebeleva, Project Manager, on May 30, 2023. The APE was established as the bridge structure itself, as all work would take place on the bridge and would have no potential to affect historic properties beyond or below the bridge (see map on Figure A-1, Section 4(f) Study Area and Protected Properties, in Appendix A). There is no potential to affect historic properties directly below the bridge as the project would include temporary features to ensure that no debris or equipment would fall from the structure during project implementation.

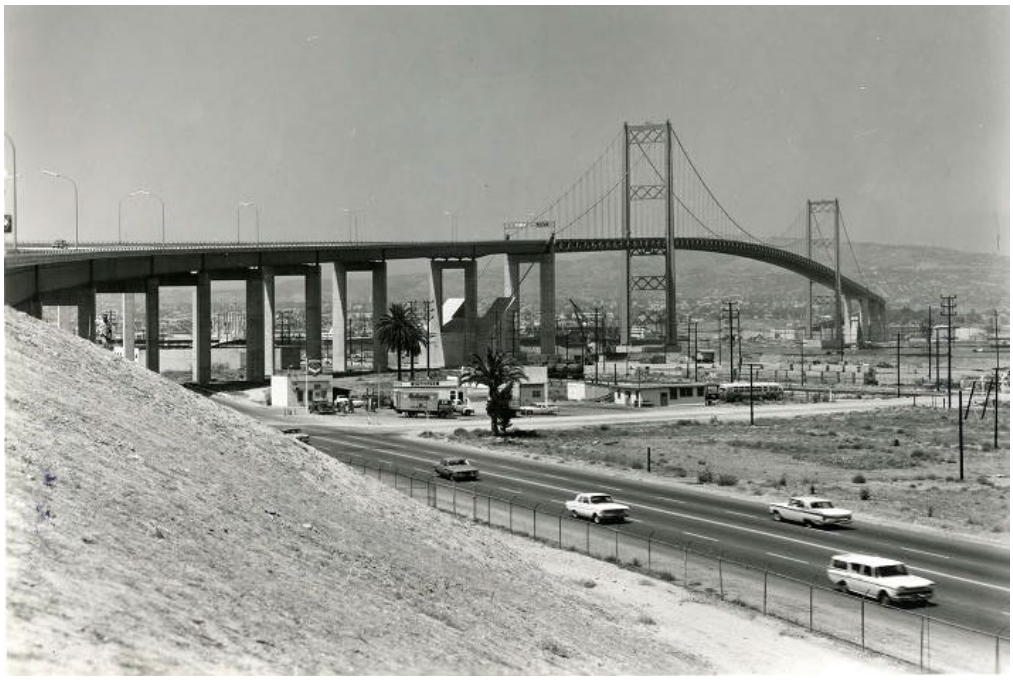
A search of records at the South Central Coastal Information Center, the Caltrans Historic Highway Bridge Inventory, and the Caltrans Cultural Resources Database resulted in the identification of one historic property within the APE: Caltrans Bridge #53 1471 (Vincent Thomas Bridge), a double-cable steel suspension bridge constructed in 1963 that carries State Route 47 (SR-47) over Los Angeles Harbor. The bridge was previously determined eligible for listing in the NRHP as part of the 2010 Update of the Caltrans Statewide Historic Bridge Inventory and is listed in the CRHR. It is designated as a Category 2 bridge (eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory. The bridge is a Caltrans-owned property and is on the Master List of Historical Resources. No other properties were identified within the APE of the proposed project. The first suspension highway bridge constructed in Southern California, the Vincent Thomas Bridge was built to improve mobility of vehicular traffic between the community of San Pedro and Terminal Island at the Port of

[1] The MOU is located on the Caltrans Standard Environmental Reference (SER) at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/5024mou-15-a11y.pdf.

Los Angeles (POLA). Prior to the construction of the Vincent Thomas Bridge, the only connection between San Pedro and Terminal Island was ferry service, which became inadequate as the use of the port grew with increased shipbuilding due to World War II, greater need for crude oil and gasoline storage, and changes in shipping technology to cargo containers. To keep up with vehicular traffic, a high-level suspension bridge that could carry four lanes of traffic was chosen as the crossing rather than a tube or tunnel under POLA, which could only carry two lanes. The bridge was named after California Assemblymember Vincent Thomas, a San Pedro resident who worked to pass legislation that enabled the construction of the bridge. Once completed, the Vincent Thomas Bridge was the longest post-World War II suspension bridge in California, had the third longest main span in the State, and was the first suspension bridge in the United States to not use rivets in its construction.

The Vincent Thomas Bridge was determined NRHP-eligible under Criterion A at the local level of significance for its important association with the growth and development of POLA and its role as a monumental entry bridge for the City of Los Angeles. It is also eligible under Criterion C at the State level of significance in the area of engineering for its exceptional span length, monumental scale, and design complexity. Moreover, it is a rare example of its bridge type and is a distinctive example of its type and period. The period of significance for the Vincent Thomas Bridge is 1963, the date construction was completed (Figure 2.11-1). The NRHP-eligible boundaries of the bridge correspond to the bridge structure itself, including its superstructure and substructure elements. The 2010 update to Department of Parks and Recreation Series 523 forms for the bridge (P-19-189468) also mentions the former toll plaza administration building to the east of the bridge as being within the boundaries but not contributing to the significance of the property.

Figure 2.11-1: Vincent Thomas Bridge in 1964



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Character-defining features of the Vincent Thomas Bridge include its suspension spans, H-shaped steel towers, main suspension cables, support mechanisms for suspension cables at each final approach pier, vertical suspenders, stiffening trusses, suspension cable anchorages, deck support system (open longitudinal truss system), and approach spans (skewed, welded steel girders and reinforced concrete column piers). Since its construction, the Vincent Thomas Bridge has been subject to many alterations, upgrades, and maintenance activities, as documented in as-built construction plans on file at Caltrans. Summarized below are the alterations and other work that have been performed on the bridge. Where available, project contract numbers, plan approval dates, and as-built plan approval dates are provided.

- **August 2, 1967:** Install travelers on suspension spans and new inspection walkway on approach spans.
- **January 19, 1968:** Install new fence around bridge anchorage (Terminal Island side).
- **April 2, 1969:** Maintenance facilities improvements. Main tower modifications (install ladders, platforms, rails, grab bars, and raised aircraft beacon), walkway modifications (new midrail and toeboards), and anchorage modifications (install new grab bars and new platform).
- **May 14, 1969 (as-built July 31, 1974):** Install overhanging protective net screens.
- **February 4, 1970:** Raised pavement markers.
- **October 31, 1972 (as-built August 14, 1974):** New suspension cable hand lines, new traveler cage, air brake, and safety hanger.
- **August 30, 1976 (as-built May 5/9/1977):** 04-024304—Removal of overhanging protective screening, installation of protective fencing, and installation of protective netting.
- **February 28, 1977 (as-built February 9, 1979):** 07-020004/1—Main tower scaffold supports.
- **March 27, 1978 (as-built May 6, 1980):** 07-377234—Earthquake upgrades (attach cable beams to existing exterior girder stiffener; vertical restrainers).
- **May 31, 1979:** 07-394804—Install median barrier and glare screen.
- **April 17, 1978 (as-built April 1980):** 07-029004—Suspension span navigation light replacement.
- **February 2, 1981—07-397234:** Install earthquake restrainers.
- **December 21, 1981 (as-built January 20, 1983):** 07-014764—Maintenance access improvements: install access platforms and walkways at anchorages, stairs and railing at tower footing; revised sidewalk door at main towers; scaffold access at bents; and revised pipe supports.
- **September 28, 1992:** 07-113424—Elevator and air compressor upgrades.

- **July 28, 1994:** 07-402591/4—Joint seal replacement.
- **July 3, 1995 (as-built November 15, 1996 [December 1, 1997]):** 07-422401/4—Traveler modifications.
- **January 27, 1997 (as-built April 3, 2000):** 07-1381U1/4—Seismic retrofit project: strengthening of hinges, restrainers, column reinforcement, and footing reinforcement. 07-1381U1—Traveler Phase 2. 07-138104—Seismic monitoring system installation.
- **November 7, 2001:** 07-4G8704—Installation of improved/strengthened locking systems, reinforced steel security doors, and alarm and video monitoring systems.
- **January 24, 2005:** 07-1Y7101/4—Traveler rail realignment, access modification, deflector installation, and shear connector repair.
- **May 4, 2006:** 07-224804/1—Bridge deck resurfacing, traveler modification, mechanical room repairs/upgrades, air and water distribution modifications, and electrical/mechanical/wastewater modifications (add conduit to catwalk).
- **June 20, 2005 (as-built July 17, 2007):** 07-129954—Install fiber-optic communication system/cameras.
- **June 30, 2010:** Rail extension at cable bents.
- **August 3, 2011:** 07-3Y5504—Removal and replacement of cable railing and beam support bracket rehabilitation.
- **March 3, 2014:** 07-1W6104—Deck rehabilitation: spall repair, deck surface treatment (methacrylate), epoxy crack filling, joint seal cleaning/replacement, and column repair.
- **June 29, 2015 (as-built 2016/2019):** 07-290704—Seismic retrofit: replace dampers, buckling-restrained braces, deck shear connector repair/retrofit, and traveler rail support replacement.
- **August 2, 2018:** 07-4Y5004—Paint.

While the Vincent Thomas Bridge has undergone many alterations since its period of significance, none of the changes have diminished the integrity of the historic property to the degree it is no longer eligible for listing in the NRHP or CRHR. Given the monumental scale of the bridge, many alterations are relatively small and unnoticeable and have not affected the bridge's ability to convey significance as a monumental entry bridge or significant engineered structure. Moreover, none of the changes have acquired historic significance in their own right. Changes that have occurred since the period of significance include alterations to provide maintenance access, increase safety, minimize the potential harm from seismic events, and maintain the bridge. These alterations are typical for bridges of this age and type and do not help illustrate the historic property's significant association with the growth and development of the area, role as a monumental entry bridge, exceptional span length, monumental scale, design complexity, or rarity.

2.11.3 ENVIRONMENTAL CONSEQUENCES

36 CFR § 800.5 addresses the assessment of adverse effects, and, more importantly, 36 CFR § 800.5(a)(1) defines the criteria of adverse effect as: “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or by cumulative.”

Examples of adverse effects are identified in 36 CFR § 800.5(2) and include, but are not limited to, the following:

1. Physical destruction of or damage to all or part of a property;

2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;

3. Removal of the property from its historic location;

4. Change of the character of use or of physical features within the property’s setting that contribute to its historic significance;

5. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;

6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

7. Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historical significance.

These Criteria of Adverse Effect are discussed below as they pertain to the proposed undertaking.

(i) Physical destruction of or damage to all or part of a property: The undertaking would not cause physical destruction of or damage any character-defining parts of the Vincent Thomas Bridge. The features proposed for replacement as part of this project (deck, barriers, electroliers, fence mesh, seismic sensors) do not contribute to the significance of the historic property. Therefore, their replacement would not result in damage to the historic property.

(ii) Alteration of a property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped

access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines:

The proposed work on the Vincent Thomas Bridge as currently planned would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS). Under the SOIS, this undertaking can be classified as a rehabilitation project, which is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. Developed by the Secretary of the Interior, the Standards for Rehabilitation can be used by agencies to determine the appropriateness of rehabilitation projects. The Rehabilitation Standards acknowledge the need to alter or add to a historic property to meet continuing or new uses while retaining the property's historic character.

- ***Standard 1.*** *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

  The intent of the project is to rehabilitate the bridge so that it will continue to be used as it was historically. All character-defining features would remain intact. Therefore, the project aligns with Standard 1.

- ***Standard 2.*** *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*

  The project complies with Standard 2 because the historic character of the Vincent Thomas Bridge will be retained and preserved. Features that will be removed or altered are not character-defining or contributing to the significance of the historic property. Therefore, the removal or alteration of these features will not impact the overall historic character of the bridge.

- ***Standard 3.*** *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

  No features that would be replaced or introduced on the bridge would create a false sense of history or be misconstrued as historic features. The new deck, electroliers, and center median barrier would appear to be in-kind replacements and, as such, would not introduce new design elements that create a false sense of history. The proposed replacement railings are a contemporary design element that is distinguishable from the original railing design while also being compatible in terms of size, materials, and shape. The addition of safety fencing along the eastern approach spans would extend an existing nonhistoric feature that already exists on approximately 80 percent of the bridge, a feature that is already distinguishable from the original historic components of the bridge.

- ***Standard 4.*** *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

  While there have been many changes to the bridge in the time since its period of significance, none of the changes have acquired historic significance in their own right.

Changes include alterations to provide maintenance access, increase safety, minimize potential harm from seismic events, and maintain the bridge. These alterations are typical for bridges of this age and type and do not help convey the historic property's significant association with the growth and development of the area, role as a monumental entry bridge, exceptional span length, monumental scale, design complexity, or rarity. Therefore, the project conforms to Standard 4.

- ***Standard 5.*** *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

  Character-defining features of the historic property will be preserved. The replacement of the deck, barriers, fencing, and electroliers and the installation of additional seismic sensors and fencing would not result in the removal of any of the features that contribute to the significance of the bridge, which include the suspension spans, H-shaped steel towers, main suspension cables, support mechanisms for suspension cables at each final approach pier, vertical suspenders, stiffening trusses, suspension cable anchorages, deck support system (open longitudinal truss system), and approach spans (skewed, welded steel girders and reinforced concrete column piers). Therefore, the project complies with Standard 5.

- ***Standard 6.*** *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

  The project aligns with Standard 6. As noted above, none of the character-defining features of the historic property would be removed or altered. Features to be repaired include features that do not contribute to the significance of the bridge, including the deck, barriers, and electroliers. Moreover, the new materials/features would be compatible as they would be the same or similar design, materials, size, and color as the features to be replaced.

- ***Standard 7.*** *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

  Standard 7 is not applicable to this project since no chemical or physical treatments are proposed as part of this undertaking.

- ***Standard 8.*** *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

  The project would not require ground disturbance, so no archaeological resources would be affected by the undertaking, and Standard 8 would not be applicable.

- ***Standard 9.*** *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

New additions or alterations would include the replacement of existing bridge barriers, extension of the noncontributing safety fence along the east approach spans of the bridge, and replacement of noncontributing 2-inch mesh safety fencing with 1-inch mesh safety fencing. These new additions would not destroy historic materials, features, or spatial relationships since the new fence support structure and mesh would be installed on the new bridge deck and the new rails would replace rails that do not contribute to the significance of the historic property.

The fencing is compatible in terms of materials because it would be constructed of steel, like many of the existing components of the bridge. It would be differentiated because this type of feature is not typically original to this type and age of structure. Moreover, it is compatible in terms of scale because given the monumental scale of the bridge, the additional fencing on the east approach spans is relatively small in comparison and would not obscure or visually overwhelm views of the bridge, which is confirmed by photo simulations of views of the bridge from a distance (Figures 2.11-2 and 2.11-3).

Figure 2.11-2: Existing Conditions of Vincent Thomas Bridge



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-3: Future Conditions of Vincent Thomas Bridge After Project Completion



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

The project would install Type ST-75 bridge rails on both the bridge approaches and main spans (Figure 2.11-4). While not an in-kind replacement of the existing rails, which are standard Type 2 barrier railings on the approaches and steel plate/concrete curb on the suspension (Figures 2.11-5 and 2.11-6), the replacement rail would be a compatible design element because it would be similar to the existing rails in terms of materials (concrete and steel), size and scale (approximately 3.5 feet tall), and configuration (concrete curb at the base with steel rail above), as demonstrated in the photo simulations below (Figures 2.11-7 through 2.11-10). The project, therefore, complies with Standard 9.

Figure 2.11-4: Image of Proposed Type ST-75 Rail



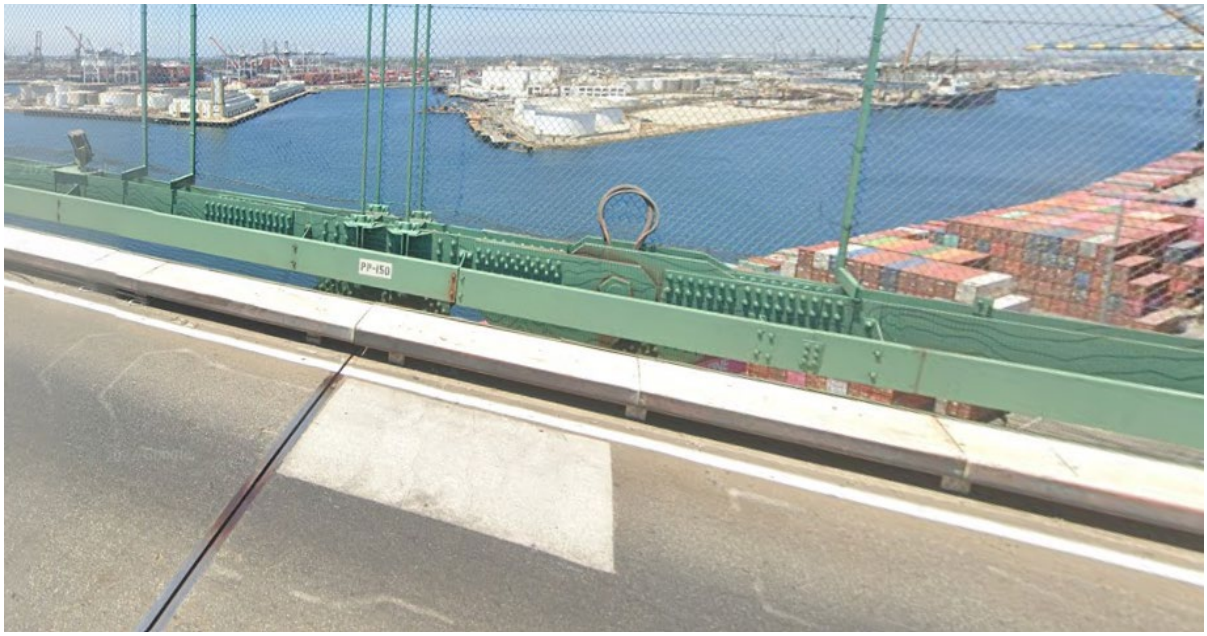
Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-5: Existing Type 2 Rail on Approach Spans



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-6: Existing Steel Plate/Concrete Curb



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-7: Existing Bridge Rail (Suspended Span)



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-8: Photo Simulation of Proposed Bridge Rail (Suspended Span)



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-9: Existing Bridge Rail (Approach Span)



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

Figure 2.11-10: Photo Simulation or Proposed Bridge Rail/Fence (Approach Span)



Source: Finding of No Adverse Effect for Vincent Thomas Bridge Rehabilitation Project (Caltrans 2023a).

- ***Standard 10.*** *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

  The newly installed fence mesh and additional fencing on the east approach span could be removed without damaging or diminishing the integrity of the historic property. The fencing would be bolted to the new deck and removed relatively easily by unbolting the fence structure from the new deck. Likewise, the additional seismic sensors planned for the bridge could be replaced or removed relatively easily by unbolting them. As such, the project complies with Standard 10.

(iii) Removal of the property from its historic location:

The historic property would remain in its historic location. The bridge would remain in its original location connecting Terminal Island and the community of San Pedro.

(iv) Change of the character of use or of physical features within the property's setting that contribute to its historic significance:

As mentioned above, the purpose of the project is to rehabilitate the bridge so that it will continue to be used as it was historically. Additionally, none of the physical features that contribute to the historic significance of the Vincent Thomas Bridge would be altered. All features that would be replaced are noncontributing/noncharacter-defining.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features:

The project would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the Vincent Thomas Bridge's significant historic features. No atmospheric or audible elements would be introduced. The project would introduce new visual elements through the replacement of the existing bridge rails with ST-75 rails, the extension of safety fencing along the east approach spans of the bridge, and the replacement of existing 2-inch mesh safety fencing with 1-inch mesh safety fencing. Additionally, the new bridge deck on the main suspension spans would be 9 inches wider than the current deck on each side to accommodate the new bridge rails. However, considering the proportion, massing, and monumental scale of the bridge, these new visual elements would not diminish the Vincent Thomas Bridge's significant historic features, as demonstrated by photographic simulations depicting the bridge with the new elements installed (Figures 2.11-3, 2.11-8, and 2.11-10).

The project would install Manual for Assessing Safety Hardware (MASH) compliant, Type ST-75 bridge rails on both the approach and suspension spans. While not an in-kind replacement of the existing rails, which are standard Type 2 barrier railings on the approaches and steel plate/concrete curb on the suspension (Figure 2.11-10), the proposed ST-75 rails are compatible with the historic character of the bridge because they are approximately the same height, materials, and configuration (i.e., concrete curb below with steel rail above). The visual experience of travelers on the bridge may be somewhat different than what it was historically; however, they will continue to experience a standard concrete and steel bridge rail of the same materials and approximate height. Moreover, the new railings would not diminish the integrity of the property's significant historic features, which include suspension spans, H-shaped steel towers, main suspension cables, support mechanisms for suspension cables at each final approach pier, vertical suspenders,

stiffening trusses, suspension cable anchorages, deck support system (open longitudinal truss system), and approach spans (skewed, welded steel girders and reinforced concrete column piers).

Likewise, the replacement of 2-inch mesh safety fencing (originally installed in 1976/1977) with 1-inch mesh and the extension of the safety fencing along the east approach would not obstruct from view any of the property's significant historic features identified above. Safety fencing currently exists on approximately 80 percent of the bridge, including all the suspension spans, all of the west approach, and a portion of the east approach. The project would install new fencing on the remaining 20 percent of the bridge and increase the height of the fence on the approach spans from approximately 8.33 feet to approximately 9.5 feet above the deck. Neither the new 1-inch mesh, the extended fencing, nor the 1.17-foot increase in fence height on the approach spans would obscure from view any of the property's significant historic features when viewed from a vehicle on the bridge or from a distance (see Figures 2.11-3, 2.11-8, and 2.11-10).

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization:

The purpose of the project is to make repairs and improvements to the bridge that would halt its deterioration and ensure its continued use and preservation.

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historical significance:

The historic property is not under federal ownership or control, so this criterion does not apply.

2.11.3.1 Conclusions

The proposed undertaking would not alter any of the characteristics of the Vincent Thomas Bridge that qualify it for inclusion in the NRHP or diminish the integrity of the historic property. Therefore, the project would not cause an adverse effect to the historic property.

In applying the Criteria of Adverse Effect, Caltrans has determined a Finding of No Adverse Effect (without Standard Conditions) is appropriate for this undertaking and is seeking the SHPO's concurrence in the finding, pursuant to 36 CFR § 800.5(c) and Section 106 PA Stipulation X.B.2, as well as 5024 MOU Stipulation X.B.2.

If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find (PF-CR-1).

If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains and the County Coroner shall be contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Caprice "Kip" Harper, Project PQS Principal Investigator-Prehistoric Archaeology, so

that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable (PF-CR-2).

Caltrans identified one historic property, the Vincent Thomas Bridge, that was determined eligible for the NRHP. Caltrans applied the Criteria of Adverse Effect as defined in 36 CFR 800.5(a)(1) and found that the project will have no adverse effect on historic properties. None of the proposed work would alter the characteristics of the Vincent Thomas Bridge that qualify it for the NRHP or diminish the integrity of the historic property. Based on SHPO's review of the submitted documentation, SHPO does not object to Caltrans' finding of no adverse effect for the undertaking.

The Vincent Thomas Bridge is the only historic property protected by Section 4(f) of the Department of Transportation Act of 1966 within the project vicinity. However, this project will not "use" the property as defined by Section 4(f). Please see Appendix A under the heading "Resources Evaluated Relative to the Requirements of Section 4(f)" for additional details.

The improvements associated with the Build Alternative are consistent with the applicable policies and objectives contained in the POLA Port Master Plan. Specifically, the project is consistent with the policies and objectives to increase public access to the waterfront and protect historic resources. Additionally, the proposed project would require a consolidated Coastal Development Permit from the California Coastal Commission or equivalent Harbor Development Permit from POLA (anticipated to be an exemption). Coastal Development Permits ensure compliance with the policies of Chapter 3 of the California Coastal Act, which protect Coastal Zone resources. Therefore, the proposed project would not contribute to cumulative adverse impacts to coastal zones.

2.11.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

As previously discussed in this section, Alternative 2 (Build Alternative) would not adversely affect cultural resources. Therefore, no avoidance, minimization, and/or mitigation measures are proposed. Project features PF-CR-1 and PF-CR-2 (outlined above in the Environmental Consequences section of Section 2.2.11) will be implemented.

PHYSICAL ENVIRONMENT

2.12 Hazardous Waste/Materials

2.12.1 REGULATORY SETTING

Hazardous materials, including hazardous substances and wastes, are regulated by many State and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund”, is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act (CAA)
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the State. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, clean up, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.12.2 AFFECTED ENVIRONMENT

This section is based on the Preliminary Hazardous Waste Reassessment ([revised] July 2023), the Preliminary Hazardous Waste Re-Assessment (November 2022), and the Preliminary Hazardous Waste Assessment (July 2022).

The Office of Environmental Engineering (OEE) reviewed the State Water Resources Control Board (SWRCB) GEOTRACKER and the California Department of Toxic Substances Control (DTSC) ENVIROSTOR environmental databases to identify potential Recognized Environmental Conditions (RECs) with respect to potential soil, soil vapor, and groundwater related to planned improvements when more detailed scope of work with project limit and boundaries is provided. The objective of the environmental research is to evaluate and determine if there are reported REC sites that exist that may impact the proposed improvements. To accurately assess these potential additional hazardous waste impacts to the project, further evaluation of these sites is recommended during the Design phase to determine if additional soil investigation is necessary.

A limited database search revealed three potential REC sites:

1. **Former Union Oil Harbor Pipelines (T10000003711) located on Front Street, San Pedro, CA 90731 (Open Assessment & Interim Remedial Action):** The site is located 163 feet north of the project site. The potential contaminants of concern include crude oil, diesel, gasoline, lead, naphthalene, and total petroleum. The potential media of concern include other groundwater (other than drinking water) and soil. This REC may be of potential concern to the project.

2. **PHL Derailment (T10000016805) located at the Northeast Corner of Harbor Boulevard and Regan Street, San Pedro, CA 90731 (Open Site Assessment):** The site is located 40 feet south of the project site. The potential contaminant of concern includes diesel. The potential media of concern include other groundwater (other than drinking water) and soil. This REC may be of potential concern to the project.

3. **Former Chevron Marine Terminal (SL0603707909) located at 1510 Swinford Street, San Pedro, CA 90731 (Open Assessment & Interim Remedial Action):** The site is located 60 feet south of the project site. The potential contaminants of concern include diesel, heating oil/fuel oil, other petroleum, and waste oil/motor/hydraulic/lubricant. The potential media of concern include soil, soil vapor, and surface water. This REC may be of potential concern to the project.

2.12.3 ENVIRONMENTAL CONSEQUENCES

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the State Highway System right-of-way within the limits of the project. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

2.12.3.1 Alternative 1 (No Build)

Alternative 1 (No Build) would not involve ground or structure disturbance. Therefore, Alternative 1 (No Build) would not result in potential health and environmental risks associated with any hazardous materials present within the project limits.

2.12.3.2 Alternative 2 (Build)

Hazardous waste impacts are possible during the construction of the Build Alternative. Implementation of the project features listed below would minimize any potential impacts:

PF-HW-1 **Minimal Disturbance of Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead (ADL).** The temporary construction and permanent signs may potentially disturb soil containing ADL if installed on unpaved soil. Minor disturbance includes installation of any temporary or mounted construction area signposts at unpaved areas. Minimal soil disturbance work occurs when there is no ADL soil generated that requires removal from the project or displaced in areas other than the immediate area of disturbance.

PF-HW-2 **Material Containing Asbestos Containing Materials (ACM).** ACM is a concern and may have been used in bridge shim plates, weep holes, and joint sealants. Joint sealants installed prior to the 1960s have the potential to be constructed with ACM. According to Caltrans, Standard Specification joint seals (both “Type A” and “Type B”) installed after 1960 are composed of polyurethane and silicone sealant, which are classified as non-hazardous material. The United States Environmental Protection Agency (EPA) established the National Emissions Standards for Hazardous Air Pollutants (NESHAP).

Any demolition, alteration, and/or modification work on a bridge, regardless of whether it contains ACM, triggers an EPA NESHAP regulation that requires notification to the delegated Air Quality Management District. The delegated Air Quality Management District in Southern California is the South Coast Air Quality Management District (SCAQMD). A project-specific site investigation is recommended to evaluate and determine the extent of ACM at the proposed work area.

PF-HW-3 **Removal of Existing Lead-Based Paint (LBP) on Bridge Structure.** The replacement of seismic sensors on the bridge, repairs to bridges including removal of existing barrier railing, steel plate, and chain link fencing may require disturbance of the existing paint system on the bridge. The existing paint system on the bridge structure may contain heavy metals such as lead, zinc, or chromium. These are hazardous materials that exceed the established thresholds in Title 8 California Code of Regulations (CCR) and exposes workers to health hazards that must be addressed in the general contractor’s Lead Compliance Plan (LCP). A project-specific site investigation is recommended to evaluate and determine the extent of ACM and lead-based paint at the proposed work area.

PF-HW-4 **Removal of Existing Yellow and Non-Yellow (White) Traffic Stripe and/or Pavement Marking.** The proposed project may require disturbance and replacement of pavement striping through saw cutting existing lightweight concrete bridge slabs and removing pavement striping along with the slabs.

PF-HW-5 **Electrical Waste.** This project includes the disposal of seismic sensors. The disposal of seismic sensors shall conform with Caltrans Standard Specifications and all applicable laws and regulations. Standard Special

Provision (SSP) 14-11.15 E-waste will be required during Plans, Specifications, and Estimates (PS&E).

2.12.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Because the proposed project would incorporate the project features outlined above and in the latest Preliminary Hazardous Waste Assessment dated July 10, 2023, no adverse impacts related to hazardous waste would occur. Therefore, no avoidance, minimization, and/or mitigation measures are required. Project features PF-HW-1, PF-HW-2, PF-HW-3, PF-HW-4, and PF-HW-5 (outlined above in 2.12.3, Environmental Consequences) will be implemented.

2.13 Air Quality

2.13.1 REGULATORY SETTING

The federal Clean Air Act (CAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State ambient air quality standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 microns or smaller (PM_{10}) and particles of 2.5 microns and smaller ($PM_{2.5}$), lead (Pb), and sulfur dioxide (SO_2). In addition, State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and State standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both State and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the CAA also applies.

2.13.1.1 Conformity

The conformity requirement is based on CAA Section 176(c), which prohibits the United States Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to the State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for State standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for CO, NO_2, O_3, PM_{10}, and $PM_{2.5}$, and in some areas (although not in California) SO_2. California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO_2, and also has a nonattainment area for lead; however, lead is not currently required by the CAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing

that requirements of the CAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the CAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets the regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that: (a) the project comes from a conforming RTP and TIP; (b) the project has a design concept and scope[1] that have not changed significantly from those in the RTP and TIP; (c) project analyses have used the latest planning assumptions and EPA-approved emissions models; and (d) in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

2.13.2 AFFECTED ENVIRONMENT

This section is based on the *Air Quality Analysis Report* (2024) prepared for the project.

The topography of a region can substantially impact air flow and resulting pollutant concentrations from nearby emissions sources. California is divided into 15 air basins with similar topography and meteorology to better manage air quality throughout the State. Each air basin has a local air district that is responsible for identifying and implementing air quality strategies to comply with ambient air quality standards.

The Vincent Thomas Bridge Deck Replacement Project is located in the city of Los Angeles in Los Angeles County and connects San Pedro on the west to Terminal Island on the east. The Vincent Thomas Bridge is surrounded by the communities of San Pedro, Wilmington, and the city of Long Beach. The project area is within the South Coast Air Basin (Basin), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality regulation in the Basin is administered by the South Coast Air Quality Management District (SCAQMD). The 2020 population for Los Angeles County is 10,407,000 and is forecasted to grow to 11,674,000 by 2045. The Los Angeles County's economy is largely driven by professional, scientific, and technical services, health care, social assistance, and retail trade (SCAG 2020).

2.13.2.1 Climate, Meteorology, and Topography

Meteorology (weather) and terrain can influence air quality. Certain weather parameters are highly correlated to air quality, including temperature, the amount of sunlight, and the type of winds at the surface and above the surface. Winds can transport ozone and ozone precursors from one region to another, contributing to air quality problems downwind of source regions. Furthermore, mountains can act as a barrier that prevents ozone from dispersing.

[1] "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis (e.g., the number of lanes and the length of the project).

The Long Beach Airport Climatological Station, maintained by the National Oceanic and Atmospheric Administration (NOAA), is representative of meteorological conditions near the proposed project. The climate is generally Mediterranean in character, with cool winters (which average 65.2 degrees Fahrenheit [°F] in January) and warm, dry summers (which average 79.7°F in July). Temperature inversions are common, affecting localized pollutant concentrations in the winter and enhancing ozone formation in the summer. Annual average rainfall is 12.72 inches (at Long Beach Airport), mainly falling during the winter months.

2.13.2.2 Existing Air Quality

This section summarizes existing air quality conditions near the proposed project area. It includes attainment statuses for criteria pollutants, describes local ambient concentrations of criteria pollutants for the past 5 years, and discusses Mobile Source Air Toxins (MSAT) and greenhouse gas (GHG) emissions. The Port of Los Angeles (POLA) maintains an air pollutant monitoring station network in the project area. Figure 2.13-1 shows the location of the San Pedro Community Station (O_3, CO, and NO_2) and the Wilmington Community Station (PM_{10} and $PM_{2.5}$). The San Pedro Community Station is located approximately 0.7 mile to the southwest of the Vincent Thomas Bridge, and the Wilmington Community Station is located approximately 2 miles to the north of the Vincent Thomas Bridge.

Figure 2.13-1: Map of Air Quality Monitoring Stations Located Near the Project



Source: ESRI, POLA Air Quality Monitoring Stations.

2.13.2.3 Criteria Pollutants and Attainment Status

Table 2.13-1 lists the State and federal attainment status for all regulated pollutants. Under the federal standards, Los Angeles County is currently designated Nonattainment (Extreme) for 8-hour average O_3 concentrations and Nonattainment (Serious) for 24-hour average $PM_{2.5}$ concentrations. A portion of Los Angeles County is also designated Nonattainment for lead (Pb). Los Angeles County is designated Attainment-Maintenance for PM_{10}, CO, and NO_2 under the NAAQS. For the more stringent California Ambient Air Quality Standards (CAAQS), Los Angeles County is designated Nonattainment for O_3, PM_{10}, and $PM_{2.5}$, and is in attainment of all other State standards.

Table 2.13-1: State and Federal Attainment Status

Pollutant	State Attainment Status	Federal Attainment Status
Ozone (O_3)	Nonattainment	Nonattainment (Extreme – 2015)
Respirable Particulate Matter (PM_{10})	Nonattainment	Attainment – Maintenance (Serious)
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment (Serious – 2012)
Carbon Monoxide (CO)	Attainment	Attainment – Maintenance (Serious)
Nitrogen Dioxide (NO_2)	Attainment	Attainment – Maintenance (Primary)
Sulfur Dioxide (SO_2)	Attainment	Attainment – Unclassified
Lead (Pb)	Attainment	Partial Nonattainment (Los Angeles County)
Visibility-Reducing Particles	Attainment	N/A
Sulfates	Attainment	N/A
Hydrogen Sulfide	Unclassified	N/A
Vinyl Chloride	N/A	N/A

Source: Ambient Air Quality Standards Designation Tool (CARB 2023).

Table 2.13-2 lists O_3, CO, and NO_2 air quality trends in data collected at the San Pedro Community Station for the past 5 years. Table 2.13-3 lists PM_{10} and $PM_{2.5}$ air quality trends in data collected at the Wilmington Community Station for the past 5 years. The monitoring stations are maintained by the POLA, and annual information is from May to April for each year. PM_{10} and $PM_{2.5}$ standards were exceeded multiple times over the 5-year period, and the 1-hour O_3 standard was exceeded one time in the 2020/2021 monitoring year.

Table 2.13-2: Air Quality Concentrations for the Past 5 Years Measured at the San Pedro Community Station

Pollutant	Standard	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Ozone						
Maximum 1-hour concentration		0.074	0.073	0.101	0.065	0.090
No. of days exceeded: State	0.09 ppm	0	0	1	0	0
Maximum 8-hour concentration		0.059	0.057	0.067	0.060	0.071
No. of days exceeded: State	0.070 ppm	0	0	0	0	1
Federal	0.070 ppm	0	0	0	0	1
Carbon Monoxide						
Maximum 1-hour concentration		1.9	1.9	1.7	6.9	2.7
No. of days exceeded: State	20 ppm	0	0	0	0	0
Federal	35 ppm	0	0	0	0	0
Maximum 8-hour concentration		1.3	1.4	1.4	1.2	2.2
No. of days exceeded: State	9.0 ppm	0	0	0	0	0
Federal	9 ppm	0	0	0	0	0
Nitrogen Dioxide						
Maximum 1-hour concentration		0.080	0.073	0.073	0.059	0.061
No. of days exceeded: State	0.18 ppm	0	0	0	0	0
Federal	100 ppb	0	0	0	0	0

Table 2.13-2: Air Quality Concentrations for the Past 5 Years Measured at the San Pedro Community Station

Pollutant	Standard	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Maximum annual concentration		0.010	0.012	0.016	0.012	0.011
Exceeded: State	0.030 ppm	No	No	No	No	No
Federal	53 ppb	No	No	No	No	No

Source: Air Quality Monitoring Program at the Port of Los Angeles Year Eighteen Data Summary, May 2022–April 2023 (POLA 2023).

Table 2.13-3: Air Quality Concentrations for the Past 5 Years Measured at the Wilmington Community Station

Pollutant	Standard	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
PM_{10}						
Maximum 24-hour concentration		54.5	54.3	70.6	–	60.8
No. of days exceeded: State	50 µg/m^3	1	2	3	–	2
Federal	150 µg/m^3	0	0	0	–	0
Maximum annual concentration		23.0	22.4	27.2	–	22.5
Exceeded: State	20 µg/m^3	Yes	Yes	Yes	–	Yes
$PM_{2.5}$						
Maximum 24-hour concentration		35.1	15.1	35.6	15.1	35.1
No. of days exceeded: Federal	35 µg/m^3	1	0	2	0	2
Maximum annual concentration		7.96	6.41	7.80	6.15	7.04
Exceeded: State	12 µg/m^3	No	No	No	No	No
Federal	12.0 µg/m^3	No	No	No	No	No

Source: Air Quality Monitoring Program at the Port of Los Angeles Year Eighteen Data Summary, May 2022–April 2023 (POLA 2023).

Table 2.13-4 presents the federal air quality standards attainment designations for the Basin. Under the CAAQS, the region is currently designated nonattainment for O_3 and $PM_{2.5}$.

Table 2.13-4: Status of SIPs Relevant to the Project Area

Name/Description	Status
Carbon Monoxide	Maintenance (Serious): Meets NAAQS since 2007
Lead	Nonattainment (Partial): Does not meet NAAQS
Nitrogen Dioxide	Maintenance: Meets NAAQS since 1998
Ozone (2015 Standard)	Nonattainment (Extreme): Attainment Deadline 2037
PM_{10}	Maintenance (Serious): Meets NAAQS since 2013
$PM_{2.5}$ (2012 Standard)	Nonattainment (Serious): Attainment Deadline 2025

Source: Status of California Designated Areas (EPA 2023c).

2.13.2.4 Greenhouse Gas and Climate Change

California's annual statewide GHG emission inventory is an important tool for establishing historical emission trends and tracking California's progress in reducing GHGs. In concert with data collected through various California Global Warming Solutions Act (Assembly Bill [AB] 32) programs, the GHG inventory is a critical piece in demonstrating the State's progress in achieving the statewide GHG target. The inventory provides estimates of anthropogenic GHG emissions within California, as well as emissions associated with imported electricity.

Natural sources are not included in the inventory. CO_2, as part of the carbon cycle, is an important compound for plant and animal life, but also accounted for 80 percent of California's total GHG emissions in 2020 (CARB 2022). Transportation, primarily on-road travel, is the single largest source of CO_2 emissions in the State at 38 percent of emissions.

The SCAG Connect SoCal 2020–2045 RTP/SCS is the applicable regional transportation planning document for Los Angeles County and the Vincent Thomas Bridge project. Existing transportation emissions were assessed for a 2019 baseline year and were determined to be 84.33 metric tons of carbon dioxide equivalent (MT CO_2e) for the SCAG region, of which approximately 37.57 MT CO_2e were attributable to Los Angeles County. Emission sources included passenger vehicles, trucks, buses, and other vehicles.

The San Pedro Bay Ports Clean Air Action Plan is a landmark air quality plan that establishes the most comprehensive, far-reaching strategy for reducing port-related air pollution and related health risks, while allowing port development, job creation and economic activity associated with that development to continue. The plan, a collaboration of the POLA and Port of Long Beach (POLB), ushered in a slew of anti-air pollution strategies, including the Clean Truck Program, vessel pollution reduction programs, and advanced new technology (e.g., the world's first hybrid tugboat). The plan was originally adopted in 2006, with updates in 2010 and 2017. Since 2018, the San Pedro Bay Ports Clean Trucks Program has required that new trucks registered in the Port Drayage Truck Registry must be model year 2014 or newer. The San Pedro Bay Ports 2017 Clean Air Action Plan also calls for the San Pedro Bay Ports drayage[1] truck fleet to be exclusively zero-emission vehicles by 2035.

2.13.2.5 Sensitive Receptors

Based on research showing that the zone of greatest concern near roadways is within 500 feet (or 150 meters), sensitive receptors within 500 feet (or 150 meters) of the bridge construction site have been identified and are documented in Table 2.13-5. Figure 2.13-2 shows the locations of sensitive receptors relative to the project site. In addition, the anticipated detour routes include roadways with various sensitive receptors within 500 feet of the roadways, some of which were identified as Environmental Justice communities using census data as defined by AB 617.

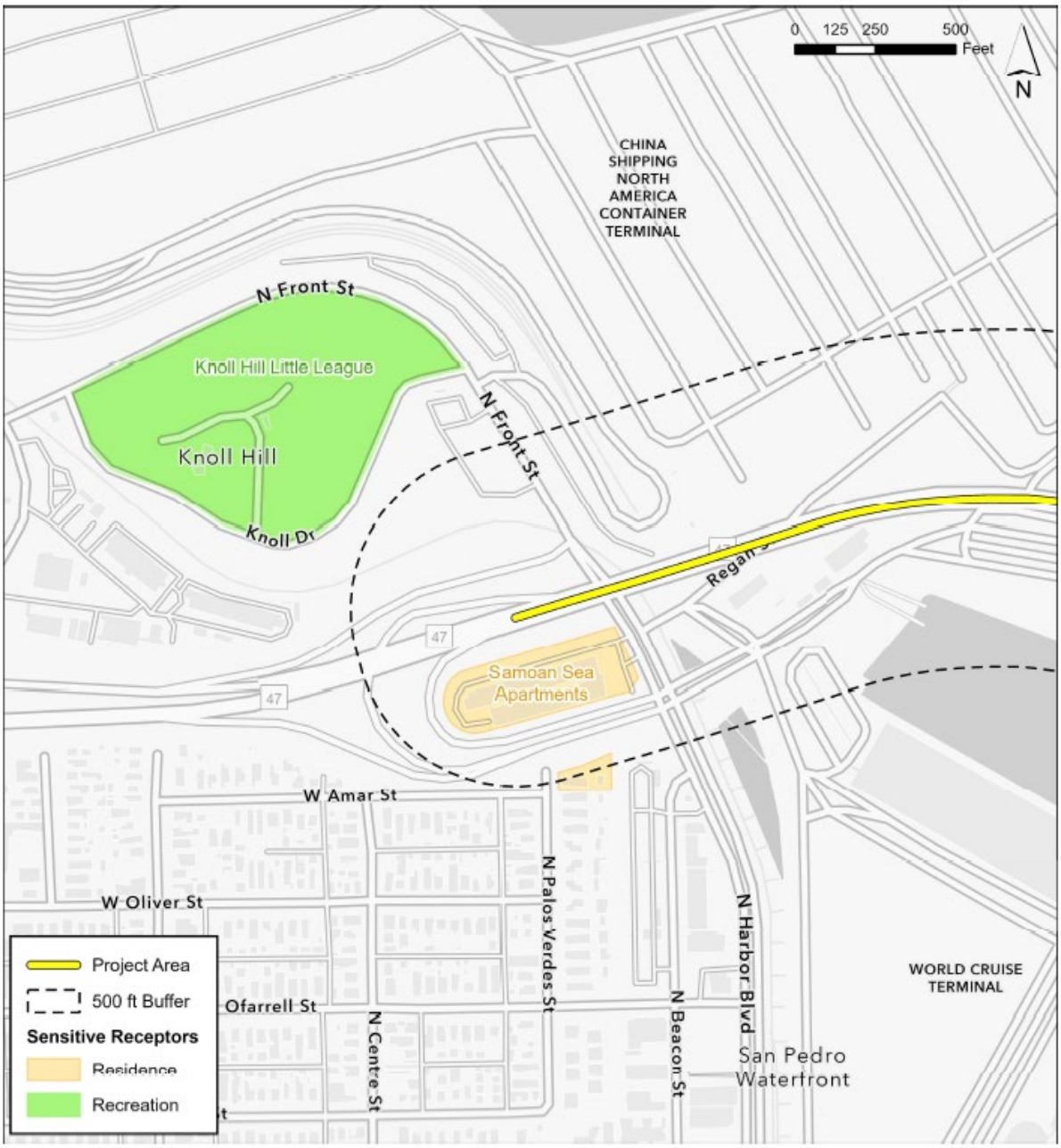
Table 2.13-5: Sensitive Receptors Located Within 500 Feet of the Project Site

Receptor	Description	Distance Between Receptor and Project (feet)
Samoan Sea Apartments	Multi-Family Residence	125
Various Residences	Single- and Multi-Family Residences	400–500
Knoll Hill Little League Facilities	Three Little League Fields	500

Source: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).

[1] Drayage is the transportation of shipping containers by truck to the destination.

Figure 2.13-2: Sensitive Receptors Located Near the Proposed Project



Source: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).

2.13.2.6 Impact Criteria

Project-related emissions will have an adverse environmental impact if they result in pollutant emissions levels that either create or worsen a violation of an ambient air quality standard (identified in Table 2.13-6) or contribute to an existing air quality violation. Table 2.13-7 summarizes the sources and health effects of the six criteria pollutants and pollutants regulated in the state of California.

Table 2.13-6: Table of State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3) [8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10}) [9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter ($PM_{2.5}$) [9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2) [10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2) [11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas) [11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) [11]	—	
Lead [12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas) [12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles [14]	8 Hour	See footnote 14.	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

Source: California Air Resources Board (May 4, 2016).

See footnotes on next page …

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the United States EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the United States EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the United States EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24- hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990.

Table 2.13-7: Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROGs)/volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke and vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; and natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO_X, sulfur oxides (SO_X), ammonia, and ROGs.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain and nitrate contamination of stormwater. Part of the "NO_X" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also, a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Sulfates	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Visibility Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: Not directly related to the Regional Haze program under the federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Source: Annotated Outline for an Air Quality Report, Standard Environmental Reference (Caltrans 2023).

2.13.3 ENVIRONMENTAL CONSEQUENCES

This section describes the methods and results of air quality analyses of the proposed project. Analyses in this report were conducted using methodology and assumptions that are consistent with the requirements of NEPA, CEQA, the Clean Air Act Amendments

(CAAAs) of 1990, and the CCAA of 1988. The analyses also use guidelines and procedures provided in applicable air quality analysis protocols, such as the FHWA Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (FHWA January 2023).

2.13.3.1 Conformity Status

Transportation Conformity applies in areas that are "nonattainment" or "attainment maintenance" for the NAAQS, and only for the standards that are or previously were violated. Conformity analysis and determinations are done at regional and project-level scales. From a practical viewpoint, the pollutant analyses addressed by project-level conformity focus on CO and PM hot-spots; regional conformity pollutant analyses can involve CO, PM, and ozone precursor emissions (volatile organic compounds [VOCs] and nitrogen oxides [NO_X]).

Regional Conformity

This project is exempt from regional (40 CFR 93.126) conformity requirements because it is categorized as "widening narrow pavements or reconstructing bridges (no additional travel lanes)." Separate listing of the project in the Regional Transportation Plan and Transportation Improvement Program and their regional conformity analyses is not necessary. The project will not interfere with timely implementation of Transportation Control Measures identified in the applicable SIP and regional conformity analysis.

Project-Level Conformity

The proposed project is exempt from all project-level conformity requirements (40 CFR 93.126) because it qualifies under the exemption category of "widening narrow pavements or reconstructing bridges (no additional travel lanes)."

Interagency Consultation

Since the proposed project is exempt from all project-level conformity requirements—including PM hot-spot analyses—it is not subject to Interagency Consultation and does not need to be presented to the SCAG Transportation Conformity Working Group as part of the environmental clearance process.

NEPA Analysis Requirement

NEPA applies to all projects that receive federal funding or involve a federal action. NEPA requires that all reasonable alternatives for the project are rigorously explored and objectively evaluated. Several closure scenarios were considered to complete improvements on the Vincent Thomas Bridge, with the longest potential construction scenarios lasting up to 5 years (including time for installation and removal of temporary protective shield barriers, which would not affect bridge traffic). During the bridge closures—which may range from 16 to 48 months—traffic would be diverted along alternative routes throughout the project area. The preferred construction staging option is the single-stage (full bridge closure) which bridge closure would last approximately 16 months. The analysis of proposed project effects on air quality included an evaluation of maximum incremental increases in PM concentrations in five nearby communities resulting from diverted traffic along primary detour routes that would experience the greatest changes in traffic volumes during construction. No appreciable difference is anticipated in long-term operational emissions between the Build Alternative and No Build Alternative because the project is not expected to alter traffic patterns or induce vehicle miles traveled (VMT) upon completion of construction.

CEQA Analysis Requirement

CEQA applies to most California transportation projects (certain projects are statutorily exempt). CEQA requires that a range of reasonable alternatives to the project are explored that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. Construction of the proposed project would last between 16 to 48 months. Therefore, the analysis of the proposed project effects on air quality included an evaluation of maximum incremental PM concentrations in five nearby communities as a result of diverting traffic along the primary detour routes that are most likely to be used. Since no appreciable difference is anticipated in long-term operational emissions between the Build Alternative and No Build Alternative because the project is not expected to alter traffic patterns or induce VMT upon completion of construction, the analyses focused on temporary effects during the bridge closure periods for the alternatives considered.

Lead

Construction activities would disturb the existing paint system on the bridge. Non-yellow paint does not typically include lead. It is typically classified as non-hazardous and disposed of at a permitted California non-hazardous waste disposal facility (Class II or Class III). However, yellow paint may contain heavy metals such as lead. Caltrans requires the general contractor to implement Standard Special Provision 14-11.13 (Disturbance of Existing Paint Systems on Bridge) and a Lead Compliance Plan. In addition, Caltrans requires a Health and Safety Plan per California Occupational Safety and Health Administration (Cal/OSHA) regulation CCR (California Code of Regulations) §1532.1 to protect workers from lead exposure.

Asbestos

The proposed project would not involve substantial earthwork, and there is no potential to encounter naturally-occurring asbestos (NOA). Construction activities will be predominantly conducted from the top of the bridge. Minimal ground disturbance would occur during renovation of the approaches on either side of the Vincent Thomas Bridge and widening the bridge by 9 inches in both directions.

Any demolition/alteration and/or modification work on a bridge triggers the federal National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulation that requires notification to the delegated Air Quality Management District. Demolition activities would be subject to SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 1403 is intended to limit asbestos emissions and the associated disturbance of asbestos-containing waste material generated or handled during these activities. The rule addresses the national emissions standards for asbestos along with some additional requirements. The rule requires a survey for asbestos-containing material (ACM) to be conducted prior to any renovation or demolition activity and that the lead agency and its contractors notify SCAQMD of any identified ACM. This notification includes a description of structures and methods utilized to determine whether ACM are potentially present. All ACM found on the site must be removed prior to demolition or renovation activity in accordance with SCAQMD Rule 1403, including specific requirements for surveying, notification, removal, and disposal of material containing asbestos. Therefore, projects that comply with Rule 1403 would ensure that ACM would be disposed of appropriately and safely.

Caltrans requires the general contractor to implement Standard Special Provision 14-11.16 (ACM in Bridges). In addition, Caltrans requires a Health and Safety Plan per Cal/OSHA regulation CCR §1532.1 to protect workers from asbestos exposure.

Construction Emissions (Short-Term)

As summarized in below in Table 2.13-8, there are eight different construction scenarios that were considered to implement the proposed project (four staging options and eight scenarios depending on deck type). The scenarios vary in terms of duration of activities, duration of bridge closure, and construction methods of replacing the bridge deck. Using the CAL-CET2021 construction emissions tool, daily and total emissions of VOCs, NO_X, CO, SO_X, PM_{10}, $PM_{2.5}$, and GHGs were estimated for each phase of activity involved in constructing all eight scenarios. Based on the nature of the proposed project, construction activities would involve minimal disturbance of unpaved ground surface areas and would not require substantial amounts of excavation and export of bulk materials to accommodate the new bridge facilities. Therefore, construction of the proposed project under all scenarios is anticipated to generate less fugitive dust emissions than typical roadway construction projects that involve substantial excavation and grading. Nevertheless, all construction activities would be required to comply with the provisions of SCAQMD Rule 403 and implement all applicable best management practices (BMPs) for fugitive dust control.

Table 2.13-8: Bridge Closure Options and Construction Scenarios

Bridge Closure Alternative	Construction Design Scenarios	Deck Replacement Duration (months)	Cost (million $)
Full Closure (Preferred)	Scenario 1: Pre-Cast & Orthotropic	16	$555
	Scenario 2: Pre-Cast Only (Preferred)	16	$503
	Scenario 3: Cast-in-Place Only	41	$521
Partial Closure	Scenario 4: 1/2 Closure (2-Stage), Pre-Cast & Orthotropic	26	$565
	Scenario 5: 1/2 Closure (2-Stage), Pre-Cast Only	26	$512
	Scenario 6: 1/3 Closure (3-Stage), Pre-Cast & Orthotropic	31	$575
	Scenario 7: 1/3 Closure (3-Stage), Pre-Cast Only	31	$522
Nighttime Closure (7 PM to 6 PM)	Scenario 8: Full Overnight Closure, Pre-Cast Only	48	$571

Source: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).
Note: Air quality modeling uses the total capital construction costs for inputs. Total capital construction costs exclude support costs; therefore, the range is smaller than the total project cost outlined in Section 1.4.5 of this document.

Site preparation and bridge deck replacement will generally involve the following phases:

- Installation of temporary access points and a protective barrier shield to separate traffic lanes from active construction areas
- Temporary reinforcement of the suspension span (full closure scenarios)
- Preparation of the replacement load-bearing suspension span (single- and two-stage construction scenarios)
- Replacement of the bridge deck in single-, dual-, or tri-stage increments
- Removal of temporary access points and the protective barrier shield, which will be completed while the bridge is open to traffic following the bridge deck replacement

During construction, emissions from construction equipment powered by gasoline and diesel engines would include CO, NO_X, VOCs, minimal amounts of SO_X, directly emitted PM_{10} and $PM_{2.5}$, and toxic air contaminants (TACs) such as diesel exhaust particulate matter (DPM). These emissions would be temporary and limited to the immediate area surrounding the construction site. Short-term degradation of air quality may also occur from the release of particulate emissions (airborne dust) generated by excavation, hauling, and other activities related to construction; however, these emissions would be very low due to construction occurring predominantly within the existing bridge structure footprint.

Ozone-precursor, criteria pollutant, and GHG emissions were estimated for the eight proposed project construction scenarios using detailed equipment inventories and project construction scheduling information provided by Caltrans and Construction Manager General Contractor in conjunction with emissions factors from the EMFAC2021 and OFFROAD models, which are implemented into the CAL-CET2021 database.

Table 2.13-8, above, provides a summary of the construction design scenarios grouped by the corresponding bridge closure option and includes the duration of the deck replacement activities as well as the total construction cost. Three of the scenarios (Scenarios 1 through 3) would involve single-stage construction and full closure of the bridge (Preferred) for up to approximately 16 (Preferred) or 41 months depending on the deck design. Four scenarios (Scenarios 4 through 7) would involve partial closure of the bridge ranging from 25 months to 32 months, with construction being completed in either two or three stages. One scenario (Scenario 8) would involve only overnight closure of the bridge between 7:00 p.m. and 6:00 a.m. daily, and the bridge closure would last for approximately 48 months (4 years).

Uncontrolled construction-related emissions for construction Scenarios 1 through 8, which were prepared assuming the default regional fleet of construction equipment, are presented in the *Air Quality Analysis Report*. Scenarios 1 through 8 include the four construction staging options (single-stage/full closure (Preferred), two-stage construction, three-stage construction, and full nighttime closure) with different potential deck types. The results of the construction emission calculations are included in Appendix B of the *Air Quality Analysis Report*. The emissions presented are based on the best information available at the time of calculations. The emissions represent the peak daily construction emissions that would be generated by each scenario, as well as the total emissions throughout the duration of construction. Tables showing the uncontrolled construction-related emissions for Scenarios 1 through 8 are available in the *Air Quality Analysis Report* and are available upon request.

As noted in the *Air Quality Analysis Report*, uncontrolled construction-related emissions are estimated for all eight scenarios to generate temporary NO_X emissions in excess of the applicable SCAQMD regional mass daily screening threshold using the default equipment fleet.

Under the Transportation Conformity regulations (40 CFR 93.123(c)(5)), construction-related activities that cause temporary increases in emissions are not required in a hot-spot analysis. These temporary increases in emissions are those that occur only during the construction phase and last 5 years or less at any individual site. They typically fall into two main categories:

- **Fugitive Dust:** A major emission from construction due to ground disturbance. All air districts and the California Health and Safety Code (Sections 41700-41701) prohibit “visible emissions” exceeding 3 minutes in 1 hour. This applies not only to dust but also

to engine exhaust. In general, this is interpreted as visible emissions crossing the right-of-way line.

Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site may deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction of the proposed project will involve minimal ground disturbance to implement the design renovations as activities will be predominantly focused on the Vincent Thomas Bridge deck replacement. Equipment known to generate the greatest amount of fugitive dust emissions (e.g., graders, scrapers, and bulldozers) would not be required because work will almost exclusively occur in the existing roadway footprint.

- **Construction Equipment Emissions:** Diesel exhaust particulate matter is a California-identified TAC, and localized issues may exist if diesel-powered construction equipment is operated near sensitive receptors.

Implementation of the following measures, some of which may also be required for other purposes (e.g., storm water pollution control) will reduce air quality impacts resulting from construction activities. Please note that although these measures are anticipated to reduce construction-related emissions, these reductions cannot be quantified at this time.

- The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023).
    - Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including Air Pollution Control District and Air Quality Management District regulations and local ordinances.
    - Additionally, Non-Standard Special Provision (NSSP) 14-9.05 specifically requires compliance with SCAQMD rules and adherence to SCAQMD guidance in assessing potential environmental impacts.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CCR Title 17, Section 93114.
- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).
- Diesel-powered off-road equipment shall limit idling in accordance with the CARB "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (Title 13, CCR, Section 2449).

- Diesel-powered on-road vehicles and trucks shall limit idling in accordance with the CARB "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" (Title 13, CCR, Section 2485)."

In addition, AB 617 directed the CARB to establish a program to reduce exposure in communities most impacted by air pollution. The proposed project is located in part within one of the identified AB 617 communities (Wilmington/Long Beach/Carson). In order to help address public health disparities in those communities, Caltrans requires construction equipment to have engines that comply with EPA Tier 4 emission standards for off-road diesel-fueled vehicles. The proposed project will incorporate two NSSPs to ensure that contractors use equipment outfitted with Tier 4 engines during construction (7-1.02C) and that all appropriate certification documentation is provided for use authorization (5-1.33).

Tier 4 equipment construction-related emissions for construction Scenarios 1 through 8 are presented in Tables 2.13-9 through 2.13-16 below. The emissions represent the peak daily construction emissions that would be generated by each scenario as well as the total emissions throughout the duration of construction. Scenarios 1 through 8 include the four construction staging options (single-stage/full closure – Preferred, two-stage construction, three-stage construction, and full nighttime closure) with different potential deck types.

The following series of tables summarize the controlled maximum daily and total emissions that would be generated with the Tier 4 equipment requirement for all construction scenarios.

Table 2.13-9 summarizes the controlled maximum daily and total emissions that would be generated using Tier 4 equipment during the 27-month schedule for Scenario 1, which would involve full closure of the bridge for up to 16 months during deck replacement activities. In comparison to the uncontrolled emissions, use of equipment meeting Tier 4 emissions standards in compliance with NSSPs 5-1.33 and 7-1.02C would reduce maximum daily emissions of NO_X from approximately 262 pounds per day (lbs/day) to approximately 98.4 lbs/day during construction of Scenario 1. Maximum daily emissions of PM_{10} would also be reduced from approximately 22.7 lbs/day to 5.0 lbs/day. Emissions of ozone precursors and criteria pollutants would remain below the SCAQMD regional threshold screening values.

Table 2.13-9: Construction Emissions for Scenario 1 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation	2.4	1.1	0.3	26.4	12.2	3.2
Eastbound Approach*	2.1	1.1	0.3	19.4	11.3	2.0
Eastbound Suspension*	7.9	1.9	1.0	79.6	40.2	8.2
Westbound Approach*	2.0	1.1	0.3	19.4	11.3	2.1
Westbound Suspension*	7.1	0.9	0.8	71.4	35.7	7.2
Site Cleanup	2.4	0.3	0.2	26.1	11.3	2.9
Maximum Daily (lbs/day)	19.1	5.0	2.5	189.8	98.4	19.4
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	–
Project Total (tons/MT CO_2e)	2.6	0.7	0.3	26.0	13.2	5,464

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-10 summarizes the controlled maximum daily and total emissions that would be generated using Tier 4 equipment during the 27-month schedule for Scenario 2 (Preferred), which would involve full closure of the bridge for up to 16 months similar to Scenario 1. In comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 171 lbs/day to approximately 60 lbs/day during construction of Scenario 2 (Preferred). Maximum daily emissions of PM_{10} would also be reduced from approximately 14.0 lbs/day to 2.3 lbs/day. Maximum daily emissions of ozone precursors and criteria pollutants would remain below the SCAQMD regional screening threshold values.

Table 2.13-10: Construction Emissions for Scenario 2 (Preferred) – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation	2.5	1.1	0.3	27.2	12.6	3.5
Eastbound Approach	2.1	1.1	0.3	19.7	11.5	2.2
Eastbound Suspension	7.4	2.0	1.0	76.0	38.1	8.2
Westbound Approach*	2.1	1.1	0.3	19.7	11.4	2.1
Westbound Suspension*	7.3	0.9	0.8	75.7	37.4	8.0
Site Cleanup*	2.4	0.3	0.2	26.1	11.3	2.9
Maximum Daily (lbs/day)	11.7	2.3	1.4	121.5	60.1	13.0
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	-
Project Total (tons/MT CO_2e)	2.2	0.7	0.3	23.1	11.7	5,085

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-11 summarizes the controlled maximum daily and total emissions that would be generated using Tier 4 equipment during the 48-month schedule for Scenario 3, which would involve full closure of the bridge for up to 41 months. In comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 171 lbs/day to approximately 60 lbs/day during construction of Scenario 3. Maximum daily emissions of PM_{10} would also be reduced from approximately 15 lbs/day to 3.1 lbs/day. Emissions of ozone precursors and criteria pollutants would remain below SCAQMD regional threshold screening values.

Table 2.13-11: Construction Emissions for Scenario 3 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation*	2.4	1.1	0.3	26.5	12.3	3.3
Eastbound Approach*	2.1	0.8	0.3	19.5	11.4	2.1
Eastbound Suspension*	7.2	1.2	0.9	73.1	36.1	7.3
Westbound Approach	2.0	0.8	0.3	19.4	11.2	2.0
Westbound Suspension	8.4	1.0	1.0	85.7	41.6	8.2
Site Cleanup	2.4	0.3	0.2	26.5	11.4	3.0
Maximum Daily (lbs/day)	11.7	3.1	1.5	119.1	59.8	12.6
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	–
Project Total (tons/MT CO_2e)	4.9	1.0	0.6	49.8	24.8	10,065

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-12 summarizes the controlled maximum daily and total emissions that would be generated using Tier 4 equipment during the 30-month schedule for Scenario 4, which would involve partial closure of the bridge for up to 26 months and two-stage deck replacement, similar to Scenario 2. In comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 173 lbs/day to 59 lbs/day during construction of Scenario 4. Maximum daily emissions of PM_{10} would also be reduced from approximately 15.6 lbs/day to 3.4 lbs/day. Emissions of ozone precursors and criteria pollutants would remain below SCAQMD regional thresholds during construction of Scenario 4.

Table 2.13-12: Construction Emissions for Scenario 4 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation*	2.3	1.0	0.3	26.4	12.6	3.4
Eastbound Approach*	6.8	1.5	0.9	71.1	34.7	6.8
Eastbound Suspension*	2.0	0.9	0.3	19.8	12.2	2.5
Westbound Approach	6.8	1.5	0.9	71.3	35.6	7.1
Westbound Suspension	1.9	0.3	0.2	19.7	11.3	2.2
Site Cleanup	2.3	0.3	0.2	26.9	12.0	3.4
Maximum Daily (lbs/day)	11.1	3.4	1.5	117.4	59.4	12.7
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	–
Project Total (tons/MT CO_2e)	3.0	0.8	0.4	31.1	15.8	6,653

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-13 summarizes the controlled maximum daily and total emissions that would be generated during the 30-month schedule for Scenario 5, which would involve partial closure of the bridge for up to 26 months and two-stage deck replacement, similar to Scenario 4. In comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 173 lbs/day to 60 lbs/day during construction of Scenario 5. Maximum daily emissions of PM_{10} would also be reduced from approximately 15.6 lbs/day to 3.4 lbs/day. Emissions of ozone precursors and criteria pollutants would remain below SCAQMD regional thresholds during construction of Scenario 5.

Table 2.13-13: Construction Emissions for Scenario 5 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation*	2.3	1.0	0.3	26.4	12.5	3.4
Eastbound Approach*	6.8	1.5	0.9	71.1	34.7	6.8
Eastbound Suspension*	2.0	0.9	0.3	19.8	12.1	2.5
Westbound Approach	6.8	1.5	0.9	71.3	35.5	7.1
Westbound Suspension	1.9	0.3	0.2	19.7	11.3	2.2
Site Cleanup	2.3	0.3	0.2	26.9	12.0	3.4
Maximum Daily (lbs/day)	11.1	3.4	1.5	117.3	59.3	12.7
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	-
Project Total (tons/MT CO_2e)	3.0	0.8	0.4	31.1	15.8	6,624

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-14 summarizes the controlled maximum daily and total emissions that would be generated during the 42-month schedule for Scenario 6, which would involve partial closure of the bridge for up to 31 months and three-stage deck replacement utilizing pre-cast components on the approaches and an orthotropic suspension span. As shown below, in comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 172 lbs/day to 58 lbs/day during construction of Scenario 6. Maximum daily emissions of PM_{10} would also be reduced from approximately 14.1 lbs/day to 2.3 lbs/day. Emissions of ozone precursors and criteria pollutants would remain below SCAQMD regional thresholds during construction of Scenario 6.

Table 2.13-14: Construction Emissions for Scenario 6 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation	2.5	1.0	0.3	27.0	12.6	3.4
Eastbound Approach	4.4	1.3	0.6	47.9	21.6	5.0
Eastbound Suspension	7.1	0.9	0.8	73.5	35.6	7.1
Westbound Approach*	4.4	1.3	0.6	47.9	21.6	5.0
Westbound Suspension*	7.2	0.9	0.8	73.5	35.9	7.2
Center Approach	4.4	1.4	0.6	47.9	21.7	5.1
Center Suspension	7.1	0.9	0.8	73.4	35.6	7.2
Site Cleanup	2.4	0.3	0.3	27.0	11.7	3.2
Maximum Daily (lbs/day)	11.6	2.3	1.4	121.4	57.5	12.2
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	–
Project Total (tons/MT CO_2e)	4.0	0.9	0.5	42.1	19.7	8,728

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-15 summarizes the controlled maximum daily and total emissions that would be generated during the 42-month schedule for Scenario 7, which would involve partial closure of the bridge for up to 31 months and three-stage deck replacement utilizing pre-cast components on the bridge approaches and on the suspension span. In comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 172 lbs/day to 57 lbs/day during construction of Scenario 7. Maximum daily emissions of PM_{10} would also be reduced from approximately 14.1 lbs/day to 2.3 lbs/day. Emissions of ozone precursors and criteria pollutants would remain below SCAQMD regional thresholds during construction of Scenario 7.

Table 2.13-15: Construction Emissions for Scenario 7 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation	2.5	1.0	0.3	27.0	12.5	3.4
Eastbound Approach	4.4	1.3	0.6	47.9	21.7	5.0
Eastbound Suspension	7.1	0.9	0.8	73.5	35.6	7.1
Westbound Approach*	4.4	1.3	0.6	47.9	21.6	5.0
Westbound Suspension*	7.2	0.9	0.8	73.5	35.8	7.2
Center Approach	4.4	1.4	0.6	47.9	21.6	5.0
Center Suspension	7.1	0.9	0.8	73.4	35.6	7.2
Site Cleanup	2.4	0.3	0.3	27.0	11.7	3.2
Maximum Daily (lbs/day)	11.6	2.3	1.4	121.4	57.4	12.2
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	-
Project Total (tons/MT CO_2e)	4.0	0.9	0.5	42.1	19.7	8,707

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Table 2.13-16 summarizes the controlled maximum daily and total emissions that would be generated during the five-year schedule for Scenario 8, which would involve full closure of the bridge nightly from 7:00 PM to 6:00 AM for up to 48 months. The design for Scenario 8 would utilize pre-cast components for the entirety of the bridge deck replacement. In comparison to the uncontrolled emissions, implementing the use of equipment meeting Tier 4 emissions standards would reduce maximum daily emissions of NO_X from approximately 306 lbs/day to 104 lbs/day during construction of Scenario 8. Maximum daily emissions of PM_{10} would also be reduced from approximately 24.4 lbs/day to 3.5 lbs/day. Although controlled emissions of NO_X would exceed the SCAQMD regional threshold during construction of Scenario 8, its construction cannot be feasibly completed by the deadline of March 2027. Therefore, these emissions are included for informational disclosure.

Table 2.13-16: Construction Emissions for Scenario 8 – Controlled

	VOC (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	CO (lbs/day)	NO_X (lbs/day)	CO_2e (MT/day)
Site Preparation	2.5	1.0	0.3	28.3	13.3	3.8
Eastbound Approach	6.8	1.4	0.8	68.1	34.3	6.7
Eastbound Suspension*	6.9	1.3	0.8	70.5	35.1	6.8
Westbound Approach*	6.8	1.4	0.8	68.0	34.2	6.7
Westbound Suspension*	6.9	0.9	0.8	70.2	34.3	6.5
Site Cleanup	2.4	0.3	0.2	26.6	11.5	3.1
Maximum Daily (lbs/day)	20.6	3.5	2.5	208.7	103.6	20.0
SCAQMD Regional Threshold (lbs/day)	75	150	55	550	100	–
Project Total (tons/MT CO_2e)	6.4	1.2	0.8	65.7	32.5	13,037

Source: Caltrans, 2023; TAHA, 2024; CAL-CET2021v1.0.2.
Note: (*) Denotes overlapping activities contributing to daily maximum.

Based on the Tier 4 equipment construction-related emissions estimates presented in the *Air Quality Analysis Report*, construction of the proposed project with control measures implemented would not generate emissions exceeding any regional SCAQMD threshold for mass daily emissions of O_3 precursors or criteria pollutants except for Scenario 8.

Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

Diverted Traffic Emissions

During construction, full (Preferred) or partial closure of the bridge would cause traffic to be diverted along alternative routes, some of which would pass through residential communities and other areas characterized as sensitive receptors, such as schools and long-term healthcare facilities. As shown in Table 2.13-8, the eight construction scenarios for the project can be grouped into single-stage (full closure of the bridge – Preferred), partial closure of the bridge (two-stage and three-stage construction options), and overnight closure options. To address the possibility of near-road concentrations to create public health concerns, dispersion modeling was performed for these three bridge closure options using AERMOD (Version 12.0.0-23132) to estimate the maximum incremental increase in 24-hour-average concentrations of PM_{10} along the anticipated traffic diversion corridors. AERMOD is the preferred Gaussian plume dispersion model for regulatory applications to estimate ground-level pollutant concentrations resulting from various types of emission sources. This analysis focused on communities identified under AB 617 protocol to be especially susceptible to exacerbations of existing air pollution.

Using the regional transportation model, data sets were produced containing estimates of the incremental increase in passenger vehicle and truck volumes that would be diverted throughout the surrounding communities during the full, partial, and nighttime Vincent Thomas Bridge closure options. This traffic data were evaluated to identify areas where the maximum incremental change in mobile source emissions would occur in the proximity of nearby sensitive receptors (i.e., adjacent to residential and educational land uses). Five community areas were identified for the dispersion modeling analysis: East Wilmington, North San Pedro, Harbor City, West Long Beach, and Carson. Within each community, the traffic datasets were used to identify the roadway corridors that would experience the greatest temporary incremental increase in PM_{10} emissions associated with the additional vehicles being rerouted away from the Vincent Thomas Bridge.

The analysis involved quantifying the variable PM_{10} emissions that would be generated by diverted traffic along the most affected corridors during the morning (AM) peak period (6 AM to 9 AM), the mid-day off-peak period (9 AM to 3 PM), the evening (PM) peak period (3 PM to 7 PM), and the evening and overnight off-peak period (7 PM to 6 AM) for the three closure options being considered: full bridge closure (Preferred), partial bridge closure (two-stage and three-stage), and overnight bridge closure. The roadway segments were characterized as line-volume sources within AERMOD, which is the appropriate type of emissions source for analyzing emissions from on-road vehicle travel. The analyses focused on PM_{10} emissions because the area is presently designated as nonattainment for the PM_{10} CAAQS, making it the primary pollutant of concern. Table 2.13-17 presents a summary of the results of the air dispersion modeling in the five community areas identified as experiencing the greatest incremental increase in traffic volumes as a result of the four bridge closure options (2-stage and 3-stage options combined into “partial closure” in Table 2.13-17) and includes the SCAQMD localized significance threshold (LST) for project-related incremental change in a 24-hour average PM_{10} concentration.

Table 2.13-17: Diverted Traffic Emissions Dispersion Modeling Results

Community Area	Closure Scenario and Maximum 24-hour PM_{10} Concentration ($\mu g/m^3$)		
	Full Closure (Preferred)	Partial Closure	Overnight Closure
East Wilmington	1.08	1.07	0.93
North San Pedro	0.56	0.52	0.48
Harbor City	0.32	0.32	0.29
West Long Beach	0.96	0.95	0.87
Carson	0.79	0.68	0.56
SCAQMD LST Concentration	10.4	10.4	10.4

Source 1: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).
Source 2: EMFAC2021 (v1.0.2) Emission Rates (CARB 2022).

As shown above, the greatest incremental increase in 24-hour average PM_{10} concentrations was predicted to occur in the East Wilmington neighborhood, reaching a maximum of 1.08 $\mu g/m^3$. All other locations were modeled to experience an incremental PM_{10} increase of less than 1 $\mu g/m^3$. Given the context that the region is currently designated as nonattainment of the 24-hour average PM_{10} CAAQS, the SCAQMD established a localized incremental PM_{10} concentration threshold of 10.4 $\mu g/m^3$ in the interest of protecting public health. Based on the analyses presented above, diverted traffic during construction of the proposed project would not result in incremental increases in ground-level 24-hour average PM_{10} concentrations greater than the SCAQMD LST at sensitive receptor locations, with the greatest incremental increase constituting less than 11 percent of the threshold concentration.

Mobile Source Air Toxics

Sources of MSAT emissions in the project area primarily include mobile source emissions from trucks, ships, trains, and related activities associated with POLA and POLB. MSATs have not been monitored near the project area for more than 10 years.

The FHWA released updated guidance in January 2023 (FHWA 2023) for determining when and how to address MSAT impacts in the NEPA process for transportation projects. FHWA identified three levels of analysis:

- No analysis for exempt projects or projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; and
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Projects with no impacts generally include those that (a) qualify as a Categorical Exclusion under 23 CFR 771.117, (b) qualify as exempt under the CAA conformity rule under 40 CFR 93.126, and (c) are not exempt, but have no meaningful impacts on traffic volumes or vehicle mix.

Projects that have low potential MSAT effects are those that serve to improve highway, transit, or freight operations or movement without adding substantial new capacity or creating a facility that is likely to substantially increase emissions. The large majority of projects fall into this category.

Projects with high potential MSAT effects include those that:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of DPM in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the annual average daily traffic (AADT) is projected to be in the range of 140,000 to 150,000, or greater, by the design year; and/or
- Are proposed to be located in proximity to populated areas or, in rural areas, in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

MSAT emissions were quantified for the incremental increase in traffic that would be diverted throughout the community during the full (Preferred), partial, and nighttime closure options. Summaries for the incremental MSAT emissions increase along major segments of Sepulveda Boulevard, Pacific Coast Highway (PCH), Anaheim Street, and Harry Bridges Boulevard/Alameda Street are provided in Tables 2.13-18 through 2.13-21 below.

Table 2.13-18: Summary of Incremental MSAT Emissions Increase Along Sepulveda Boulevard (SR-110 to I-710) (lbs/day)

MSATs	Full Closure (Preferred)	Partial Closure	Nighttime Closure
1,3-butadiene	0.0064	0.0030	0.0016
Acetaldehyde	0.0574	0.0189	0.0043
Acrolein	0.0012	0.0006	0.0004
Benzene	0.0369	0.0159	0.0076
Diesel Particulate Matter	0.1238	0.0503	0.0146
Ethylbenzene	0.0119	0.0056	0.0031
Formaldehyde	0.1235	0.0421	0.0112
Naphthalene	0.0018	0.0007	0.0003
Polycyclic Organic Matter	0.0021	0.0008	0.0003

Source 1: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).
Source 2: CT-EMFAC2017 (Version 1.0.2) (Caltrans 2019).

Table 2.13-19: Summary of Incremental MSAT Emissions Increase Along Pacific Coast Hwy (SR-110 to I-710) (lbs/day)

MSATs	Full Closure (Preferred)	Partial Closure	Nighttime Closure
1,3-butadiene	0.0129	0.0041	0.0008
Acetaldehyde	0.0241	0.0053	0.0019
Acrolein	0.0029	0.0009	0.0002
Benzene	0.0589	0.0183	0.0037
Diesel Particulate Matter	0.0469	0.0151	0.0060
Ethylbenzene	0.0246	0.0078	0.0015
Formaldehyde	0.0689	0.0173	0.0051
Naphthalene	0.0021	0.0007	0.0001
Polycyclic Organic Matter	0.0023	0.0007	0.0002

Source 1: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).
Source 2: CT-EMFAC2017 (Version 1.0.2) (Caltrans 2019).

Table 2.13-20: Summary of MSAT Emissions Increase Along Anaheim Street (SR-110 to Henry Ford Avenue) (lbs/day)

MSATs	Full Closure (Preferred)	Partial Closure	Nighttime Closure
1,3-butadiene	0.0092	0.0030	0.0013
Acetaldehyde	0.0139	0.0050	0.0019
Acrolein	0.0021	0.0007	0.0003
Benzene	0.0411	0.0136	0.0056
Diesel Particulate Matter	0.0120	0.0059	0.0049
Ethylbenzene	0.0174	0.0057	0.0024
Formaldehyde	0.0425	0.0148	0.0058
Naphthalene	0.0014	0.0005	0.0002
Polycyclic Organic Matter	0.0016	0.0005	0.0002

Source 1: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).
Source 2: CT-EMFAC2017 (Version 1.0.2) (Caltrans 2019).

Table 2.13-21: Summary of MSAT Emissions Increase Along Harry Bridges Boulevard/Alameda Street (SR-110 to Anaheim Street) (lbs/day)

MSATs	Full Closure (Preferred)	Partial Closure	Nighttime Closure
1,3-butadiene	0.0119	0.0026	0.0026
Acetaldehyde	0.0192	0.0221	0.0134
Acrolein	0.0027	0.0005	0.0005
Benzene	0.0538	0.0148	0.0131
Diesel Particulate Matter	0.0542	0.0598	0.0441
Ethylbenzene	0.0227	0.0049	0.0048
Formaldehyde	0.0576	0.0477	0.0305
Naphthalene	0.0019	0.0007	0.0006
Polycyclic Organic Matter	0.0021	0.0008	0.0006

Source 1: Air Quality Report, Vincent Thomas Bridge Deck Replacement Project (TAHA 2024).
Source 2: CT-EMFAC2017 (Version 1.0.2) (Caltrans 2019).

MSAT emissions are anticipated to decrease as cleaner fuels and engines are adopted as required by regulations. CARB's Advanced Clean Trucks Regulation, approved on March 15, 2021, includes a manufacturer sales requirement and reporting requirement for zero-emission truck sales and operations. CARB's Advanced Clean Fleets Regulation, approved on April 28, 2023, requires targeted fleets well suited for electrification to reduce emissions by phasing in zero-emission vehicles. Benefits of these regulations are not captured in the currently available emissions modeling tools, but are in development for future versions of the tools.

The purpose of the proposed project is to preserve the structural integrity of the Vincent Thomas Bridge deck. The proposed project would not permanently change the vehicle capacity or traffic patterns and has been determined to generate minimal air quality impacts for CAA criteria pollutants. The proposed project has not been linked with any special MSAT concerns. As such, the proposed project would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT emissions.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with the EPA MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while VMT are projected to increase by 31 percent (FHWA 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from the proposed project.

2.13.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Based on the construction scenarios considered, construction of the project would generate temporary increases in emissions from on-site activities and on-road vehicles, as well as from diverted traffic caused by partial or full bridge closure. The temporary increases in emissions and incremental changes in PM_{10} concentrations along detour routes would remain below applicable regulatory thresholds for all construction scenarios with the exception of NO_X increases for Scenario 8 (nighttime closure with pre-cast deck type), which would exceed SCAQMD regional mass daily screening thresholds.

Implementation of the following minimization measures and project feature would minimize project air quality impacts related to construction emissions:

AM-AQ-1 The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023).

- Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including Air Pollution Control District and Air Quality Management District regulations and local ordinances.

- Non-Standard Special Provision (NSSP) 14-9.05 requires identification of the local air quality jurisdiction (i.e., South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).

AM-AQ-2 The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter [PM] and nitrogen oxides [NO_X]) during construction activities.

PF-AQ-1 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.

- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

- Diesel-powered, off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (Title 13, CCR, Section 2449).

- Diesel-powered, on-road vehicles and trucks shall limit idling in accordance with the CARB "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" (Title 13, CCR, Section 2485).

2.13.4.1 Climate Change

Neither the EPA nor the FHWA has issued explicit guidance or methods to conduct project-level GHG analysis. The FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

2.14 Noise

2.14.1 REGULATORY SETTING

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

2.14.1.1 California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/Title 23 Code of Federal Regulations (CFR) Part 772 noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

2.14.1.2 National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include Noise Abatement Criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 A-weighted decibels [dBA]) is lower than the NAC for commercial areas (72 dBA). Table 2.14-1 lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

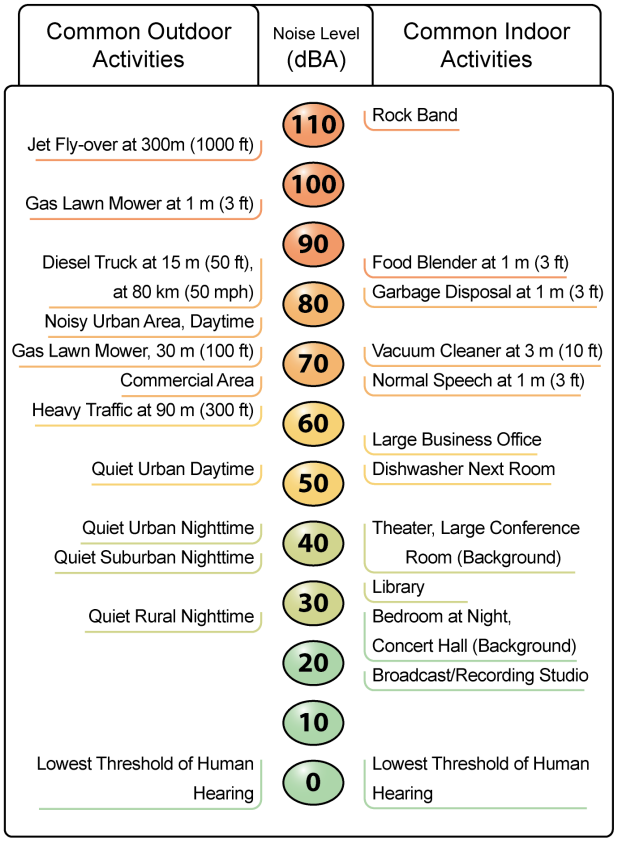
Table 2.14-1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67 (Exterior)	Residential.
C[1]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

Source: Noise Study Report (2023).
[1] Includes undeveloped lands permitted for this activity category.

Figure 2.14-1 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2.14-1: Noise Levels of Common Activities



Source: Noise Study Report (2023).

According to Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Traffic Noise Analysis Protocol) (April 2020), a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as 12 dBA or more) or when the future noise level with the project approaches or exceeds the NAC. A noise level is considered to approach the NAC if it is within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Caltrans Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. Noise abatement must be predicted to reduce noise by at least 5 decibels (dB) at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise

abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: (1) the noise reduction design goal of 7 dB at one or more impacted receptors; (2) the cost of noise abatement; and (3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors).

2.14.2 AFFECTED ENVIRONMENT

This section is based on the Noise Study Report (Caltrans 2023) prepared for the project. The Noise Study Report modeled and evaluated traffic noise levels in noise-sensitive areas within the boundaries of the proposed project.

2.14.2.1 Existing Land Uses

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Single-family residences and multi-family residences were identified as Activity Category B while parks and playgrounds were identified as Activity Category C land uses along the detour routes. Also, one restaurant and several hotels/motels were identified under Activity Category E.

The following are various noise-sensitive activity categories along the detour routes where potential operational traffic noise impact during construction is considered:

- **Activity Category A:** There are no land use activities under this activity category.
- **Activity Category B:** Most of the noise-sensitive land uses are residences (single and multi-family) along all three detour routes (i.e., Harry Bridges Boulevard/Alameda Avenue, Pacific Coast Highway [PCH], and Sepulveda Boulevard).
- **Activity Category C:** This activity category includes several parks. Wilmington Waterfront Park is located along westbound Harry Bridges Boulevard from Figueroa Street to Lagoon Avenue. The Banning Museum Park is located along eastbound PCH between Broad Avenue and Eubank Avenue. Carriage Crest Park is located along westbound Sepulveda Boulevard at Figueroa Street, just east of Interstate 110 (I-110).
- **Activity Category D:** There are no land use activities under this activity category.
- **Activity Category E:** This activity category includes a restaurant with an outside eating area and several hotels/motels along the various detour routes:
    - Taqueria El Taco Loco is located along eastbound PCH between Avalon Boulevard and Broad Avenue with an outside eating area.
    - Hotel Portlight is located along northbound Alameda Street between Grant Street and Denni Street.
    - West Coast Inn is located along westbound PCH between Frigate Avenue and Wilmington Boulevard.

- Comet Motel is also located along westbound PCH between Frigate Avenue and Wilmington Boulevard.
- Crest Inn is located along eastbound PCH between Frigate Avenue and Wilmington Boulevard.
- Eagle Inn Motel is located along eastbound PCH between Fries Avenue and Marine Avenue.
- Hiland Motel is located along westbound PCH between Caspian Avenue and Harbor Boulevard.
- Eagle Inn Long Beach Motel is located along eastbound PCH between Seabright Avenue and Cota Avenue.

- **Activity Category G:** There are no vacant lands that are permitted for development within the project limits.

Based on research, a change in 3 dBA is considered barely perceptible to average healthy human ears, and a 5 dBA change in noise levels is considered a readily perceptible change while a 10 dBA change is considered doubling or halving of the noise.

As required by the Caltrans Traffic Noise Analysis Protocol, all developed land uses are evaluated in this analysis. However, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity at the residential area within the project limits.

Existing Traffic Noise

A field noise investigation was conducted to determine existing noise levels and gather information to develop and calibrate the traffic noise model that was used for predicting future noise levels. Existing noise levels were recorded at 76 locations that were acoustically representative of the entire area within the limits of the project. The existing ambient noise levels measured were between 48 and 73 dB (equivalent continuous sound level per hour measured in A-weighted decibels [dBA $L_{eq}(h)$]). Eleven (11) long-term (48-hour) noise level readings were conducted to determine the noisiest hour within the project limits. There are no existing sound walls located within any of the detour routes. However, at many site locations, there were 5- to 6-feet-high property walls separating the residences from the roadway.

Noise Measurement Results

The existing noise levels in the project area consist of short-term and long-term noise monitoring at representative noise sensitive locations within the project limits.

Short-Term Monitoring

Short-term monitoring was conducted at 65 locations, using Larson Davis 831 sound level meters. Measurements were taken over a 30-minute period at each site simultaneously with corresponding long-term measurements to adjust all sites to noisiest hour levels.

Long-Term Monitoring

Long-term monitoring was conducted at 11 locations using Larson Davis 831 Type 1 sound level meters. The purpose of these measurements was to capture variations in traffic noise levels throughout the day, rather than absolute noise levels at a specific receptor of concern. The long-term sound level data were collected over 288 consecutive 10-minute intervals over a 48-hour period.

2.14.3 ENVIRONMENTAL CONSEQUENCES

Under 23 CFR 772.7, projects are categorized as Type I, Type II, or Type III projects. The FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Based on the description of the alternatives, even though this project has been deemed to be a Type III project under the Build Alternative (i.e., a detailed traffic noise study is not required), a traffic noise analysis has been conducted along the detour routes to be used during the construction phase of this project to determine potential temporary construction operational noise impacts to the adjacent communities. This analysis will focus on identifying any increase in noise levels during daytime and nighttime along the detour routes that will experience additional traffic during the closure of the bridge lane(s).

Since there are no criteria or threshold for temporary operational traffic noise during construction for any land uses, a substantial increase in the traffic noise levels (assumed to be a 5 dBA noise increase) and future absolute noise levels (above the threshold of 67 dBA) during daytime and nighttime along the detour routes are used to evaluate potential noise impacts.

Predicted construction-year traffic noise levels with the project are compared to existing conditions. Each of the three proposed detour routes are described separately below for an assessment of potential temporary operational noise impacts to primarily the residential areas during construction of the Vincent Thomas Bridge Deck Replacement Project. Each detour route has been analyzed separately for daytime and nighttime existing and future worst-hour noise levels under each traffic study alternative that is applicable to the project (A [full closure - Preferred] and D [one lane open in each direction]). Existing daytime peak-hour noise levels have been determined from the 48-hour noise sites in order to establish a baseline.

The baseline has been used to compare with the modeled noise levels using the forecast traffic volumes (provided in the Draft Traffic Operations Analysis Report [TOAR]) along each detour route for each alternative. Existing nighttime noise levels have been derived from the existing daytime worst-hour noise level in order to establish a baseline for comparison with the modeled nighttime traffic volumes under each alternative. Therefore, the accuracy of nighttime noise levels depends upon the uncontaminated daytime worst-hour noise levels derived from the 48-hour monitored data. The noisiest hour for the analysis during the nighttime hours from 9:00 p.m. to 6:00 a.m. has been assumed to be between 9:00 p.m. and 10:00 p.m.

2.14.3.1 Harry Bridges Boulevard/Alameda Street

Daytime

The daytime noise increase range for the detour route along the Harry Bridges Boulevard/ Alameda Street from I-110 to PCH for Alternative A (full closure) is from 0 to 3 dBA; however, the overall noise increase is approximately 2 dBA. For Alternative D (one lane open in each direction), the range is from 0 to 1 dBA, and the overall noise increase is about 1 dBA.

Nighttime

The nighttime noise increase range for this same detour route for Alternative A (full closure) is from -4 dBA to 3 dBA. However, for the area along Harry Bridges Boulevard between I-110 and Avalon Boulevard, there is a drop in noise levels of 3 dBA. There is an overall noise increase of 3 dBA along Alameda Street between Avalon Boulevard and PCH. Specifically, for the area along Harry Bridges Boulevard between I-110 and Avalon Boulevard, there is a drop in noise levels of 3 dBA. There is an overall noise increase of 1 dBA along Alameda Street between Avalon Boulevard and PCH. The nighttime noise increase range for this same detour route for Alternative D (one lane open in each direction) is from -6 dBA to 1 dBA. However, for the area along Harry Bridges Boulevard between I-110 and Avalon Boulevard, there is a drop in noise levels of 3 dBA. On the other hand, there is an overall noise increase of 1 dBA along Alameda Street between Avalon Boulevard and PCH.

2.14.3.2 Pacific Coast Highway (SR-1)

Daytime

The daytime noise increase range for the detour route along PCH from I-110 to Interstate 710 (I-710) for Alternative A (full closure - Preferred) is from 0 to 3 dBA; however, in general, the overall noise increase is approximately 1 dBA. For Alternative D (one lane open in each direction), the range is from 0 to 2 dBA, and the overall noise increase is about 1 dBA.

Nighttime

While the nighttime noise increase range along PCH for Alternative A (full closure - Preferred) is from -3 dBA to 3 dBA, there is generally an overall drop of 1 dBA in noise level. For Alternative D (one lane open in each direction), the nighttime noise increase range is from -3 dBA to 2 dBA, but there is generally an overall drop in noise levels of 1 dBA.

2.14.3.3 Sepulveda Boulevard/Willow Street

Daytime

The daytime noise increase range for the detour route along PCH from I-110 to I-710 for Alternative A (full closure - Preferred) is from 0 to 3 dBA; however, in general, the overall noise increase is approximately 1 dBA. For Alternative D (one lane open in each direction), the range is from 0 to 2 dBA, and the overall noise increase is about 1 dBA.

Nighttime

The nighttime noise increase range along Sepulveda Boulevard for all alternatives (A and D) is from -7 dBA to 5 dBA. While some of the residential areas located along Sepulveda Boulevard between I-110 and State Route 103 (SR-103) would experience a 2–3 dBA noise increase during nighttime, the area along Willow Street between SR-103 and Santa Fe

Avenue would experience a noise increase of up to 5 dBA. However, while this noise increase is considered readily noticeable, it must be noted that the future absolute noise levels of 60–65 dBA in this area is still below the threshold of 67 dBA to be identified as having impact. It must also be noted that these detour routes are temporary in nature, lasting from 2 to 3 years in duration.

Noise Measurement Locations

Figures 2-14.2 through 2-14.47 illustrate the locations of 30-minute and 48-hour noise measurement locations for Alternatives A (full bridge closure – Preferred) and D (one lane open in each direction). The existing daytime worst-hour noise level (dBA) and existing nighttime noise level (dBA) are displayed as well as the daytime detour route peak-hour noise level (dBA) and nighttime detour route peak-hour noise level (dBA).

Figure 2.14-2: Full Bridge Closure (Preferred) – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-3: Full Bridge Closure (Preferred) – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-4: Full Bridge Closure (Preferred) – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-5: Full Bridge Closure (Preferred) – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-6: Full Bridge Closure (Preferred) – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-7: Full Bridge Closure (Preferred) – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-8: One Lane Open Each Direction – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-9: One Lane Open Each Direction – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-10: One Lane Open Each Direction – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-11: One Lane Open Each Direction – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-12: One Lane Open Each Direction – Harry Bridges Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-13: One Lane Open Each Direction – Harry Bridges Blvd



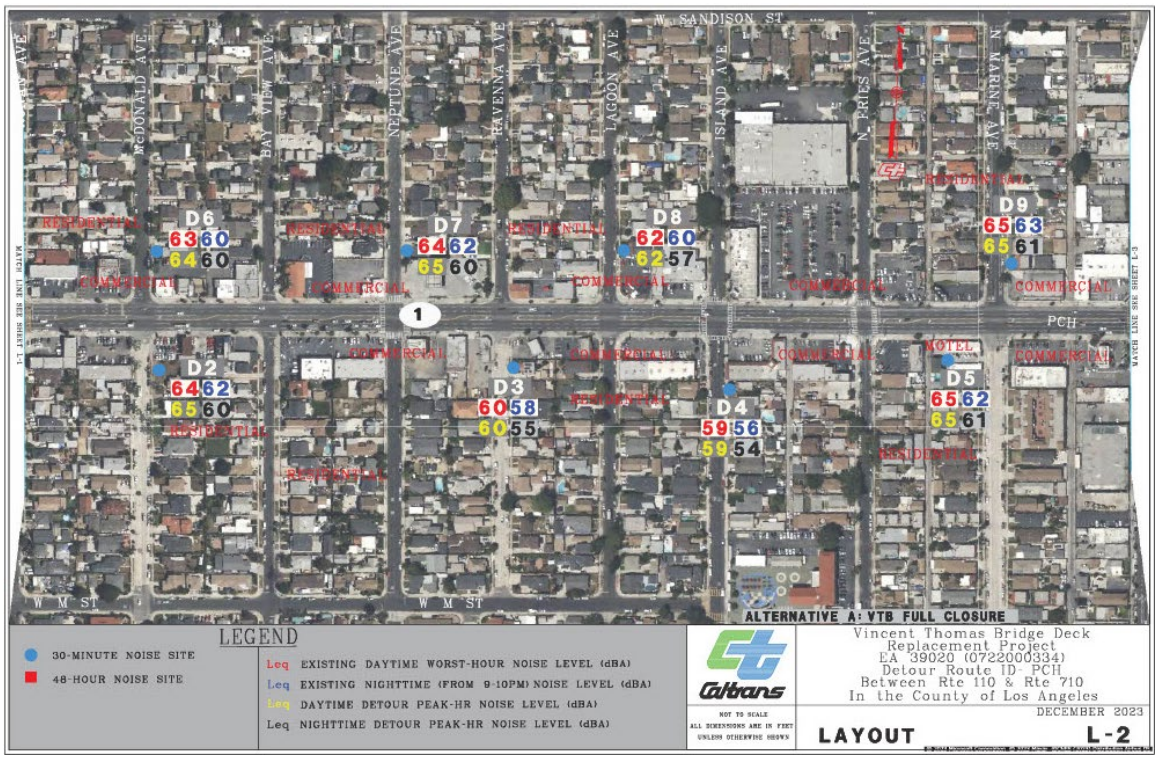
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-14: Full Bridge Closure (Preferred) – Pacific Coast Highway



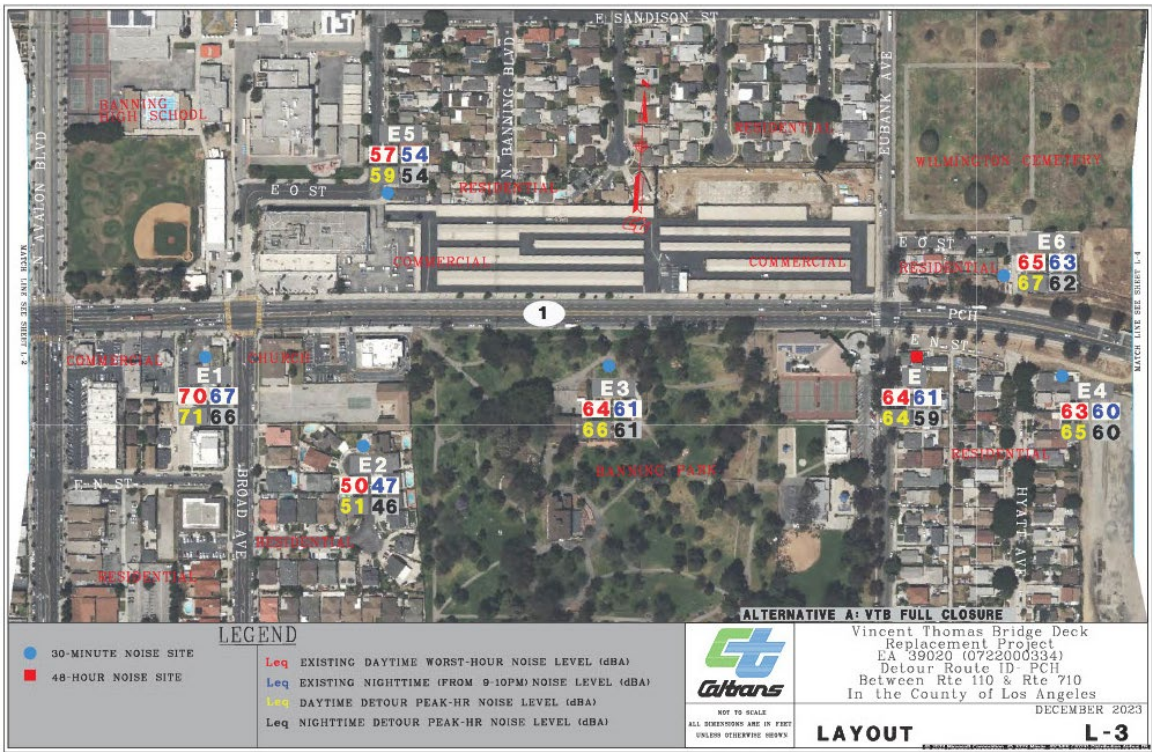
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-15: Full Bridge Closure (Preferred) – Pacific Coast Highway



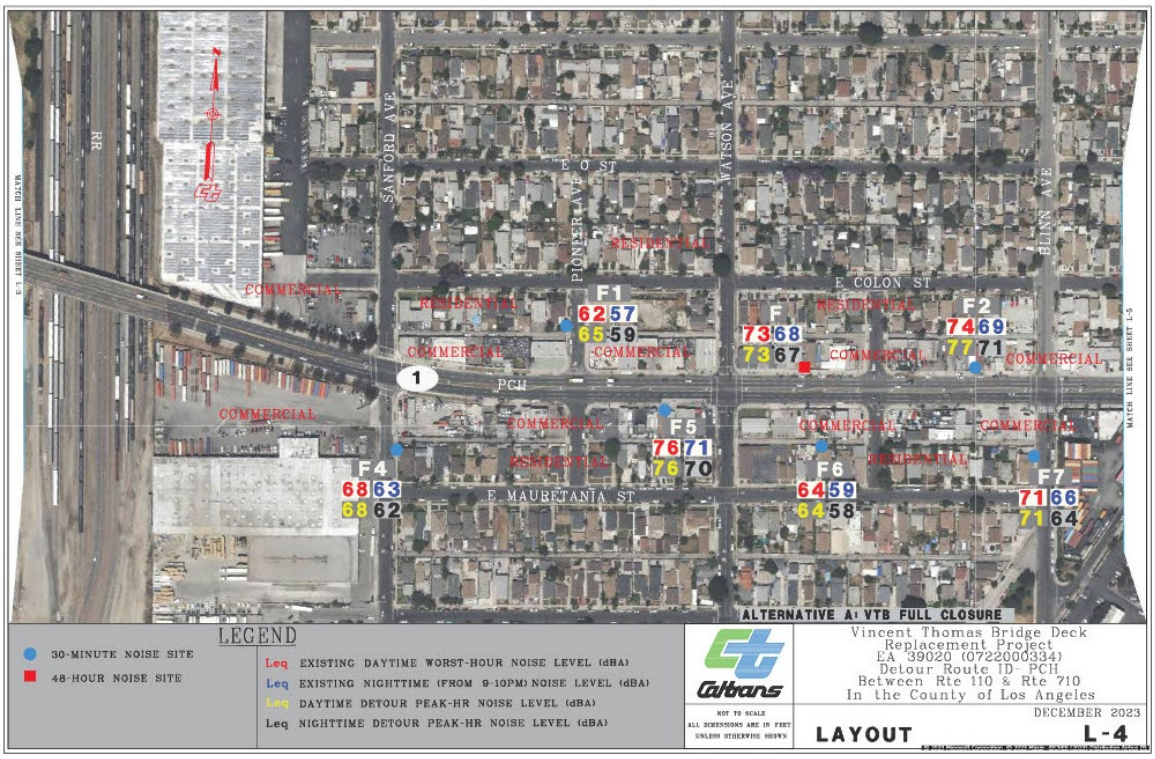
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-16: Full Bridge Closure (Preferred) – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-17: Full Bridge Closure (Preferred) – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-18: Full Bridge Closure (Preferred) – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-19: Full Bridge Closure (Preferred) – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-20: Full Bridge Closure (Preferred) – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-21: Full Bridge Closure (Preferred) – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-22: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-23: One Lane Open Each Direction – Pacific Coast Highway



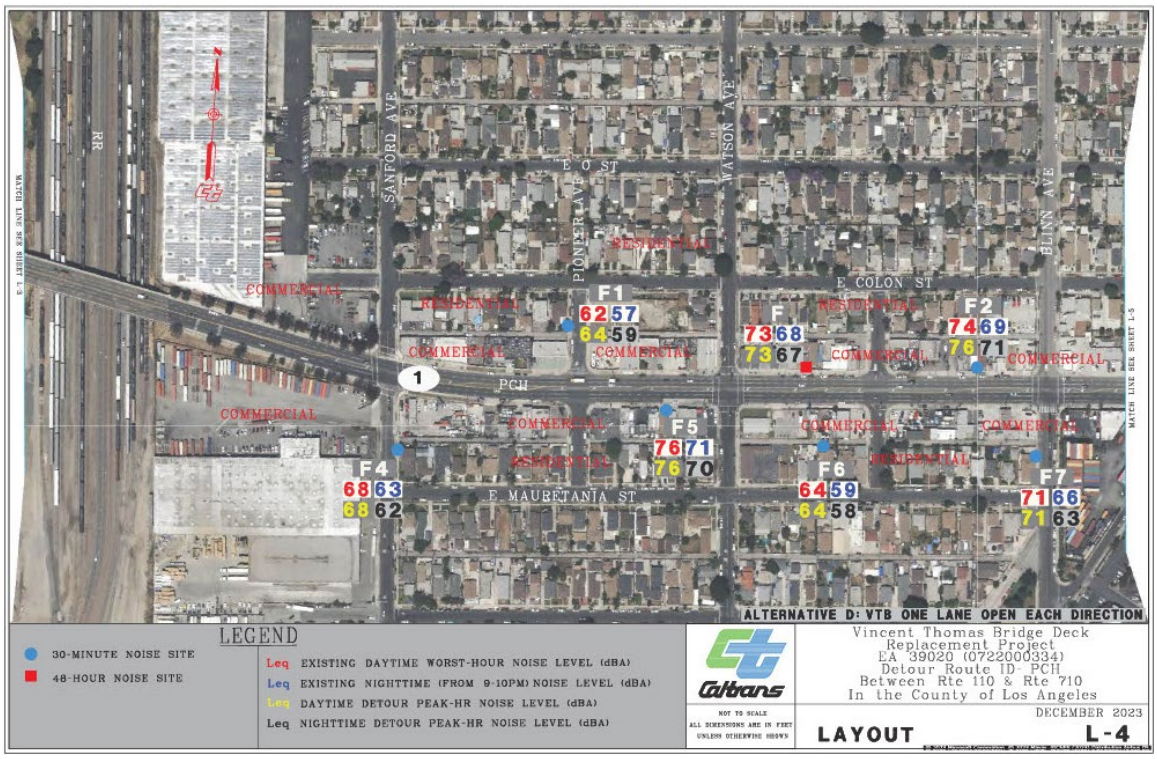
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-24: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-25: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-26: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-27: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-28: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-29: One Lane Open Each Direction – Pacific Coast Highway



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-30: Full Bridge Closure (Preferred) – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-31: Full Bridge Closure (Preferred) – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-32: Full Bridge Closure (Preferred) – Sepulveda Blvd



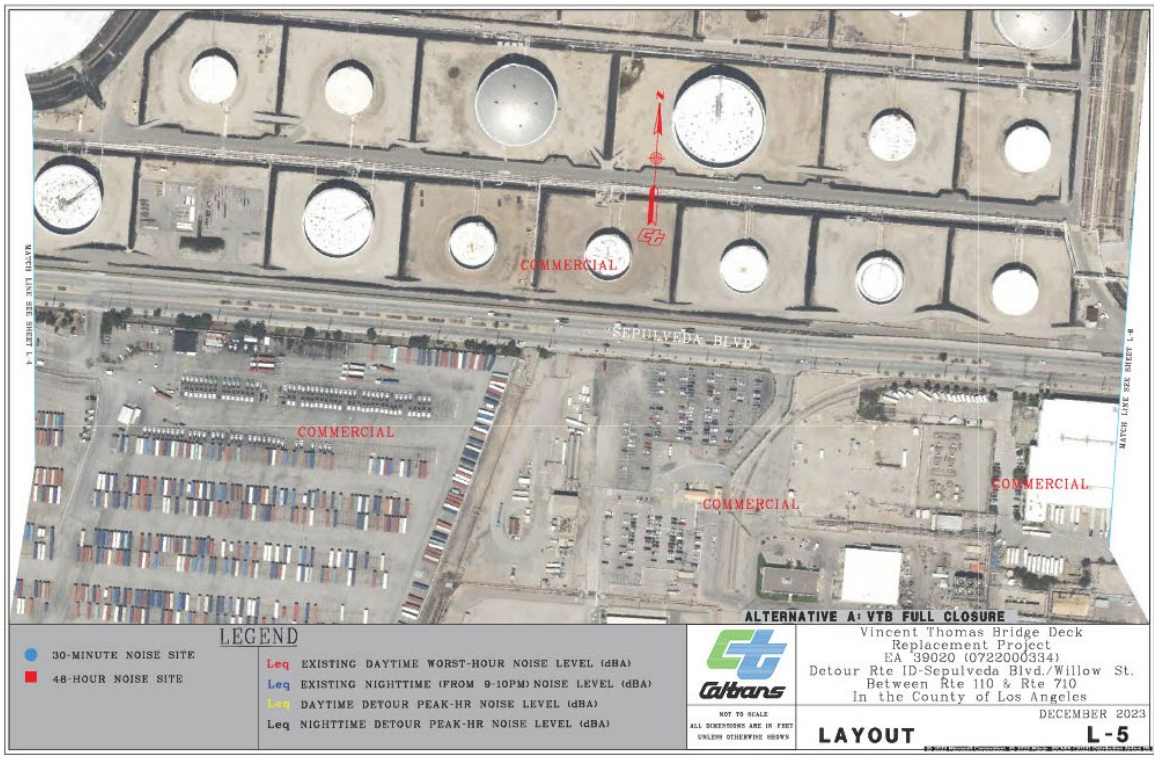
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-33: Full Bridge Closure (Preferred) – Sepulveda Blvd



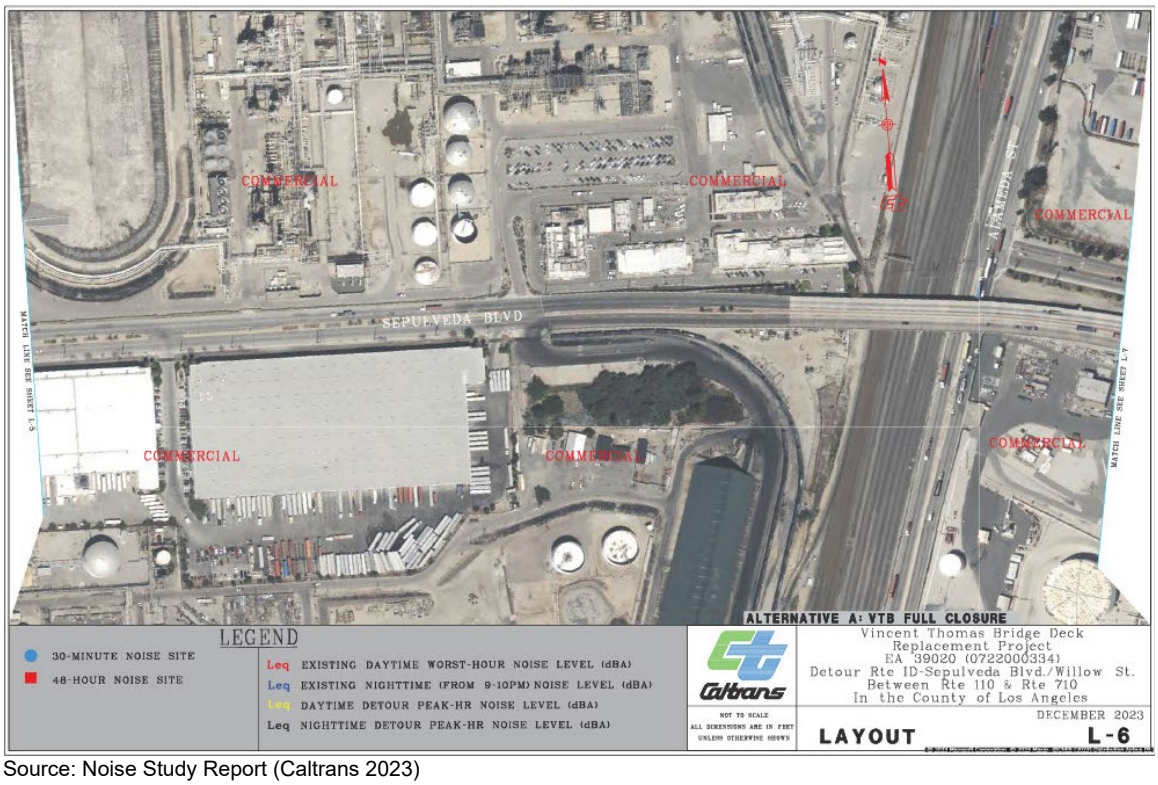
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-34: Full Bridge Closure (Preferred) – Sepulveda Blvd



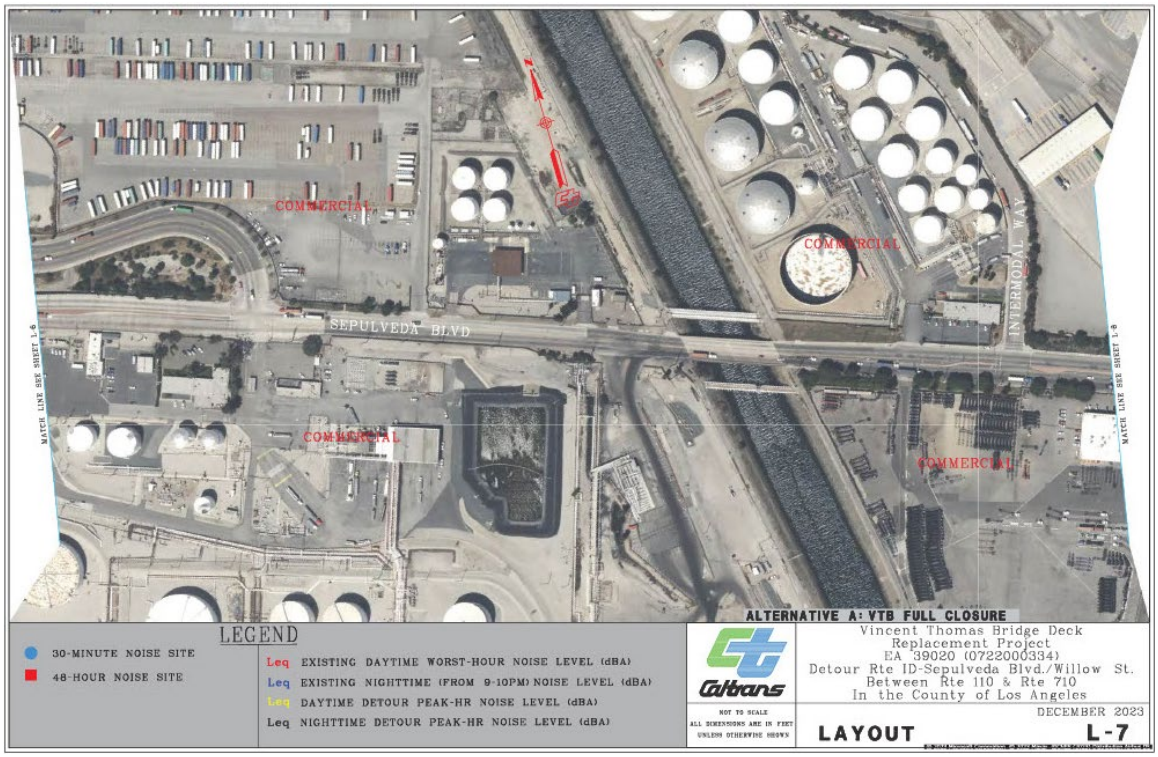
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-35: Full Bridge Closure (Preferred) – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-36: Full Bridge Closure (Preferred) – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-37: Full Bridge Closure (Preferred) – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-38: Full Bridge Closure (Preferred) – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-39: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-40: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-41: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-42: One Lane Open Each Direction – Sepulveda Blvd



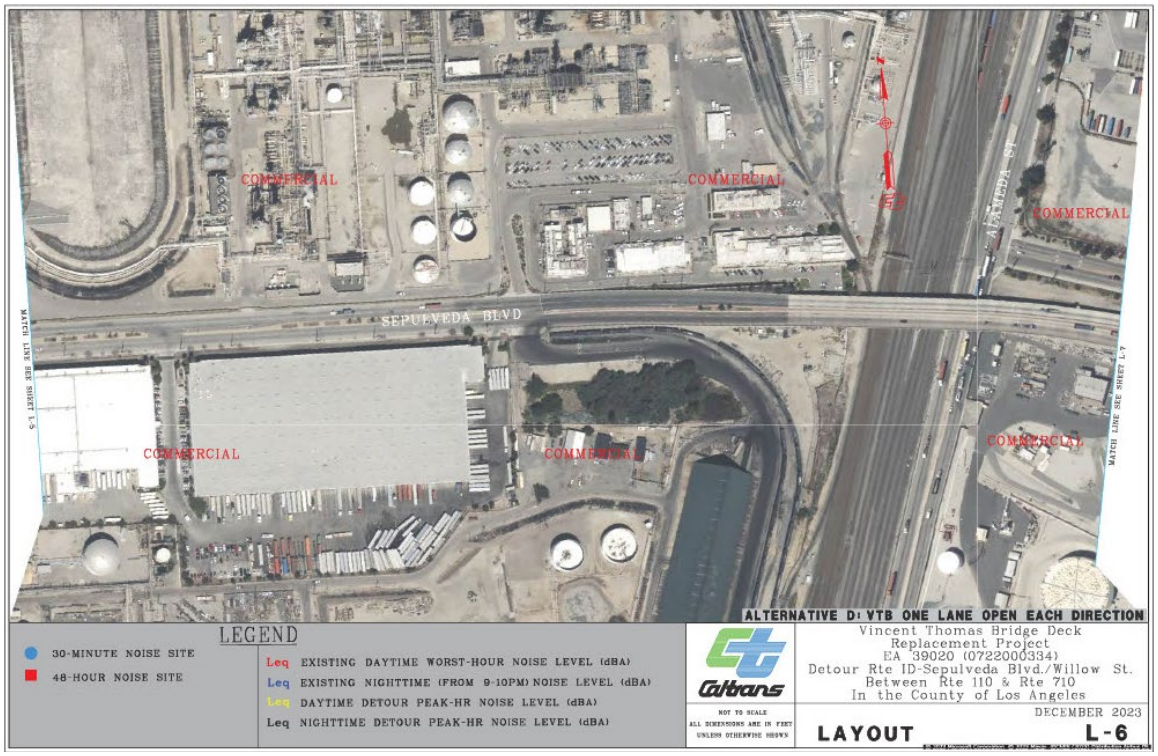
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-43: One Lane Open Each Direction – Sepulveda Blvd



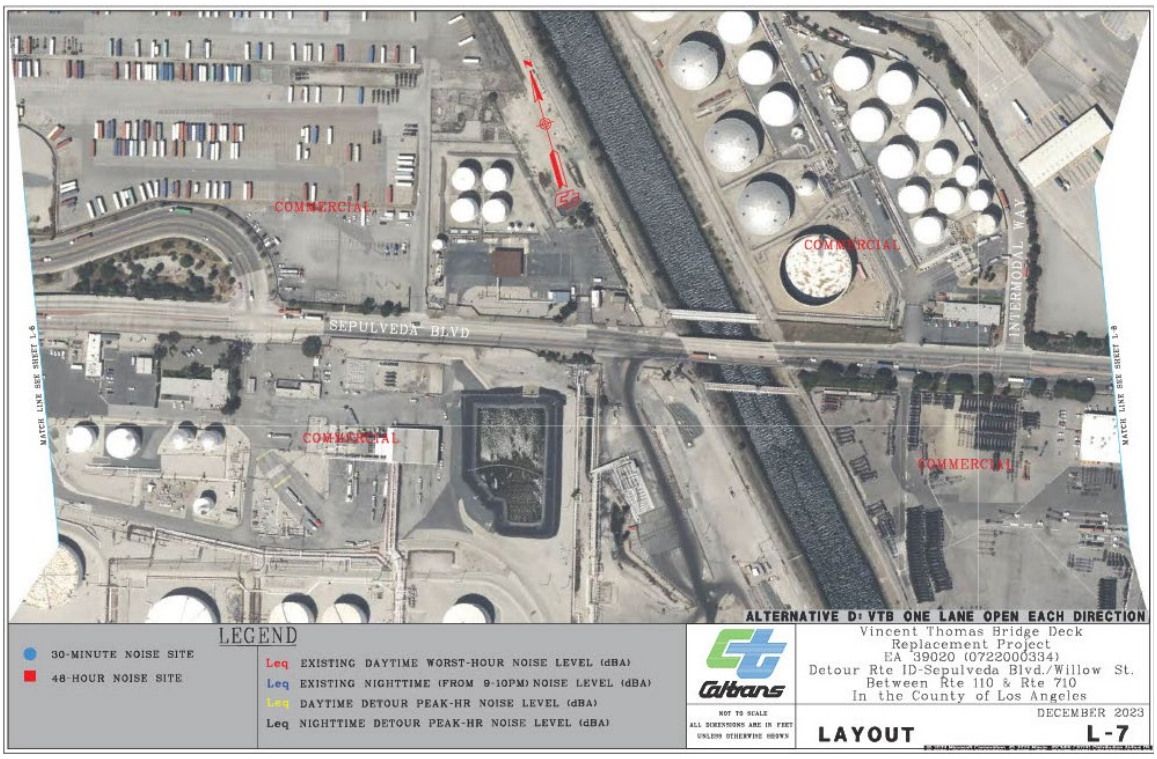
Source: Noise Study Report (Caltrans 2023)

Figure 2.14-44: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-45: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-46: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

Figure 2.14-47: One Lane Open Each Direction – Sepulveda Blvd



Source: Noise Study Report (Caltrans 2023)

2.14.3.4 Preliminary Noise Abatement Analysis

In accordance with 23 CFR 772, noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. Even though there are no temporary operational traffic noise impacts identified along the potential detour routes (meaning no noise abatement measures would need to be considered) during the construction of the Vincent Thomas Bridge, the following are standard potential noise abatement measures identified in the Caltrans Traffic Noise Analysis Protocol:

- Avoiding the impact by using design alternatives, such as altering the horizontal and vertical alignment of the project
- Constructing noise barriers
- Acquiring property to serve as a buffer zone
- Using traffic management measures to regulate types of vehicles and speeds
- Acoustically insulating public-use or nonprofit institutional structures.

Due to the presence of driveways that limit access, noise barriers are considered not practical since sound barriers need to be continuous in order to provide sufficient/noticeable noise reduction. In addition, even though quieter pavement can reduce noise levels by a perceptible amount to the nearby residents, it is only effective for higher speeds (over 40 miles per hour [mph]). All detour traffic routes have a posted speed limit of 35–40 mph; therefore, quieter pavement would also not be a beneficial option. Therefore, because of the configuration and location of the residences in relation to the detour routes along the local streets, there is no noise abatement that is feasible, reasonable, and practical.

Based on the results of the analysis, most of the residential areas along all three proposed detour routes during daytime and nighttime resulted in less than 3 dBA increase in noise levels. There's only one area along Willow Street between SR-103 and Santa Fe Avenue that would experience a noise increase of up to 5 dBA during the nighttime hours. However, while this noise increase is considered readily noticeable, it must be noted that the future absolute noise levels of 60–65 dBA in this area did not exceed the threshold of 67 dBA to be identified as having impact.

In conclusion, based on the results, under any alternative, the study determined there are no substantial noise increases during daytime or nighttime along any of the detour routes to cause significant temporary operational traffic noise impacts to the noise-sensitive land uses due to the construction of the Vincent Thomas Bridge Deck Replacement Project.

2.14.3.5 Construction Noise

23 CFR 772 requires that construction noise impacts be identified but does not specify specific methods or abatement criteria for evaluating construction noise. However, the FHWA Roadway Construction Noise Model (FHWA 2006) can be used to determine if construction would result in adverse construction noise impacts on land uses or activities in the project area.

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02, Noise Control. These requirements state that noise levels generated during construction shall comply with applicable local, State, and federal regulations.

As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (maximum instantaneous noise level [L_{max}]) at a distance of 50 feet. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications and would be short term, intermittent, and dominated by local traffic noise. Implementing the following measures would minimize temporary construction noise impacts:

1. Equipment noise control should be applied to revising old equipment and designing new equipment to meet specified noise levels.

2. In-use noise control should be implemented where existing equipment is not permitted to produce noise levels in excess of specified limits.

3. Site restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.

4. Personal training of operators and supervisors is needed to become more aware of the construction site noise problems.

Equipment Noise Control

Equipment noise control is needed to reduce the noise emissions from construction sites by mandating specified noise levels for the design of new equipment, and updating old equipment with new noise control devices and the techniques presented below:

- Mufflers are very effective devices that reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. The fitting of effective mufflers on all new equipment and retrofitting of mufflers on existing equipment is necessary to yield an immediate noise reduction at all types of road construction sites.

- Sealed and lubricated tracks for crawler-mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact.

- Contractors, site engineers, and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.

- Lowering exhaust pipe exit height closer to the ground can result in an off-site noise reduction. Barriers are more effective in attenuating noise when the noise source is closer to ground level.

- General noise control technology can have substantially quieter construction equipment when manufacturers apply state-of-the-art technology to new equipment or repair old equipment to maintain original equipment noise levels.

In-Use Noise Control

In-use noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits would not be affected. However, those exceeding the limit would be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise-sensitive components and noise control devices are generally quieter than older equipment if properly maintained and inspected regularly. They should be repaired or replaced, if necessary, to maintain the in-use noise limit. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.

Site Restrictions

Site restrictions should be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted to the community without requiring any modification to the source noise emissions. The methods include shielding with barriers for equipment and site, truck rerouting and traffic control, time scheduling, and equipment relocation. The effectiveness of each method depends on the type of construction involved and the site characteristics.

- Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier.

- Efficient rerouting of trucks and control of traffic activity on a construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Planning proper

traffic control will result in efficient workflow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.

- Time scheduling of activities should be implemented to minimize noise impacts on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise-sensitive periods is an effective noise control measure.

- Equipment location should be as far from noise-sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.

Personal Training

Educating contractors and their employees to be sensitive to noise impact problems and noise control methods may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem and to implement various methods of improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given regarding job safety. This can be extended to include the impact due to noise and methods of abatement.

2.14.4 AVOIDANCE, MINIMIZATION, AND/OR ABATEMENT MEASURES

There are no substantial noise increases during daytime or nighttime along any of the proposed detour routes to cause significant temporary operational traffic noise impacts to noise-sensitive land uses. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications and would be short-term, intermittent, and dominated by local traffic noise. Therefore, no avoidance, minimization, and/or mitigation measures are necessary.

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2.15 Energy

2.15.1 REGULATORY SETTING

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

2.15.1.1 Federal

NEPA (42 USC Part 4332) requires the identification of all potentially significant impacts on the environment, including impacts on energy resources. Guidance for evaluating energy impacts of transportation projects subject to NEPA is outlined in the Federal Highway Administration (FHWA) Technical Advisory 6640.8A (Technical Advisory). The Technical Advisory energy analysis requirement applies to projects for which an Environmental Impact Statement (EIS) is prepared, although it may also be applied to Environmental Assessments (EAs). The Technical Advisory indicates that documentation should discuss energy requirements for construction and operation, and the overall conservation potential for project alternatives. The relationship of the project alternatives to applicable State or regional energy plan should also be documented. Additional conservation measures, such as use of high-occupancy vehicle (HOV) incentives and other measures to improve traffic flow should also be identified.

Other measures to improve energy efficiency in the transportation sector have been implemented at the federal level. In recent years, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) issued Final Rules governing Corporate Average Fuel Economy (CAFE) standards and other improvements to fuel economy for new vehicles. The Energy Independence and Security Act consists of provisions designed to increase energy efficiency and the availability of renewable energy. Key provisions of the Energy Independence and Security Act include:

- The CAFE, which sets a target of 54.5 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2025.
- The Renewable Fuels Standard, which sets a modified standard that starts at 9.0 billion gallons in 2008 and rises to 36 billion gallons by 2022.
- The Energy Efficiency Equipment Standards, which includes a variety of new standards for lighting and for residential and commercial appliance equipment.
- The Repeal of Oil and Gas Tax Incentives, which includes repeal of two tax subsidies in order to offset the estimated cost to implement the CAFE provision.

2.15.1.2 State

On December 28, 2018, the Governor's Office of Planning and Research and the California Natural Resources Agency updated the *State CEQA Guidelines* to require that an Environmental Impact Report (EIR) include an analysis of a project's potential for significant environmental effects resulting from wasteful, inefficient, or unnecessary use of energy; or wasteful use of energy resources (*State CEQA Guidelines* Section 15126.2(b)). Appendix F, Energy Conservation, of the *State CEQA Guidelines* outlines requirements for evaluating energy impacts of projects subject to CEQA. The appendix outlines criteria to consider in reviewing potential impacts, and places particular emphasis on avoiding the "inefficient, wasteful, and unnecessary consumption of energy."

The State has passed several bills directing State agencies and entities such as the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC) to implement renewable energy portfolio targets and energy efficiency measures to reduce energy consumption and greenhouse gas (GHG) emissions. The CEC is the State's primary energy policy and planning agency. Created by legislature in 1974, the CEC has five major responsibilities: (1) forecasting future energy needs and keeping historical energy data, (2) licensing thermal power plants 50 megawatts (MW) or larger, (3) promoting energy efficiency through appliance and building standards, (4) developing energy technologies and supporting renewable energy, and (5) planning for and directing the State's response to energy emergencies. Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report assessing major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors. The report also provides policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies.

The California Transportation Plan is a statewide, long-range transportation plan to meet future mobility needs. It defines performance-based goals, policies, and strategies to achieve an integrated, multimodal transportation system. The California Transportation Plan addresses how the State will achieve maximum feasible emissions reductions, taking into consideration the use of alternative fuels, new vehicle technology, and tailpipe emissions reductions. Caltrans must consult and coordinate with related State agencies, air quality management districts, public transit operators, and regional transportation planning agencies.

Title 13 of the CCR includes vehicle requirements for public transit agencies (i.e., Sections 1956.1, 2020, 2023, 2023.1, and 2023.4). The Fleet Rule for Transit Agencies includes stringent exhaust emission standards for new urban bus engines and vehicles. The regulation also promotes advanced technologies by providing for zero-emission bus demonstration projects and requiring zero emission bus acquisitions applicable to larger transit agencies.

2.15.1.3 Regional

The Southern California Association of Governments (SCAG) requires a Sustainable Communities Strategy (SCS) in the Regional Transportation Plan (RTP). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled (VMT) by automobiles and light duty trucks, thereby reducing emissions from these sources. For the SCAG region, the 2020-2045 RTP/SCS was adopted on September 3, 2020.

The 2020-2045 RTP/SCS focuses on an integrated approach in transportation and land use strategies in development of the SCAG region through horizon year 2045. The 2020-2045 RTP/SCS projects that the SCAG region will meet the Greenhouse Gas (GHG) per capita reduction targets established for the SCAG region of 8 percent by 2020 and 19 percent by 2035. Additionally, its implementation is projected to reduce VMT per capita for the year 2045 by 4.1 percent compared to baseline conditions for the year. The 2020-2045 RTP/SCS includes "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by location, housing, jobs, and transit closer together, and increasing investments in transit and complete streets.

2.15.1.4 Local

The Citywide General Plan Framework Element establishes the broad overall policy and direction for the City of Los Angeles General Plan.[1] It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other elements. The Framework Element's infrastructure policies seek to ensure that the Los Angeles Department of Water and Power (LADWP) would be able to adequately provide electric power transmission following regional development patterns. The General Plan Framework Element's infrastructure policies will continue to ensure that the city's transmission and distribution system is able to accommodate future peak electric demand for its customers.

State law requires that municipal general plans must contain seven mandatory elements: land use, transportation, housing, conservation, open space, noise, and safety. The City of Los Angeles has 12 elements within its General Plan to better address the specific local planning challenges it faces. Adopted by the City Council in September 2016, Mobility Plan 2035 represents the transportation element of the City of Los Angeles General Plan, and is dedicated to improving multimodal connectivity throughout the city.[2] Mobility Plan 2035 includes goal-oriented policies to decrease VMT per capita by 5 percent every 5 years, to 20 percent by 2035, and to reduce transportation-related energy use by 95 percent.

On May 15, 2007, Los Angeles Mayor Antonio Villaraigosa released Green LA – An Action Plan to Lead the Nation in Fighting Global Warming (Green LA Plan) that has an overall goal of reducing the City of Los Angeles's greenhouse gas (GHG) emissions by 2030 to 35 percent below the 1990 levels.[3] This goal exceeds the targets set by both California and the Kyoto Protocol and is the greatest reduction target of any large United States city.

On April 8, 2015, Mayor Eric Garcetti released the pLAn, a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform the city.[4] The pLAn is made up of short-term (by 2017) and longer-term (by 2025 and 2035) targets in 14 categories to advance the city's environment, economy, and equity. The pLAn provides strategies to create a more sustainable and livable city by improving land use planning to promote neighborhood quality of life, conserving energy and water, mitigating and adapting to climate change, building transit options for an accessible future, promoting affordability and environmental justice, and restoring and reinventing the Los Angeles River. In 2019,

1 City of Los Angeles. 2001. Citywide General Plan Framework Element. August 8.
2 City of Los Angeles. 2016. Mobility Plan 2035: An Element of the General Plan. September 7.
3 City of Los Angeles. 2007. Green LA: An Action Plan to Lead the Nation in Fighting Global Warming. May.
4 City of Los Angeles. 2020. L.A.'s Green New Deal – Sustainable City pLAn 2019.

Mayor Eric Garcetti released an update to the pLAn that accelerates previous sustainability targets.

The San Pedro Bay Ports Clean Air Action Plan is an air quality plan that also includes policies to reduce energy use.[5] It establishes a strategy for reducing port-related air pollution and related health risks, while allowing port development, job creation, and economic activity associated with that development to continue. The Plan, a collaboration between the Port of Los Angeles (POLA) and Port of Long Beach (POLB), ushered in a slew of anti-air pollution strategies including the Clean Truck Program, vessel pollution reduction programs, and advanced new technology such as the world's first hybrid tugboat. Since 2018, the San Pedro Bay Ports Clean Trucks Program has required that new trucks registered in the Port Drayage Truck Registry must be model year 2014 or newer. The San Pedro Bay Ports Clean Air Action Plan also calls for the San Pedro Bay Ports drayage truck fleet to be exclusively zero-emission vehicles by 2035.[6]

The 2017 LADWP Power Strategic Long-Term Resource Plan (SLTRP) is a 20-year roadmap that guides the LADWP power system in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner.[7] One of the main focuses of the SLTRP is to reduce GHG emissions, while maintaining cost competitive rates and reliable electric service. The SLTRP examines multiple strategies to reduce GHG emissions, including early coal replacement, accelerated renewable portfolio standard, energy efficiency, local solar, energy storage, and transportation electrification. As LADWP starts the process to investigate, study, and determine the investments needed for a 100 percent clean energy portfolio, the 2017 SLTRP provides a path towards this goal with a combination of GHG reduction strategies, including early coal replacement 2 years ahead of schedule by 2025, accelerating renewable portfolio standard to 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036, doubling of energy efficiency from 2017 through 2027, repowering coastal in-basin generating units with new, highly efficient potential clean energy projects by 2029 to provide grid reliability and critical ramping capability, accelerating electric transportation to absorb GHG emissions from the transportation sector, and investing in the Power System Reliability Program to maintain a robust and reliable Power System.

2.15.2 AFFECTED ENVIRONMENT

2.15.2.1 Regional

Southern California's energy consumption differs from the State as a whole in that a greater proportion of the energy consumed in the region is for the purposes of transportation in relation to the high proportion of the population that relies on freeways and local roads for mobility, two major ports that serve as a hub for the movement of goods, and three large airports. Transportation accounts for approximately 45.1 percent of all energy use followed by commercial energy consumption at 25.8, and then residential energy consumption at 15.8 percent.

Transportation energy use is related to the number of VMT within the region. According to SCAG, approximately 23.2 daily miles per capita were driven daily under the 2016 base

[5] Port of Los Angeles and Port of Long Beach. 2017. San Pedro Bay Ports Clean Air Action Plan.

[6] Drayage is the transportation of shipping containers by truck to the destination.

[7] Los Angeles Department of Water and Power (LADWP). 2017. 2017 Power Strategic Long-Term Resource Plan. December 31.

year, approximately 21.8 daily miles per capita would be driven under 2045 baseline conditions, and approximately 20.7 daily miles per capita are expected to be traveled under the 2045 plan conditions, resulting in a 5 percent reduction compared to the baseline 2045 condition. A reduction in VMT due to the implementation of alternative modes of transportation could reduce VMT and therefore energy use within the region. The SCAG region is expected to add approximately 3.7 million more people by 2045 relative to the base year, which is expected to pose serious transportation challenges for the region, as travel demand in California will likely increase.[8]

2.15.2.2 Project Site

The Vincent Thomas Bridge on State Route 47 (SR-47) has been in service for 60 years. The bridge deck is deteriorating due to concrete fatigue primarily caused by heavy truck traffic. The current condition of the pavement contributes to higher energy consumption (e.g., shorter intervals between maintenance trips). There are various roadside signs, light poles, and luminaries along the Vincent Thomas Bridge that require electricity.

2.15.3 ENVIRONMENTAL CONSEQUENCES

2.15.3.1 Direct Energy

Mobile Sources

The bridge deck replacement would not change the operational vehicle capacity on the Vincent Thomas Bridge. Therefore, there would be no appreciable difference in energy consumption anticipated between the Build Alternative and the No Build Alternative because the project is not expected to alter traffic patterns or induce VMT upon completion of construction. There is no potential for the proposed project to permanently change transportation fuel consumption.

Construction

The one-time energy expenditure involved in constructing a project is also considered direct energy. The procedure for analyzing direct energy consumption from construction activities is to obtain fuel consumption projections in gallons and electricity consumption in kilowatt-hours (kWh). It is preferable to break out construction fuel consumption by diesel and gasoline sources because the carbon content differs between the two types of fuels. Typical gasoline sources are employee commute vehicles (e.g., light duty automobiles and trucks) and smaller construction equipment pieces (e.g., tampers). Typical diesel sources are off-road construction equipment (e.g., front end loaders). Electricity would be required to power the signal boards for traffic control, lighting fixtures, and small handheld equipment.

The Air Quality Analysis Report prepared for the draft environmental document included analysis utilizing the Caltrans CAL-CET2021 (v1.0.2) model to estimate emissions that would be generated during construction activities to implement the project. In addition to air pollutant emissions, the CAL-CET2021 model produces estimates of gasoline, diesel fuel, and electricity consumption that would occur during ongoing construction activities. Estimated emissions that would be generated during construction of the project are outlined in Section 2.13 of this document.

[8] Southern California Association of Governments (SCAG). 2020. 2020-2045 RTP/SCS.

Table 2.15-1 provides a summary of the construction design scenarios grouped by the corresponding bridge closure option and includes the duration of the deck replacement activities as well as the total construction cost. Three of the scenarios (Scenarios 1 through 3) would involve single-stage construction and full closure of the bridge (Preferred) for up to approximately 16 (Preferred) or 41 months, depending on the deck design. Four scenarios (Scenarios 4 through 7) would involve partial closure of the bridge ranging from 25 months to 32 months, with construction being completed in either two or three stages. One scenario (Scenario 8) would involve only overnight closure of the bridge between 7:00 p.m. and 6:00 a.m. daily, and the bridge closure would last for approximately 48 months (4 years).

Table 2.15-1: Bridge Closure Options and Construction Scenarios

Bridge Closure Alternative	Construction Design Scenarios	Deck Replacement Duration (Months)	Cost (Millions $)
Full Closure	Scenario 1: Pre-Cast & Orthotropic	16	$555
	Scenario 2: Pre-Cast Only (Preferred)	16	$503
	Scenario 3: Cast-in-Place Only	41	$521
Partial Closure	Scenario 4: ½ Closure (2-Stage), Pre-Cast & Orthotropic	26	$565
	Scenario 5: ½ Closure (2-Stage), Pre-Cast Only	26	$512
	Scenario 6: ⅓ Closure (3-Stage), Pre-Cast & Orthotropic	31	$575
	Scenario 7: ⅓ Closure (3-Stage), Pre-Cast Only	31	$522
Nighttime Closure (7:00 PM to 6:00 AM)	Scenario 8: Full Overnight Closure, Pre-Cast Only	48	$571

Source: Compiled by Caltrans (2023).

Table 2.15-2 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 1. Construction of design Scenario 1 would require approximately 490,624 gallons of diesel, 30,414 gallons of gasoline, and 7,723 kWh of electricity over a 26-month period between January 2025 and March 2027. The combined energy consumption would be the equivalent of 71,878 million British thermal units (MMBTU). Annual average consumption of energy resources during construction activities would be approximately 226,442 gallons of diesel fuel, 14,037 gallons of gasoline, and 3,565 kWh of electricity per year, equivalent to 33,175 MMBTU per year.

Table 2.15-2: Construction Energy Consumption – Scenario 1

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield and Platform	9	66,867	5,917	869
Eastbound Approaches	9	41,989	4,277	1,103
Eastbound Suspension	8	156,548	7,731	1,853
Westbound Approaches	9	42,407	4,435	1,631
Westbound Suspension	9	154,313	6,538	1,894
Site Cleanup	4	28,501	1,515	373
Total	**26**[1]	**490,624**	**30,414**	**7,723**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**68,050**	**3,802**	**26**
Total Energy Consumption (MMBtu)		**71,878**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-3 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 2 (Preferred). As shown below, construction of design Scenario 2 (Preferred) would require approximately 439,503 gallons of diesel, 45,928 gallons of gasoline, and 10,084 kWh of electricity over a 26-month period between January 2025 and March 2027. The combined energy consumption would be the equivalent of 66,734 MMBTU. Annual average consumption of energy resources during construction activities would be approximately 202,847 gallons of diesel fuel, 21,197 gallons of gasoline, and 4,654 kWh of electricity per year, equivalent to 30,801 MMBTU/year.

Table 2.15-3: Construction Energy Consumption – Scenario 2 (Preferred)

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	9	69,116	9,361	1,232
Eastbound Approaches	9	42,930	5,853	1,357
Eastbound Suspension	7	129,313	12,472	2,524
Westbound Approaches	9	42,641	5,619	1,782
Westbound Suspension	7	127,002	11,108	2,816
Site Cleanup	4	28,501	1,515	373
Total	**26**[1]	**439,503**	**45,928**	**10,084**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**60,959**	**5,741**	**34**
Total Energy Consumption (MMBtu)		**66,734**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-4 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 3. Construction of design Scenario 3 would require approximately 919,054 gallons of diesel, 40,397 gallons of gasoline, and 13,776 kWh of electricity over a 48-month period between January 2025 and December 2028, involving a full closure of the Vincent Thomas Bridge for 41 months. The combined energy consumption would be the equivalent of 132,569 MMBTU. Annual average consumption of energy resources during construction activities would be approximately 229,764 gallons of diesel fuel, 10,100 gallons of gasoline, and 3,445 kWh of electricity per year, equivalent to 33,143 MMBTU/year.

Table 2.15-4: Construction Energy Consumption – Scenario 3

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	9	67,468	6,242	936
Eastbound Approaches	14	65,066	7,493	1,797
Eastbound Suspension	20	349,960	11,117	3,515
Westbound Approaches	13	59,539	6,134	3,221
Westbound Suspension	17	341,449	6,509	3,055
Site Cleanup	5	35,573	2,902	1,252
Total	**48**[1]	**919,054**	**40,397**	**13,776**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**127,473**	**5,050**	**47**
Total Energy Consumption (MMBtu)		**132,569**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-5 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 4. Construction of design Scenario 4 would require approximately 593,720 gallons of diesel, 41,327 gallons of gasoline, and 7,793 kWh of electricity over a 29-month period between November 2024 and March 2027, involving a partial closure of the Vincent Thomas Bridge for 26 months and replacement of the bridge deck in two stages. The combined energy consumption would be the equivalent of 87,542 MMBTU. Annual average consumption of energy resources during construction activities would be approximately 245,678 gallons of diesel fuel, 17,101 gallons of gasoline, and 3,225 kWh of electricity per year, equivalent to 36,225 MMBTU/year.

Table 2.15-5: Construction Energy Consumption – Scenario 4

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	10	77,180	9,488	1,210
Eastbound Approaches	11	184,988	1,521	872
Eastbound Suspension	12	62,208	12,673	2,094
Westbound Approaches	11	191,473	4,893	870
Westbound Suspension	10	47,438	8,398	1,675
Site Cleanup	4	30,434	4,355	1,071
Total	**29**[1]	**593,720**	**41,327**	**7,793**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**82,349**	**5,166**	**27**
Total Energy Consumption (MMBtu)		**87,542**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-6 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 5. As shown below, construction of design Scenario 5 would require approximately 591,889 gallons of diesel, 40,348 gallons of gasoline, and 7,516 kWh of electricity over a 29-month period between November 2024 and March 2027, involving a partial closure of the Vincent Thomas Bridge for 26 months and replacement of the bridge deck in two stages. The combined energy consumption would be the equivalent of 87,164 MMBTU. Annual average consumption of energy resources during construction activities would be approximately 244,920 gallons of diesel fuel, 16,696 gallons of gasoline, and 3,110 kWh of electricity per year, equivalent to 36,068 MMBTU/year.

Table 2.15-6: Construction Energy Consumption – Scenario 5

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	10	76,632	9,191	1,155
Eastbound Approaches	11	184,988	1,521	805
Eastbound Suspension	12	61,532	12,310	2,005
Westbound Approaches	11	190,864	4,573	803
Westbound Suspension	10	47,438	8,398	1,675
Site Cleanup	4	30,434	4,355	1,071
Total	**29**[1]	**591,889**	**40,348**	**7,516**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**82,095**	**5,044**	**26**
Total Energy Consumption (MMBtu)		**87,164**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-7 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 6. Construction of design Scenario 6 would require approximately 785,876 gallons of diesel, 46,802 gallons of gasoline, and 13,875 kWh of electricity over a 42-month period between January 2025 and July 2028, involving a partial closure of the Vincent Thomas Bridge for 31 months and replacement of the bridge deck in three stages. The combined energy consumption would be the equivalent of 114,899 MMBTU. Annual average consumption of energy resources during construction of design Scenario 6 would be approximately 224,536 gallons of diesel fuel, 13,372 gallons of gasoline, and 3,965 kWh of electricity per year, equivalent to 47,545 MMBTU/year.

Table 2.15-7: Construction Energy Consumption – Scenario 6

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	10	77,377	9,562	1,364
Eastbound Approaches	9	104,220	6,736	1,669
Eastbound Suspension	7	122,355	4,035	1,158
Westbound Approaches	9	104,612	6,839	2,498
Westbound Suspension	7	123,721	4,695	1,156
Center Approaches	8	94,361	6,544	3,201
Center Suspension	7	122,724	4,122	1,154
Site Cleanup	5	36,506	4,267	1,676
Total	**42**[1]	**785,876**	**46,802**	**13,875**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**109,001**	**5,850**	**47**
Total Energy Consumption (MMBtu)		**114,899**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-8 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 7. Construction under design Scenario 7 would require approximately 784,515 gallons of diesel, 46,110 gallons of gasoline, and 13,311 kWh of electricity over a 42-month period between January 2025 and July 2028, involving a partial closure of the Vincent Thomas Bridge for 31 months and replacement of the bridge deck in three stages. The combined energy consumption would be the equivalent of 114,622 MMBTU. Annual average consumption of energy resources during construction activities would be approximately 224,148 gallons of diesel fuel, 13,175 gallons of gasoline, and 3,804 kWh of electricity per year, equivalent to 32,750 MMBTU/year.

Table 2.15-8: Construction Energy Consumption – Scenario 7

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	10	76,819	9,261	1,301
Eastbound Approaches	9	104,517	6,893	1,725
Eastbound Suspension	7	122,355	4,035	1,120
Westbound Approaches	9	104,110	6,579	2,359
Westbound Suspension	7	123,593	4,628	1,118
Center Approaches	8	93,923	6,332	2,897
Center Suspension	7	122,691	4,114	1,116
Site Cleanup	5	36,506	4,267	1,676
Total	**42**[1]	**784,515**	**46,110**	**13,311**

Table 2.15-8: Construction Energy Consumption – Scenario 7

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**108,813**	**5,764**	**46**
Total Energy Consumption (MMBtu)		**114,622**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

Table 2.15-9 presents the direct, one-time expenditure of energy consumption associated with construction activities for design Scenario 8. Construction under design Scenario 8 would require approximately 1,192,689 gallons of diesel, 49,447 gallons of gasoline, and 17,096 kWh of electricity over a 54-month period between January 2025 and July 2029, involving overnight closure of the Vincent Thomas Bridge between 7:00 p.m. and 6:00 a.m. for 48 months and replacement of the bridge deck in two stages. The combined energy consumption would be the equivalent of 171,666 MMBTU. Annual average consumption of energy resources during construction activities would be approximately 265,043 gallons of diesel fuel, 10,989 gallons of gasoline, and 3,800 kWh of electricity per year, equivalent to 38,148 MMBTU/year.

Table 2.15-9: Construction Energy Consumption – Scenario 8

Construction Phase	Duration (Months)	Fuel Consumption (gal)		Electricity Consumption (kWh)
		Diesel	Gasoline	
Install Shield & Platform	10	81,372	15,768	2,025
Eastbound Approaches	14	225,073	7,991	3,464
Eastbound Suspension	19	314,520	9,717	2,915
Westbound Approaches	14	225,413	7,833	3,460
Westbound Suspension	19	303,771	3,998	2,911
Site Cleanup	6	42,541	4,140	2,321
Total	**54**[1]	**1,192,689**	**49,447**	**17,096**
Conversion Factor to Btu		138,700 Btu/gal	125,000 Btu/gal	3,412 Btu/kWh
Energy Consumption (MMBtu)		**165,426**	**6,181**	**59**
Total Energy Consumption (MMBtu)		**171,666**		

Source 1: Caltrans (2023)
Source 2: Energy Analysis Report (TAHA 2024)
Source 3: Construction Emissions Tool 2021 (CAL-CET2021 (version 1.0.2) (Caltrans 2023).
Source 4 : Energy Consumption by Mode of Transportation (BTS 2023).
[1] Total months indicate duration of period from beginning of site preparation to end of site cleanup.

2.15.3.2 Indirect Energy

Maintenance comprises energy for the day-to-day upkeep of equipment and systems, as well as the energy embedded in any replacement equipment, materials, and supplies. The energy needed to maintain the Vincent Thomas Bridge would be less than the energy used to maintain the existing facility. The improved conditions would require fewer maintenance trips and materials to repair the bridge. In addition, the Build Alternative would include the use of energy-efficient, light-emitting diodes for new lighting. Light-emitting diode bulbs cost $60 to $70 each but last 5 to 6 years, compared to the 1-year average lifespan of the incandescent bulbs previously used. The light-emitting diode bulbs themselves consume 10 percent of the electricity of traditional lights.

2.15.3.3 Project Conformity

For the SCAG region, the 2020–2045 RTP/SCS, adopted on September 3, 2020 is the applicable RTP. The project does not obstruct or conflict with the RTP, or other applicable local plans such as Mobility Plan 2035 (Transportation Element of the City of Los Angeles General Plan), the San Pedro Bay Ports Clean Air Action Plan, or the 2017 LADWP SLTRP. The project's operational activity would not directly increase regional energy consumption because the bridge deck replacement would not change the operational vehicle capacity. There would be no appreciable difference between the Build Alternative and the No Build Alternative because the project is not expected to alter traffic patterns or induce VMT upon completion of construction. Minor reductions in project energy consumption are possible with improved conditions of the Vincent Thomas Bridge deck following construction completion, allowing for smoother driving conditions and reduced vehicle emissions.

Proposed project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. As indicated above, energy use associated with proposed project construction is estimated to result in the short-term consumption of 165,426 gallons from diesel-powered equipment at maximum (Scenario 8) and 6,181 gallons from gasoline-powered equipment at maximum (Scenario 8). This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand. Demand for fuel would have no noticeable effect on peak or baseline demands for energy. While construction would result in a short-term increase in energy use, project minimization measures and design features such as AM-AQ-2 (the use of Tier 4 equipment during construction), PF-AQ-1 (limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment), and PF-AQ-1 (requiring improved fuel efficiency from construction would help conserve energy). These energy conservation features are consistent with State and local policies to reduce energy. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy.

2.15.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of the following minimization measures and project feature would minimize project energy impacts related to construction and operational emissions (bridge deck lamps):

AM-E-1 The final design plans shall incorporate the use of energy-efficient lighting, such as light emitting diodes, to the extent feasible. Light-emitting diode bulbs cost $60 to $70 each but last 5 to 6 years, compared to the 1-year average lifespan of the incandescent bulbs previously used. The light-emitting diode bulbs themselves consume 10 percent of the electricity of traditional lights.

AM-E-2 The Build Alternative shall incorporate the following Best Available Control Technologies related to energy use:

- Use cement blended with the maximum feasible amount of flash or other materials (i.e., limestone).
- Use lighter-colored pavement where feasible to increase albedo.
- Use recycled water or grey water for fugitive dust control.

- Employ energy- and fuel-efficient vehicles and equipment, zero- and/or near-zero emission technologies.
- Encourage ride-sharing and carpooling for construction crews.

In addition to AM-E-1 and AM-E-2, air quality minimization measure AM-AQ-2 and project feature PF-AQ-1 will minimize project energy impacts related to construction emissions. More information on these measures can be found under Avoidance, Minimization, and Mitigation Measures in Section 2.13, Air Quality.

BIOLOGICAL ENVIRONMENT

2.16 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors, fish passage, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed in Section 2.20, Threatened and Endangered Species. Wetlands and other waters are also discussed in Section 2.17.

2.16.1 AFFECTED ENVIRONMENT

The information in this section is based on the Natural Environment Study (August 2024) prepared for the proposed project.

2.16.1.1 Physical Conditions

The biological study area (BSA) has two major components, the project impact area, or project footprint, and the project impact area's surroundings. The project impact area is the area where project activities will directly disturb and affect the existing environment and biological resources in the same space where the project implementation will occur. The remainder of the BSA is the area generally within 500 feet of the project impact area in all directions.

The project impact area consists of the existing Vincent Thomas Bridge, which is a steel suspension bridge. A steel truss partially supports the deck and maintains its rigidity. In the soffit of the bridge there is a catwalk and pipes that carry various utilities. The deck is made of cement concrete and steel plates. The bridge deck is suspended over land and water. Underneath the project impact area is the Los Angeles Channel, which is a channelized waterway that connects the Port of Los Angeles (POLA) and Port of Long Beach (POLB) to the Pacific Ocean. The Los Angeles Channel is mostly salt water, although the freshwater Dominguez Channel is tributary to it, and other surface waters, primarily urban runoff, ultimately drain into the Ports. The Los Angeles Channel is generally 50 to 58 feet deep under the bridge; the subsurface sides of the channel are steeply sloped and abruptly change grade close to the shore.

The land that is underneath the bridge is developed and primarily consists of paved areas that are used for the storage of shipping containers and paved areas for parking motor vehicles. The shoreline under the bridge and nearby is concreted and constructed to enable the docking of ships. There are also portions of the shore that are armored with rock revetment.

Outside of the immediate impact area and the area below, the surroundings are similarly developed. Little of the area within 500 feet of the bridge is landscaped. There are no natural areas that have not been anthropogenically altered. The bridge spans 164 feet above the surface of the Los Angeles Channel. The average elevation of POLA is 15 feet

above mean sea level. Historically, ship and shipping truck traffic and idling has negatively affected air quality in the Port and surrounding communities.

2.16.1.2 Biological Conditions

The project impact area is the Vincent Thomas Bridge itself; there is no natural habitat that consists of vegetation or other non-human-made structures like cliffs or soil substrates. The soffit of the bridge and its towers have stable, flat, level surfaces that provide roosting and nesting substrate for birds. The peregrine falcon (*Falco peregrinus*) commonly uses the bridge soffit for roosting and nesting. The bridge deck is uninhabitable due to the vehicular traffic and ambient noise. The soffit of the bridge does not provide bat day roosting habitat since the bridge infrastructure is made of steel and does not have enclosed spaces; both characteristics cause the bridge to have an unsuitable thermal profile for bats to roost during the day. The soffit may be used by bats for night roosting. The bridge otherwise does not provide habitat conditions for other types of animals. No plants are known to grow on the bridge due to a lack of soil.

In the remainder of the BSA, the most natural place is the Los Angeles Channel, which connects with the Pacific Ocean. The water in the channel is mostly marine influenced and thus has high salinity. POLA is inhabited by various aquatic plant and animal species. Portions of the Port host eel grass (*Zostera marina*), which is an important foundational species for marine invertebrate communities and provides a substrate for fish and marine invertebrate rearing. No eel grass occurs under the Vincent Thomas Bridge or in the BSA. The Los Angeles Channel under the bridge is a deeper portion of the Port relative to other inner harbor areas, which limits the amount of and types of algae that can grow in the vicinity of the bridge. Other portions of POLA and POLB provide suitable conditions for algae, such as kelp, to grow.

POLA is inhabited by various other birds that pass through under and around the Vincent Thomas Bridge. Most of the birds are native species comprising the following guilds: gulls, waterfowl, and aerial fish foraging species. These species generally do not nest in the inner harbor areas; they typically nest on the outer harbor, islands, outer breakwaters, or beaches. Most birds use the inner harbor for resting and foraging. Resting and foraging areas include the open water, rock revetments, buildings, and light poles. The composition of the bird community changes seasonally, although peregrine falcon remains on/around the bridge throughout the year. Peregrine falcon uses the Vincent Thomas Bridge for foraging and resting. Rock pigeon are also common in the Port area.

2.16.1.3 Essential Fish Habitat

Essential fish habitat is designated in the Los Angeles Channel, which is under the bridge, for groundfish and coastal pelagic species. Coastal pelagic species habitat is designated for the four-species finfish complex (i.e., Pacific sardine, Pacific [chub] mackerel, northern anchovy, and jack mackerel). This area is designated for all life stages of groundfish and coastal pelagic species.

2.16.1.4 Endangered Species Critical Habitat

Endangered species critical habitat is designated in the “San Pedro” United States Geological Survey (USGS) geographic quadrangle for black abalone (*Haliotis cracherodii*). The critical habitat is designated along the southwestern edge of the Palos Verdes Peninsula to the southwest of the project site. No critical habitat is located within the BSA.

2.16.1.5 Eelgrass Beds

Portions of the Port have eelgrass beds. These stands of eelgrass are a rare natural community in southern California due to pollution, extensive development and filling in of wetlands and coastal estuaries, and Caulerpa (*Caulerpa taxifolia*), an invasive algae species in southern California that has been introduced into remnant estuarine habitats. Eelgrass beds are limited to the marine and estuarine environment that is typically 20 feet deep at most but may grow down to 98 feet in depth in soft-bottom substrates.

2.16.1.6 Special-Status Plants

There are records of special-status plants having occurred in the project vicinity according to the search results of the California Natural Diversity Database (CNDDB). The Information for Planning and Consultation (IPaC) system did not indicate there was potential for federally listed plant species to occur in the project vicinity.

2.16.1.7 Habitat Connectivity

The Los Angeles Channel provides connectivity with the Pacific Ocean and the inner harbor areas. The inner harbor areas, including the Los Angeles Turning Basin just upstream of the bridge, feature stands of eelgrass. The inner harbor areas are also places where pinnipeds find loafing haul-out habitat. Therefore, the channel is a migration and dispersal corridor and is an important place that connects sections of habitat for aquatic species in the Port.

2.16.2 ENVIRONMENTAL CONSEQUENCES

2.16.2.1 Essential Fish Habitat

The designated fish habitat is entirely outside of the project impact area and will not be affected by the construction. Essential fish habitat will not be discussed in the following sections because it would be inherently unaffected by the project, and avoidance and minimization measures are unnecessary for the project to avoid affecting the essential fish habitat. Essential fish habitat is designated for highly migratory fish species in the open ocean portion of the San Pedro USGS quadrangle outside of the BSA, would likewise not be affected by the project, and will not be discussed further in this report.

2.16.2.2 Endangered Species Critical Habitat

The critical habitat is designated along the southwestern edge of the Palos Verdes Peninsula to the southwest of the project site. It is entirely outside of the biological study area and would not be affected by the project. Therefore, the black abalone critical habitat would be inherently unaffected by the project and will not be discussed in the following sections.

There is no terrestrial species critical habitat designated in the project vicinity according to the United States Fish and Wildlife (USFWS) IPaC system.

2.16.2.3 Eelgrass Beds

The eelgrass in the project vicinity grows outside of the BSA, and the eelgrass would be inherently unaffected by the project due to the project's limited nature. Eelgrass beds will not be discussed in subsequent sections of this report.

2.16.2.4 Special-Status Plants

Since the project will occur on the bridge, with staging occurring on developed and disturbed areas in POLA, there is no natural community that would support special-status plants that could be affected by the project. There is no suitable habitat for special-status plants in the BSA. Therefore, there is no potential to affect special-status plant species. Special-status plant species will not be discussed in the subsequent sections of this report.

2.16.2.5 Habitat Connectivity

On the land under and around the bridge, there are no major areas of natural habitat; therefore, the bridge and highway do not affect habitat connectivity for terrestrial wildlife. The bridge provides a minor impediment to birds, but due to its high clearance and open construction design and slim profile, it is not a substantial impediment to habitat connectivity for birds that migrate along the shore and up water ways. There is no data indicating a significant number of birds collide with the structure. Even if there were, the replacement of the bridge deck, even during the construction phase, would not change the bridge's influence on bird migration and dispersal in the BSA.

The project is located within the coastal zone and the Port of Los Angeles Port Master Plan (PMP); however, there is no potential to impact Environmentally Sensitive Habitat Area (ESHA).

2.16.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, and/or mitigation measures are required.

2.17 Wetlands and Other Waters

2.17.1 REGULATORY SETTING

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the United States Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General Permits: Regional and Nationwide. Regional Permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide Permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual Permits. There are two types of Individual Permits: Standard Permits and Letters of Permission. For Individual Permits, the USACE decision to approve is based on compliance with EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the United States) only if there is no practicable alternative that would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the United States, and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as the Federal Highway Administration (FHWA) and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and

(2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the State level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs), and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the California Coastal Commission (CCC) (or Bay Conservation and Development Commission, or the Tahoe Regional Planning Agency) may also be involved. Sections 1600–1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the CDFW before beginning construction. If the CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. The CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act (Porter-Cologne Act) to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities that may result in a discharge to waters of the United States. This is most frequently required in tandem with a Section 404 permit request.

2.17.2 AFFECTED ENVIRONMENT

The information in this section is based on the Natural Environment Study (August 2024) prepared for the proposed project. The nearest jurisdictional waters are streams located approximately 2 miles west in Miraleste Canyon and the Palos Verdes Hills.

2.17.3 ENVIRONMENTAL CONSEQUENCES

The project will not affect jurisdictional waters because it will occur outside of jurisdictional waters and measures will be in place to prevent indirect effects to jurisdictional waters. No coordination was conducted with regulatory agencies regarding this project because it was unnecessary.

2.17.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, and/or mitigation measures are required.

2.18 Plant Species

2.18.1 REGULATORY SETTING

The United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA).

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code (PRC), Sections 21000-21177.

2.18.2 AFFECTED ENVIRONMENT

The information in this section is based on the Natural Environment Study (August 2024) prepared for the proposed project.

There are records of special-status plants having occurred in the project vicinity according to the search results of the California Natural Diversity Database (CNDDB). The Information for Planning and Consultation (IPaC) system did not indicate there was potential for federally listed plant species to occur in the project vicinity.

2.18.3 ENVIRONMENTAL CONSEQUENCES

Since the project will occur on the bridge, with staging occurring on developed and disturbed areas in the Port of Los Angeles, there is no natural community that would support special-status plants that could be affected by the project. There is no suitable habitat for special-status plants in the Biological Study Area (BSA). Therefore, there is no potential to affect special-status plant species.

2.18.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, and/or mitigation measures are required.

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2.19 Animal Species

2.19.1 REGULATORY SETTING

Many state and federal laws regulate impacts to wildlife. The United States Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA). Species listed or proposed for listing as threatened or endangered are discussed in Section 2.20, Threatened and Endangered Species. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act (NEPA)
- Migratory Bird Treaty Act (MBTA)
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act (CEQA)
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

2.19.2 AFFECTED ENVIRONMENT

The information in this section is based on the Natural Environment Study (August 2024) prepared for the proposed project.

2.19.2.1 Black Abalone

Endangered species critical habitat is designated in the "San Pedro" United States Geological Survey (USGS) geographic quadrangle for black abalone (*Haliotis cracherodii*). The critical habitat is designated along the southwestern edge of the Palos Verdes Peninsula to the southwest of the project site.

2.19.2.2 California Least Tern

Among the federally listed wildlife species that have occurred in the project vicinity, only California least tern (*Sterna antillarum browni*) and green turtle (*Chelonia mydas*) have potential to occur in the Biological Study Area (BSA). The remaining species from the Information for Planning and Consultation (IPaC) search and NOAA Fisheries species list do not have suitable habitat in the BSA or they have no recent records of occurrence in the project vicinity.

California least tern, which is also listed under CESA as endangered, has suitable habitat in the BSA and the project vicinity. In the project vicinity, it nests near Pier 400 of the Port of Los Angeles (POLA), which is on the seaward edge of the Port and outside of the BSA. The Los Angeles Channel is suitable foraging habitat for this species, although this species

mostly forages in the outer harbor areas of POLA and the Port of Long Beach (POLB). California least tern has the potential to occur in the BSA. Neither focused nor protocol surveys were performed for this species. There is no suitable nesting habitat for this species in the project impact area. There is foraging habitat for this species in the BSA outside of the project impact area. The Inner Harbor is less important for foraging as compared to the Outer Harbor due to the Outer Harbor being in closer proximity to the nesting site on Pier 400 and due to differences in prey availability throughout the Port. California least terns typically forage in a 2- to 4-mile radius around their nesting site. The project site is within 3 miles of the nesting colony on Pier 400, the closest nesting site to the project site.

2.19.2.3 Green Turtle

Green turtle (*Chelonia mydas*) has been observed sporadically in the inner harbor of POLA. There is limited foraging habitat in the patches of eelgrass found in the Los Angeles Channel outside of the BSA. There is no nesting habitat in the BSA for this species. This species would not be affected by the project because no work would occur in suitable habitat.

2.19.2.4 Guadalupe Fur Seal

Guadalupe fur seal (*Arctocephalus townsendi*) has not been known to occur in POLA. Most recent records of its occurrence are at the Channel Islands and islands along the Baja California peninsula. Therefore, Guadalupe fur seal is not expected to occur in the BSA.

2.19.2.5 Pinnipeds

California sea lion (*Zalophus californianus*) and Pacific harbor seal (*Arctocephalus townsendi*), collectively referred to as pinnipeds, occur in POLA. They have been observed foraging in the Los Angeles Channel upstream of the project site. However, most of their activity is limited to the outer harbor areas in the vicinity of Piers 300 and 400. The channel is suitable foraging and dispersal habitat for these species; therefore, they are expected to occur in the BSA. Other pinnipeds are not expected to occur in the BSA. Neither focused nor protocol surveys were performed for these species. There is no suitable habitat for these species in the project impact area. There is dispersal and foraging habitat for these species in the BSA outside of the project impact area. Individuals would likely be in-water while in the BSA. There is also limited haul-out habitat for this species in the BSA outside of the project impact area. Based on the literature review, these species are most active in the Outer Harbor, where more prey is available.

2.19.2.6 Cetaceans

Cetaceans such as dolphins and whales do not occur in the inner harbor of POLA; therefore, they are not expected to occur in the BSA.

2.19.2.7 Peregrine Falcon

Peregrine falcon (*Falco peregrinus*), a raptor species, nests on the bridge within the project impact area. Peregrine falcon is a raptor species that was at one time endangered and listed under FESA. It was also listed as a fully protected species under the California Fish and Game Code. Peregrine falcon is a resident species in southern California and maintains foraging territories year round. Its territories span multiple miles. Peregrine falcon has nested on the Vincent Thomas Bridge and other bridges in the POLB/POLA complex and surrounding areas for many years. It also uses the Vincent Thomas Bridge in other parts of the year outside of the nesting season as a roosting site. The peregrine falcon’s nesting

season is generally January to July, with courtship behaviors beginning in the prior December. The peregrine preys upon other bird species. In urban settings such as the project location, peregrine falcons often prey upon rock pigeons. The bridge may be nesting habitat for other native birds. Other native birds that commonly nest on bridges with steel infrastructure are common raven (*Corvus corax*) and house finch (*Haemorhous mexicanus*).

Surveys of peregrine falcon in the BSA and surroundings were conducted in 2023 and 2024 and are ongoing. This species has nested on the Vincent Thomas Bridge for multiple years in recent decades, but it does not consistently nest on the bridge every year. Prior to the replacement of the Gerald Desmond Bridge, which is to the east of the Vincent Thomas Bridge in POLB, peregrine falcon nested on that bridge. Likewise, prior to the replacement of the Schuyler Heim Bridge, which is also on State Route 47 (SR-47) and to the northeast of the Vincent Thomas Bridge, peregrine falcon nested on the Schuyler Heim Bridge. The new bridges have suitable nesting surfaces and artificial nesting platforms for peregrine falcon to use. The peregrine falcon has been observed using the new bridges for nesting. The exact location where peregrine falcons nest on the Vincent Thomas Bridge is not known, but it is under the deck in the span over the channel. Nests of other native bird species have not been recorded, but the possibility remains that they may occur during construction and would also use as a nesting location any temporary platforms that are built for construction use.

2.19.3 ENVIRONMENTAL CONSEQUENCES

2.19.3.1 Essential Fish Habitat

The designated fish habitat is entirely outside of the project impact area and will not be affected by the construction. Essential fish habitat would be inherently unaffected by the project, and avoidance and minimization measures are unnecessary for the project to avoid affecting the essential fish habitat. Essential fish habitat is designated for highly migratory fish species in the open ocean portion of the San Pedro USGS quadrangle outside of the BSA and would likewise not be affected by the project.

2.19.3.2 Black Abalone

Black abalone habitat is entirely outside of the BSA and would not be affected by the project. Therefore, the black abalone critical habitat would be inherently unaffected by the project.

2.19.3.3 California Least Tern

This project will not affect the California least tern foraging or nesting behaviors, nor would it affect its suitable habitat. California least terns will likely pass through the BSA and may forage in the BSA, but they would not be disturbed by project activities. According to a United States Army Corps of Engineers (USACE) study of California least tern foraging ecology, this species is less sensitive to noise disturbance (including pile driving that is higher volume than concrete demolition) while foraging. Although the concrete demolition would cause noise, it would not occur in proximity to this species' nesting site. Noise generated by the project would likely be close to ambient noise volume at the point at which California least terns would perceive the noise and they would not be engaged in stationary behavior that would result in them experiencing stress or expending more energy than they would in the absence of the project's construction noise. There would be no effect to this species.

2.19.3.4 Green Turtle

There is no nesting habitat in the BSA for green turtle. This species would not be affected by the project or construction noise because no work would occur in suitable habitat.

2.19.3.5 Pinnipeds

This project will not affect pinniped foraging or hauling out behaviors, nor would it affect its suitable habitat. Pinnipeds will likely pass through the BSA and may forage in the BSA, but they would not be disturbed by project activities. Although the concrete demolition would cause noise, pinnipeds are less sensitive to noise disturbance in the air. Since these species would likely be in the water or at its surface while in the BSA, noise would be reflected by the water, and the noise that would enter the water would be attenuated. Noise generated by the project would likely be close to ambient noise volume at the point at which pinnipeds would perceive the noise, and they would not be engaged in stationary behavior (such as hauling out) that would result in them experiencing stress or expending more energy than they would in the absence of the project's construction noise. Construction noise would also not interfere with these species' intraspecific social vocalizations, which are important during breeding season since breeding activities are carried out in the Outer Harbor. There will be no effect to these species.

2.19.3.6 Peregrine Falcons and Other Nesting Birds

It is not expected that the project would cause injury or mortality to nesting birds with the inclusion of mitigation efforts. This project would interfere with bird nesting by occupying the same space that nesting would occur. Since the project must place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel, there would be a substantial amount of human activity around the area that birds nest, especially the peregrine falcon. This heightened activity would cause disturbance to the birds, causing them to expend excess energy on hazing people prior to disturbing the nest itself. The construction of the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolishing the bridge deck would also cause debris to fall onto and around the existing nest and/or newly constructed nests, which could cause nest failure, and which would also interfere with nesting. Lastly, the noise from concrete demolition and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer. The new bridge deck and other changes to the bridge would not likely result in altering the bridge so that the peregrine falcon would find the bridge unsuitable for nesting, since the whole bridge is not being replaced and the design would not be radically altered. The under-deck space that the peregrine falcon currently uses for nesting would remain unchanged and usable for nesting after construction. Other bird species would also likely find the bridge suitable for nesting post-construction as well. It is possible that due to changes in the local peregrine falcon population that peregrine falcon would choose to not nest on the Vincent Thomas Bridge and opt for other locations in the POLB/POLA complex during construction, in which case there would be no effect to the species.

2.19.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance, minimization, and mitigation measures are proposed for the nesting peregrine falcons on the Vincent Thomas Bridge:

MM-BIO-1 To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of

reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.

MM-BIO-2 A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

MM-BIO-3 A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.

MM-BIO-4 If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.

MM-BIO-5 A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.

MM-BIO-6 If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.

MM-BIO-7 **Compensatory Mitigation.** Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be

discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.

2.20 Threatened and Endangered Species

2.20.1 REGULATORY SETTING

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. (See also 50 Code of Federal Regulations (CFR) Part 402.) The FESA and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of the FESA, federal agencies such as the Federal Highway Administration (FHWA) (and Caltrans, as assigned) are required to consult with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take Statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions, an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising: (a) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983; and (b) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas. The Magnuson-Stevens Fishery Conservation and Management Act gives NOAA Fisheries the authority to designate essential fish habitat.

2.20.2 AFFECTED ENVIRONMENT

The information in this section is based on the Natural Environment Study (August 2024) prepared for the proposed project.

2.20.2.1 Federal Endangered Species Act Consultation Summary

Caltrans has determined that the project would have no effect to species listed under FESA or critical habitats designated in accordance with that act. Therefore, no consultation with USFWS or NOAA Fisheries is necessary.

2.20.2.2 Essential Fish Habitat Consultation Summary

There is no essential fish habitat in the project impact area and there would be no indirect effect to essential fish habitat. There will be no effect to essential fish habitat. Therefore, no consultation with NOAA Fisheries is necessary.

2.20.2.3 Marine Mammal Protection Act

The project will not cause harassment of species listed under the Marine Mammal Protection Act because the project will not take place in pinniped habitat, and the amount of noise from the project would not cause disturbance to pinnipeds who would be traversing the BSA. No consultation was conducted with NOAA Fisheries.

2.20.2.4 California Endangered Species Act Consultation Summary

No take of species listed under CESA will result from the project. No incidental take permit would be required. No consultation with CDFW was conducted for CESA concerns.

2.20.2.5 Wetlands and Other Waters Coordination Summary

The project will not affect jurisdictional waters because it will occur outside of jurisdictional waters and measures will be in place to prevent indirect effects to jurisdictional waters. No coordination was conducted with regulatory agencies regarding this project because it was unnecessary.

2.20.2.6 Invasive Species

This project will not disturb vegetation and has no potential to introduce invasive species due to the lack of vulnerable habitat in the BSA. No measures are necessary to prevent invasive species introductions.

2.20.2.7 Native Birds

Caltrans will implement measures to prevent take of nesting birds and their nests and avoid interrupting birds' nesting attempts on the bridge. The project will not cause direct take of native birds or their nests. There will be temporary, minor, local losses of reproductive opportunities in the BSA for native birds, and a slightly more acute loss of reproductive opportunity for peregrine falcon specifically.

The under-deck spaces that are usable for bird nesting will remain after construction. The project will not result in a permanent loss of nesting substrate for native birds, including peregrine falcon, so there will not be a permanent effect on native birds that nest in the BSA. If Caltrans and its construction monitors find that construction would have the potential to affect nesting birds after the implementation of avoidance, minimization, and mitigation measures, then Caltrans would coordinate with USFWS and CDFW to determine a course of action that would continue to minimize the project's effects while enabling construction to proceed.

As of this time, limited consultation has been performed regarding peregrine falcon, since it has been stripped of its status as a fully protected species. Caltrans will mitigate for the temporary loss of the peregrine falcon's nesting site on the bridge by constructing an artificial nesting platform near the bridge so that the effect of excluding the species from the bridge would be reduced. After construction is complete, peregrine falcon and other native birds would have the same amount of nesting opportunities on the bridge as prior to the project, with an additional opportunity afforded by the artificial nesting platform, which would remain after construction.

2.20.3 ENVIRONMENTAL CONSEQUENCES

The project has no effect on all species listed in Table 2.20-1, except for the peregrine falcon. The project may affect but is not likely to adversely affect the peregrine falcon.

Table 2.20-1: Special-Status Species with Records of Occurrence in the Biological Study Area

Common Name	Scientific Name	Status	General Habitat Description	Habitat or Species Present/Absent	Rationale
Invertebrates					
Monarch butterfly	*Danaus plexippus*	Federal Candidate Endangered	Adults forage in a variety of habitats on various plant species. The egg, larval, and pupal stages are hosted by narrow leaf milkweed (*Asclepias fasciculatum*).	Absent	The habitat for this species is not present in the BSA.
Black abalone	*Haliotis cracherodii*	Federal Endangered	Rocky intertidal areas and open ocean to 20 feet in depth.	Absent	The habitat for this species is not present in the BSA.
White abalone	*Haliotis sorenseni*	Federal Endangered	Rocky substrates in open ocean, typically 50 to 180 feet in depth.	Absent	The habitat for this species is not present in the BSA.
Riverside fairy shrimp	*Streptocephalus woottoni*	Federal Endangered	Habitat consists of vernal pools for all life stages.	Absent	The habitat for this species is not present in the BSA.
Reptiles					
Loggerhead turtle	*Caretta caretta*	Federal Endangered	Forages in the open ocean, nests on the beach.	Absent	The habitat for this species is not present in the BSA.
Green turtle	*Chelonia mydas*	Federal Threatened	Forages in the open ocean and in estuarine channels with eel grass and open ocean.	Habitat Present	Potentially suitable habitat is present in the BSA, and there are recent enough records to indicate it could occur in the BSA, so its potential presence cannot be ruled out.
Leatherback turtle	*Dermochelys coriacea*	Federal Endangered	Forages in the open ocean, nests on the beach.	Absent	The habitat for this species is not present in the BSA.
Olive ridley turtle	*Lepidochelys olivacea*	Federal Threatened	Forages in the open ocean, nests on the beach.	Absent	The habitat for this species is not present in the BSA.
Birds					
Western snowy plover	*Charadrius nivosus nivosus*	Federal Threatened	Nests on and forages on sandy coastal beaches and dunes. Migrates along the coast.	Absent	The habitat for this species is not present in the BSA.
Peregrine falcon	*Falco peregrinus*	Sensitive	Inhabits a variety of habitats, including urban areas. Nests on cliffs, buildings, and bridges.	Present	Caltrans has observed the species or habitat in the BSA or has reports indicating the species' presence in the BSA.
Coastal California gnatcatcher	*Polioptila californica californica*	Federal Threatened, State Species of Special Concern	Coastal sage scrub with *Artemisia californica* and *Eriogonum fasciculatum* as dominant species, from sea level to 2,500 feet in elevation.	Absent	The habitat for this species is not present in the BSA.
California least tern	*Sterna antillarum browni*	Federal Endangered, State Endangered	Nests on islands off the coast and coastal peninsulas and forages in estuaries, streams, and open ocean.	Habitat Present	Caltrans has observed the species or habitat in the BSA or has reports indicating the species' presence in the BSA.

Table 2.20-1: Special-Status Species with Records of Occurrence in the Biological Study Area

Common Name	Scientific Name	Status	General Habitat Description	Habitat or Species Present/Absent	Rationale
Least Bell's vireo	*Vireo bellii pusillus*	Federal Threatened, State Endangered	Nests in dense riparian scrub and woodland, forages in riparian woodlands and adjacent uplands.	Absent	The habitat for this species is not present in the BSA
Mammals					
Guadalupe fur seal	*Arctocephalus townsendii*	Federal Endangered, Marine Mammal Protection Act Protected	Primarily pelagic, inhabits rocky shores and caves, closest breeding location is San Miguel Island.	Absent	The habitat for this species is not present in the BSA.
Pacific pocket mouse	*Perognathus longimembris pacificus*	Federal Endangered, State Species of Special Concern	Coastal sage scrub, coastal strand, coastal dune, river alluvium.	Absent	The BSA is located in this species' historic range, but the species has been locally extirpated.
Pacific harbor seal	*Phoca vitulina*	Marine Mammal Protection Act Protected	Hauls out on beaches. Forages estuaries and bays.	Present	Caltrans has observed the species or habitat in the BSA or has reports indicating the species' presence in the BSA.
California sea lion	*Zalophus californianus*	Marine Mammal Protection Act Protected	Hauls out on piers and quays and beaches. Forages estuarine channels.	Present	Caltrans has observed the species or habitat in the BSA or has reports indicating the species' presence in the BSA.
Fish					
Green sturgeon	*Acipenser medirostris*	Federal Threatened	Inhabits the ocean in southern California region. Spawns in rivers in northern California and Oregon.	Absent	The BSA is located in this species' historic range, but the species has been locally extirpated.
Southern steelhead trout	*Oncorhynchus mykiss*	Federal Endangered, State Endangered	Ocean, estuaries, lagoons, freshwater rivers with riparian canopy. Spawns in gravel substrates.	Absent	The BSA is located in this species' historic range, but the species has been locally extirpated.

2.20.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance, minimization, and mitigation measures are proposed for the nesting peregrine falcons on the Vincent Thomas Bridge:

MM-BIO-1 To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.

MM-BIO-2 A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

MM-BIO-3 A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.

MM-BIO-4 If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.

MM-BIO-5 A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.

MM-BIO-6 If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.

MM-BIO-7 **Compensatory Mitigation Measure.** Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be

placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.

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2.21 Invasive Species

2.21.1 REGULATORY SETTING

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list, which is maintained by the California Invasive Species Council, to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

2.21.2 AFFECTED ENVIRONMENT

The information in this section is based on the Natural Environment Study (August 2024) prepared for the proposed project. No invasive species have been identified within the Biological Study Area (BSA).

2.21.3 ENVIRONMENTAL CONSEQUENCES

This project will not disturb vegetation and has no potential to introduce invasive species due to the lack of vulnerable habitat in the BSA. No measures are necessary to prevent invasive species introductions.

2.21.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, and/or mitigation measures are required.

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2.22 Construction Impacts

Potential construction impacts as a result of the Vincent Thomas Bridge Deck Replacement Project are outlined below:

2.22.1 AFFECTED ENVIRONMENT

2.22.1.1 Construction Phasing

Alternative 1 (No Build Alternative) and Alternative 2 (Build Alternative) to replace the bridge deck of the Vincent Thomas Bridge were evaluated as part of the proposed project. There are four construction staging options that were evaluated for Alternative 2:

- **Single-Stage Construction (Preferred):** This construction staging option consists of a full closure of the bridge that would last 16 (Preferred) or 41 months with detour routes and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic and Pre-Cast (Preferred) deck types would lead to a construction timeline of approximately 16 months. A Cast-in-Place deck type would lead to a construction timeline of approximately 41 months.

- **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, reduced speeds of approximately 25 miles per hour (mph) due to narrowed lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

- **Three-Stage Construction:** This construction staging option would leave one lane open in each direction and would require installation of a temporary support/bracing system. One lane would be open in each direction for each stage, and multiple weekend (55-hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.

- **Nighttime Bridge Closure:** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m.–7:00 p.m.). The work would require the installation of a temporary support/bracing system and full closure of the bridge during nighttime hours (7:00 p.m.–6:00 a.m.) every day. Construction would last approximately 48 months.

2.22.2 ENVIRONMENTAL CONSEQUENCES

2.22.2.1 Environmental Justice

As discussed in Section 2.8, Environmental Justice, temporary effects to the overall population (including environmental justice communities) may occur due to construction activities and the associated bridge closures and traffic detours. Although proposed detour routes are located within environmental justice populations in the Community Impact Assessment (CIA) Study Area, land uses fronting detour routes are primarily industrial with areas of commercial development with some residential depending on the detour route chosen, the full bridge closure option (Preferred) requiring all bridge traffic being diverted into neighboring communities would result in temporary disproportionately high and adverse air quality and traffic effects on minority or low-income populations due to cumulatively considerable actions (i.e., impacts from past, present, and future projects within the CIA

Study Area). However, the Build Alternative will incorporate mitigation and minimization measures MM-EJ-1, MM-EJ-2, MM-TR-1, MM-TR-2, AM-AQ-1, AM-AQ-2, project features, and best management practices (BMPs) to minimize detour route and construction-related impacts. The Build Alternative would replace the existing bridge deck and upgrade the bridge railing, median barrier, fencing, and seismic sensors, so there would be no permanent post-construction impacts to environmental justice communities.

2.22.2.2 Air Quality

As discussed in Section 2.13, Air Quality, based on the construction scenarios that were considered, construction of the project would generate temporary increases in emissions from on-site activities and on-road vehicles as well as from diverted traffic caused by partial or full bridge closure (Preferred). The temporary increases in emissions and incremental changes in particulate matter less than 10 microns in size (PM_{10}) concentrations along detour routes would remain below applicable regulatory thresholds for all construction scenarios, except for nitrogen oxide (NO_X) increases for Scenario 8 (nighttime closure with Pre-Cast deck type) that would exceed South Coast Air Quality Management District (SCAQMD) regional mass daily screening thresholds.

2.22.2.3 Noise

As discussed in Section 2.14, Noise, 23 Code of Federal Regulations (CFR) 772 requires that construction noise impacts be identified but does not specify specific methods or abatement criteria for evaluating construction noise. However, the Federal Highway Administration (FHWA) Roadway Construction Noise Model (FHWA 2006) can be used to determine if construction would result in adverse construction noise impacts on land uses or activities in the project area.

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications, Section 14-8.02, Noise Control. These requirements state that noise levels generated during construction shall comply with applicable local, State, and federal regulations.

As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 to 90 A-weighted decibels (dBA) at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (maximum instantaneous noise level [L_{max}]) at a distance of 50 feet. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications and would be short term, intermittent, and dominated by local traffic noise.

2.22.2.4 Biology

As discussed in Section 2.19, Animal Species, the peregrine falcon (*Falco peregrinus*, a raptor species) nests on the bridge within the project impact area. Peregrine falcon is a raptor species that was at one time endangered and listed under the Federal Endangered Species Act (FESA). It was also listed as a fully protected species under the California Fish and Game Code. Peregrine falcon is a resident species in southern California and maintains foraging territories year-round. Its territories span multiple miles. Peregrine falcon has nested on the Vincent Thomas Bridge and other bridges in the Port of Long Beach/Port of Los Angeles (POLB/POLA) Complex and surrounding areas for many years. It also uses the

Vincent Thomas Bridge in other parts of the year outside of the nesting season as a roosting site. The peregrine falcon's nesting season is generally January to July, with courtship behaviors beginning in the prior December. The peregrine preys upon other bird species. In urban settings such as the project location, peregrine falcons often prey upon rock pigeons. The bridge may be nesting habitat for other native birds. Other native birds that commonly nest on bridges with steel infrastructure are common raven (*Corvus corax*) and house finch (*Haemorhous mexicanus*).

Surveys of peregrine falcon in the Biological Study Area (BSA) and surroundings are ongoing. This species has nested on the Vincent Thomas Bridge for recent decades, but it does not consistently nest on the bridge every year. Prior to the replacement of the Gerald Desmond Bridge, which is to the east of the Vincent Thomas Bridge in POLB, peregrine falcon nested on that bridge. Likewise, prior to the replacement of the Schuyler Heim Bridge (which is also on State Route 47 [SR-47]) to the northeast of the Vincent Thomas Bridge, peregrine falcon nested on the Schuyler Heim Bridge. The new bridges have suitable nesting surfaces and artificial nesting platforms for peregrine falcon to use. The peregrine falcon has been observed using the new bridges for nesting. The exact location where peregrine falcons nest on the Vincent Thomas Bridge is not known, but it is under the deck in the span over the channel. Nests of other native bird species have not been recorded but the possibility remains that they may occur during construction and would also take advantage of temporary platforms that are built for construction use as a nesting location.

During construction, it is not expected that the project would cause injury or mortality to nesting birds with the inclusion of avoidance, minimization, and mitigation efforts. This project would interfere with bird nesting, by occupying the same space that nesting would occur. Since the project must place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel, there would be a substantial amount of human activity around the area that birds, especially the peregrine falcon, nest. This heightened activity would cause disturbance to the birds, causing them to expend excess energy on hazing people prior to disturbing the nest itself. The construction of the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolishing the bridge deck would also cause debris to fall onto and around the existing nest and/or newly constructed nests, which could cause nest failure, and which would also interfere with nesting. Lastly the noise from concrete demolition and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer. The new bridge deck and other changes to the bridge would not likely result in altering the bridge so that the peregrine falcon would find the bridge unsuitable for nesting, since the whole bridge is not being replaced and the design would not be radically altered. The under-deck space that the peregrine falcon currently uses for nesting would remain unchanged and usable for nesting after construction. Other bird species would also likely find the bridge suitable for nesting post-construction as well. It is possible that due to changes in the local peregrine falcon population that peregrine falcon would choose to not nest on the Vincent Thomas Bridge and opt for other locations in the POLB/POLA Complex during construction, in which case there would be no effect to the species.

2.22.2.5 Utilities

As discussed in Section 2.9, Utilities/Emergency Services, there are four AT&T conduits on the underside of the bridge that are located to the side of the catwalk railing. During construction, all utilities within the freeway right-of-way and beneath or along the Vincent

Thomas Bridge or adjacent properties would be protected in place or relocated. During final design, the Project Engineer would coordinate with each utility provider to finalize the exact location of that utility's facilities, assess whether the facilities can be protected in place during construction or would require relocation, and review with the utility provider the project plans for protection in place/relocation of the facility prior to construction. The utility providers in the area around the project area are listed in Table 2.22-1. If needed, permanent utility easements would be identified during final design.

Table 2.22-1: Utility Providers

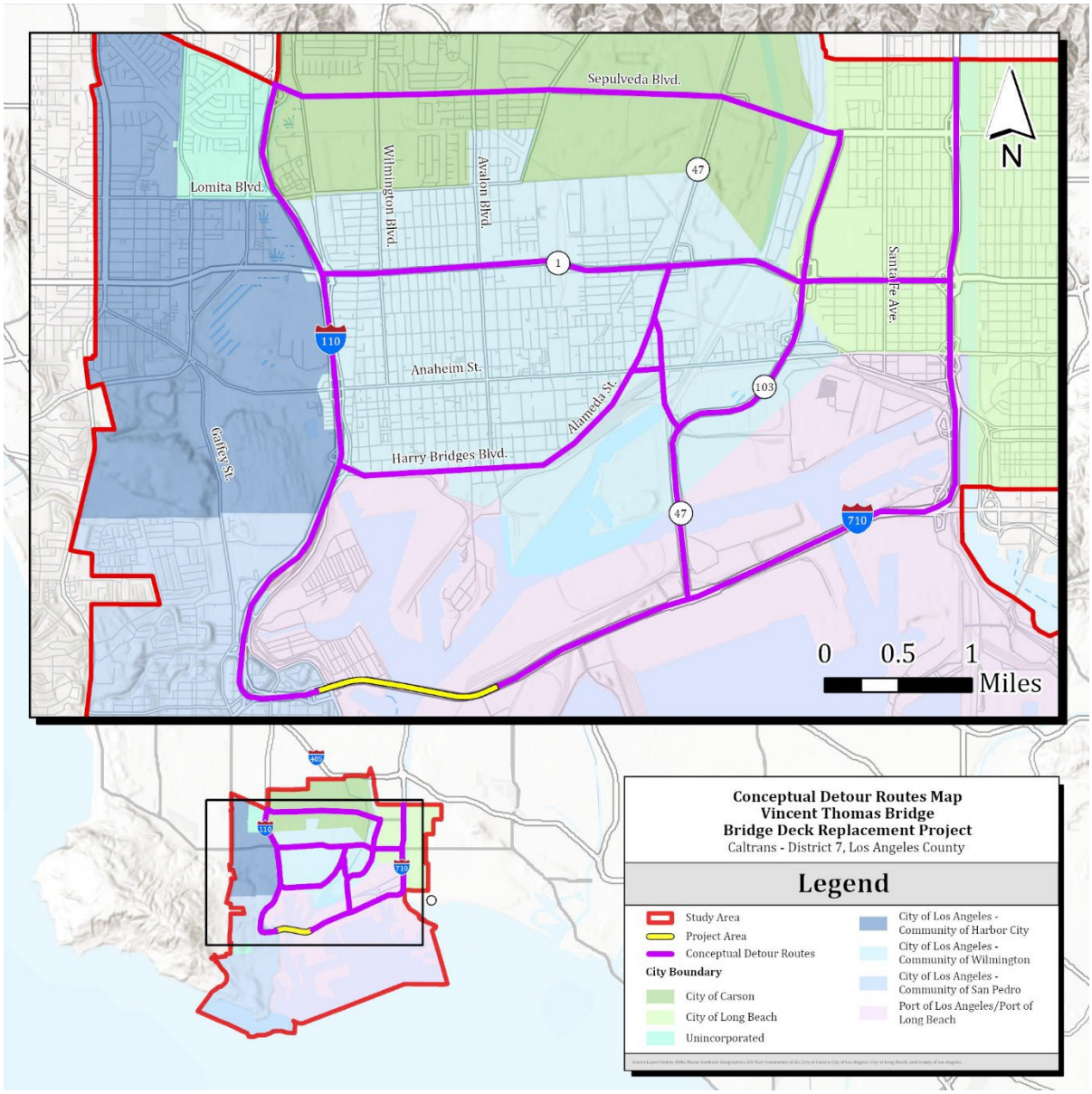
Facility Name	Utility Provider
Water and Sewer	Los Angeles Department of Water and Power, City of Long Beach Water
Stormwater	Los Angeles County Department of Public Works
Gas	Southern California Gas, Long Beach Gas and Oil
Electricity	Los Angeles Department of Water and Power, Southern California Edison
Telecom	AT&T, Time Warner Cable
Cable	Time Warner Cable, Comcast, Cox, DirectTV, Frontier, Spectrum, AT&T
Trash Service	City of Los Angeles Department of Public Works – Sanitation, City of Long Beach Department of Public Works

Source: Community Impact Assessment (2024).

2.22.2.6 Traffic

As discussed in Section 2.10, Traffic and Transportation/Pedestrian and Bicycle Facilities, during construction, detour route(s) would be necessary to divert traffic from the project area and continue to provide access for the traveling public to Terminal Island and the east/west corridors. Detour route(s) will potentially include Harry Bridges Boulevard/Alameda Street, Anaheim Street, Pacific Coast Highway (PCH), Sepulveda Boulevard, as well as regional freeways Interstate 405 (I-405), State Route 47 (SR-47), Interstate 710 (I-710), and State Route 103 (SR-103). A map of the potential detour routes located in Wilmington, San Pedro, Long Beach, Carson, and Terminal Island can be found on Figure 2.22-1.The Transportation Management Plan (TMP [PF-TR-1]) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP would be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2). All of the construction staging options will require the use and designation of detour route(s), primarily located north of the project area in the neighborhood of Wilmington and the city of Carson. The Build Alternative will incorporate measures MM-TR-1, MM-TR-2, project features, and BMPs to minimize traffic-related impacts.

Figure 2.22-1: Map of Potential Detour Routes



Source: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

2.22.2.7 Emergency Services

As discussed in Section 2.9, Utilities/Emergency Services, emergency services, which include police, fire, and emergency medical services (EMS), are provided by numerous agencies within the CIA Study Area as noted in Table 2.22-2. Fire and EMS services are provided by the City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Long Beach Fire Department. Law enforcement is provided by the Los Angeles Police Department, Los Angeles Port Police, and City of Long Beach Police Department, while the California Highway Patrol provides traffic law enforcement on the State highways, including Interstate 110 (I-110) and I-710.

Table 2.22-2: Emergency Services Within the CIA Study Area

Facility Name	Address	Distance from Project Area (miles)
Wilmington (City of Los Angeles)		
Los Angeles Fire Department – Station No. 38	124 I Street, Los Angeles	2.22
Los Angeles Fire Department – Station No. 49	400 Yacht Street, Los Angeles	1.09
Harbor City (City of Los Angeles)		
Los Angeles Fire Department – Station No. 85	1331 W. 253rd Street, Los Angeles	3.28
Harbor City (City of Los Angeles)		
Los Angeles Fire Department – Station No. 36	1005 N. Gaffey Street, Los Angeles	0.67
Los Angeles Fire Department – Station No. 48	1601 S. Grand Avenue, Los Angeles	1.44
Los Angeles Fire Department – Station No. 112	444 S. Harbor Boulevard, Los Angeles	0.21
Los Angeles Port Police Department	330 S. Centre Street	0.59
Los Angeles Police Department – Harbor Community Police Station	2175 John S. Gibson Boulevard	0.75
Port of Los Angeles/Port of Long Beach (City of Los Angeles)		
Los Angeles Fire Department – Station No. 110	2945 Miner Street, Los Angeles	2.17
Los Angeles Fire Department – Station No. 111	1444 S. Seaside Avenue, Los Angeles	1.07
Los Angeles Fire Department – Station No. 40	330 Ferry Street, Los Angeles	0.18
Long Beach Fire Department – Station No. 24	111 Pier S Avenue, Los Angeles	1.43
Long Beach Fire Department – Station No. 20	1900 Pier D Street, Los Angeles	2.61
Long Beach Fire Department – Station No. 6	330 Windsor Way, Los Angeles	3.93
City of Long Beach		
Long Beach Fire Department – Station No. 13	2475 Adriatic Avenue, Long Beach	4.51
Long Beach Fire Department – Station No. 3	1222 Daisy Avenue, Long Beach	4.18
Long Beach Police Department – West Patrol Division	1835 Santa Fe Avenue, Long Beach	3.83
City of Carson		
Los Angeles County Fire Department – Station No. 127	2049 E. 223rd Street, Carson	5.27

Source: Community Impact Assessment (2024).

During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and detours would be required for bridge deck replacement work that may affect emergency response times. The duration of temporary traffic detours required for a full bridge closure (Preferred) is approximately 16 (Preferred) or 41 months. For a partial bridge closure (two-stage construction and three-stage construction) approximately 25–32 months. For the nighttime bridge closure option where the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities and partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge. Temporary detours may result in changes to travel patterns, increases in traffic volumes along detour routes, and increases in travel distance, and time and emergency response may be affected within the communities surrounding the construction area. However, access to emergency service facilities would be maintained, and coordination with emergency service providers would occur prior to and during construction, with construction signage and traffic control to maintain emergency services throughout the communities surrounding the construction area (PF-UES-1).

2.22.2.8 Construction Staging and Disposal

Staging for the proposed construction work would be located within Caltrans right-of-way or in temporary construction easements (TCEs) near the project limits. Specific staging locations would be determined by the construction contractor during the Design phase. During Project construction, elevators would be constructed at four locations adjacent to the bridge to lift construction materials into place. The location of these elevators is adjacent to the bridge and within Caltrans right-of-way. TCEs may be necessary for cranes to construct

the elevators. Caltrans in coordination with the Port of Los Angeles (POLA) will determine the location of the four elevators out of eight proposed locations presented in Figure 2.22-2.

Figure 2.22-2: Eight Proposed Locations of Bridge Construction Elevators



Source: Caltrans 2024

Another likely staging area includes the Vincent Thomas Bridge Toll Plaza Site, which is located on Terminal Island near the southeastern approach span of the bridge (see Figure 2.22-3).

Figure 2.22-3: Image of Vincent Thomas Bridge Toll Plaza Site



Source: Caltrans (2023).

Other staging areas on Terminal Island could be required and would be determined in coordination with POLA during the Design or Construction phase. Larger staging areas off site and outside the project area and CIA Study Area that are needed for construction could require TCEs and would be determined during the Design phase.

2.22.2.9 Environmental Justice

The following mitigation measures would be implemented as part of the Build Alternative to minimize potential impacts to environmental justice, underserved, overburdened, and disadvantaged communities:

MM-EJ-1 Regular and ongoing coordination with agencies will occur for projects within the CIA Study Area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

MM-EJ-2 Regular and ongoing community engagement will occur to address key concerns and develop strategies to reduce potential impacts to the community.

In addition to MM-EJ-1 and MM-EJ-2, air quality and traffic measures and project feature AM-AQ-1, AM-AQ-2, MM-TR-1, MM-TR-2, and PF-TR-1 will be incorporated to lessen the cumulative temporary air quality and traffic impact on environmental justice, underserved, overburdened, and disadvantaged communities.

2.22.2.10 Air Quality

Based on the construction scenarios being considered, construction of the project would generate temporary increases in emissions from on-site activities and on-road vehicles, as well as from diverted traffic caused by partial or full bridge closure (Preferred). The temporary increases in emissions and incremental changes in PM_{10} concentrations along detour routes would remain below applicable regulatory thresholds for all construction

scenarios, except for NO_X increases for Scenario 8 (nighttime closure with Pre-Cast deck type), which would exceed SCAQMD regional mass daily screening thresholds.

Implementation of the following minimization measures and project feature would minimize project air quality impacts related to construction emissions: AM-AQ-1, AM-AQ-2, and PF-AQ-1. For more information on these measures, see Avoidance, Minimization, and Mitigation Measures in Section 2.13, Air Quality.

2.22.2.11 Biology

The following avoidance , minimization, and mitigation measures are proposed for the nesting peregrine falcons on the Vincent Thomas Bridge:

MM-BIO-1 To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.

MM-BIO-2 A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

MM-BIO-3 A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.

MM-BIO-4 If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.

MM-BIO-5 A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.

MM-BIO-6 If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.

MM-BIO-7 **Compensatory Mitigation.** Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.

2.22.2.12 Traffic

The following minimization measures and project features are proposed to address direct temporary impacts on traffic flow in the CIA Study Area as a result of Alternative 2 (Build Alternative):

MM-TR-1 **Temporary Restriping and Signal Synchronization of Identified Intersections.** The Traffic Operational Analysis Report (TOAR) (2024) outlines potential improvements that can been developed at 12 intersections within the Community Impact Assessment (CIA) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 12 intersections can be found in the TOAR (2024) and is available upon request.

The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

MM-TR-2 **Repairing Detour Routes.** Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project.

The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

PF-TR-1 **Transportation Management Plan.** The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2).

a. **Changeable Message Signs (CMS).** Permanent overhead message signs are placed along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone.

b. **Portable Changeable Message Signs (PCMS).** PCMS will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.

2.22.2.13 Emergency Services

A less than significant impact is expected to emergency services with the implementation of project feature PF-UES-1 which would require coordination with emergency service providers for ramp or road closures within the project area as part of the Vincent Thomas Bridge Deck Replacement Project.

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2.23 Cumulative Impacts

2.23.1 REGULATORY SETTING

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the *State CEQA Guidelines*. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

2.23.1.1 Cumulative Impact Analysis

Alternative 1 (No Build Alternative)

The No Build Alternative would not include improvements to the Vincent Thomas Bridge. It would not require construction, and existing conditions would be perpetuated. Therefore, the No Build Alternative would not contribute to cumulative environmental effects in combination with other projects.

Alternative 2 (Build Alternative)

The Build Alternative proposes to replace the deck of the Vincent Thomas Bridge, replace the median concrete barriers, fencing, and guardrails, and upgrade the bridge's seismic sensors. This cumulative impact analysis determines whether the Build Alternative, in combination with other past, present, or reasonably foreseeable projects, would result in a cumulative effect and, if so, whether the Build Alternative's contribution to the cumulative impact would be considerable.

2.23.1.2 Methodology

There are several steps involved in analyzing cumulative impacts. Following Caltrans' Guidance for Preparers of Cumulative Impact Analysis (Caltrans 2005), the initial steps involve analyzing direct and indirect impacts followed by the application of those results to cumulative impacts. These steps are generally outlined as follows:

- **Step 1:** Identify and define the project-specific resources to include in the cumulative impact analysis.
- **Step 2:** Define the geographic boundary or resource study area (RSA) for each resource to be addressed in the cumulative impact analysis.
- **Step 3:** Describe the current health and the historical context of each resource.
- **Step 4:** Identify the direct and indirect impacts of the proposed project that may result in a cumulative impact on the identified resources.
- **Step 5:** Identify other current and reasonably foreseeable future actions or projects and associated environmental impacts.
- **Step 6:** Assess potential cumulative impacts.
- **Step 7:** Report cumulative impact analysis results in the environmental document.
- **Step 8:** Assess the need for avoidance, minimization, and/or mitigation measures and/or recommendations for actions by other agencies to address a cumulative impact.

If a proposed project does not result in a direct or indirect impact to a resource, it would not contribute to a cumulative impact to that resource. In accordance with *State CEQA Guidelines* Section 15130(a), if an incremental effect is not "cumulatively considerable," the EIR need not consider the effect significant, but must briefly describe the basis for concluding that the incremental effect is not cumulatively considerable. A cumulative analysis is automatically required for resources with significant impacts. In addition, a cumulative analysis is needed for resources with a less than significant impact which are in poor health, declining health, or at risk. Project-specific impacts to environmental resources are evaluated in Chapter 2.0.

2.23.1.3 Evaluated Resources

Based on the analysis presented in Chapter 2.0, the following resources would not be directly or indirectly impacted by the Build Alternative; therefore, no incremental effects would be cumulatively considerable for these topic areas:

- Existing and Future Land Use
- Consistency with State, Regional, and Local Plans and Programs
- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreational Facilities
- Farmlands
- Timberlands
- Growth
- Relocations and Real Property Acquisition
- Utilities
- Visual Resources
- Hydrology/Floodplain
- Water Quality

- Geology/Soils/Seismic/Topography
- Paleontology
- Energy
- Biological Resources (with the exception of peregrine falcon)

The Build Alternative would result in a less than significant impact level to the following resource topics: economic conditions, emergency service, cultural resources, hazardous waste/materials, climate change, and noise. These topics are briefly discussed within this section.

For the purposes of the cumulative impact analysis, environmental justice communities, air quality, biological resources (peregrine falcon), and traffic and transportation will be further analyzed in detail later in this section because these resources are in poor health, declining health, or at risk as described in Chapter 2.0 for each respective resource. While the Build Alternative would not result in any significant impacts, these resources would be impacted at a less than significant level.

Economic Conditions

The project study area (see Figure 1-2) is heavily developed, includes a wide range of commercial and industrial businesses, including but not limited to large-scale and small-scale retail, production/manufacturing, restaurants, grocery stores, and recreational businesses, as described in Section 2.6, Community Character and Cohesion. The study area also includes the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). The overall health of the economic conditions within the study area is not classified as in poor health, declining health, or at risk because steady growth in employment throughout the area is forecast to the year 2045.

All improvements associated with the Build Alternative would occur on the existing bridge, and no residents or businesses would be displaced. Temporary partial or full closures of the bridge may result in changes to travel patterns and increases in distance, travel time, and traffic along proposed detour routes. Travel distances and time spent traveling may increase for vehicles, transit, or trucks that typically use the Vincent Thomas Bridge, potentially affecting business activity and commuters traversing the study area. Disruptions to traffic patterns and flows may be increased should the construction of other reasonably foreseeable projects occur at the same time and require additional roadway closures and/or detours. However, access to the ports and other regional employment centers, including the ports, within the study area would remain, and the movement of people and goods would be maintained with visible and advance construction signage and coordinated traffic control. As such, the Build Alternative would not cumulatively contribute to impacts to economic conditions, and a cumulative analysis is not warranted.

Emergency Services

Emergency services, including police, fire, and emergency medical services (EMS), are provided by numerous agencies within the study area. As discussed in Section 2.9, Utilities/Emergency Services, adequate emergency service is provided to the communities, and the health of the resource is not classified as in poor health, declining health, or at risk. The Build Alternative would not permanently alter emergency service routes or affect access to surrounding communities. However, during the construction period, the full or partial closure of the Vincent Thomas Bridge for the deck replacement would require temporary traffic detours. The increase in traffic volumes along the detour routes may be compounded

with additional traffic generated from other reasonably foreseeable projects occurring simultaneously, thereby affecting emergency service. However, access to residents and emergency service facilities throughout the study area would be maintained, and coordination with emergency service providers would occur prior to and during construction, with construction signage and traffic control to maintain emergency services throughout the study area. As such, the Build Alternative would not cumulatively contribute to impacts to emergency services, and a cumulative analysis is not warranted.

Cultural Resources

As discussed in Section 2.11, Cultural Resources, the Vincent Thomas Bridge is a recognized historic property that has been determined eligible for listing on the National Register of Historic Places (National Register) and is listed in the California Register of Historical Resources (California Register). The Build Alternative would replace several features on the existing bridge, including the deck, barriers, electroliers, fence mesh, and seismic sensors, with similar and compatible components. None of these features contribute to the significance of the historic property; therefore, their replacement would not result in damage to the historic property. The proposed project would not alter any of the characteristics of the bridge that qualify it for inclusion in the National Register or diminish the integrity of the historic property. The health of the resource is not classified as in poor health, declining health, or at risk. Therefore, the project would not cause an adverse effect to the historic property. As such, the Build Alternative would not cumulatively contribute to impacts to cultural resources, and a cumulative analysis is not warranted.

Hazardous Waste/Materials

The Build Alternative does not represent a significant hazard to the public or environment. As identified in Section 2.12, Hazardous Waste/Materials, existing hazardous materials could be encountered within the project footprint, including aerially deposited lead (ADL), asbestos-containing materials (ACM), lead-based paint (LBP), and electrical waste. In addition, three potential Recognized Environmental Condition (REC) sites are located adjacent to the project footprint. Any discovered hazardous materials would be handled safely and securely according to the project features identified in Section 2.12.3, Environmental Consequences, and applicable local, State, and federal laws. Testing during the Design phase would evaluate and determine the extent of ACM and LBP within the proposed work area. Although the full extent of hazardous contamination is not known, with incorporation of the project features and adherence to the applicable laws, no adverse impacts related to hazardous waste would occur. The health of the resource is not classified as in poor health, declining health, or at risk. As a result, the project would not cumulatively contribute to hazardous waste/materials impacts, and a cumulative analysis is not warranted.

Climate Change

An individual project does not generate enough greenhouse gas (GHG) emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG. As discussed in Section 3.3, Climate Change, the proposed project would not result in new permanent emissions and would not interfere with regional GHG reduction goals. While construction activities would generate temporary GHG emissions, the project would likely provide long-term GHG benefits by improved vehicle operation and smoother

pavement surfaces on the bridge. Additionally, the project will incorporate two Non-Standard Special Provisions (NSSPs) to ensure that contractors use equipment outfitted with Tier 4 engines during construction, along with implementation of PF-AQ-1 and PF-AQ-2, to minimize construction-related emissions. Other project-level measures to further reduce GHG emissions during construction are under consideration, including:

- Schedule truck trips outside of peak morning and evening commute hours.
- Schedule longer-duration lane closures to reduce the number of equipment mobilization efforts (combined with public information efforts for congested areas).
- Use alternative fuels such as renewable diesel for construction equipment.
- Use solar-powered construction equipment (all applicable equipment, e.g., changeable message signs).
- Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.
- Use an accelerated bridge construction (ABC) method. (ABC methods reduce construction windows, use more precast elements that in turn reduce need for additional falsework, forms, bracing, etc.)
- Salvage rebar from demolished concrete and process waste to create usable fill.
- Maximize use of recycled materials (tire rubber for example).
- Reduce construction waste. For example, reuse or recycle construction and demolition waste, which reduces consumption of raw materials, reducing waste and transportation to landfill, and saves costs.
- Include measures outlined in regional or local climate adaptation plans.
- Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.

Since Los Angeles County is currently designated Nonattainment (Extreme) for 8-hour average ozone (O_3) concentrations and Nonattainment (Serious) for 24-hour average $PM_{2.5}$ (particulate matter less than 2.5 microns in size) concentrations while a portion of the county is also designated Nonattainment for lead (Pb), the overall health of the resource is classified as in poor health, declining health, or at risk. However, the project would not increase or decrease capacity on the Vincent Thomas Bridge, would have no effect on long-term mobile source emissions in the region, and would also minimize construction period emissions. There would be no relevant cumulative impact to climate change. As such, the Build Alternative would not cumulatively contribute to climate change, and a cumulative analysis is not warranted.

Noise

As discussed in Section 2.14, Noise, implementation of the deck replacement would not change existing vehicle capacity or traffic patterns within the study area. During project

construction, the traffic detours would not result in substantial noise increases during daytime or nighttime along any of the proposed routes that would cause significant temporary operational traffic noise impacts to the noise-sensitive land uses. The health of the resource is not classified as in poor health, declining health, or at risk. In addition, the Build Alternative would not cumulatively contribute to noise impacts. Therefore, a cumulative analysis is not warranted.

2.23.1.4 Resource Study Areas

An RSA corresponds to a geographic area cumulative impact that a particular resource can be analyzed within. Only active projects, defined as currently under construction or planned, were considered within each RSA. These projects were identified using information obtained from Caltrans and agency websites within the RSA. The identified projects are located in POLA, POLB, and the cities of Los Angeles, Long Beach, and Carson. The projects included are those that could contribute to cumulative impacts within the study area for each respective resource analyzed in this document (see Table 2.23-1).

Table 2.23-1: Development Activities in the Project Vicinity

Number	Name	Location	Project Description	Status
Port of Los Angeles				
1	Outer Harbor Cruise Terminal	3011 Miner Street	State of the art cruise terminal, 13 acres of back land with up to 14 acres for off-site parking.	Request For Proposals
2	AltaSea at the Port of Los Angeles	2451 S. Signal Street	35-acre campus	Completed May 2024
3[1]	Avalon Promenade and Gateway Project	401 S. Avalon Boulevard	1,300-foot-long pedestrian walkway along Avalon Boulevard to provide access to the future Wilmington Waterfront Promenade.	Under construction (November 2024 through May 2027)
4	Front Street Beautification Project	Northeast corner of Front Street and Pacific Avenue, just north of the Vincent Thomas Bridge (SR-47)	Enhances connectivity and public access to the LA Waterfront for both the communities of Wilmington and San Pedro.	Under Construction (anticipated completion in 2024)
5	West Harbor Development	Existing Pier 73	42 acres of restaurants, shopping, fresh markets, office space, and a waterfront promenade with ample outdoor space and an open-air amphitheater for live entertainment.	Under Construction (anticipated completion in 2025)
6	Wilmington Waterfront Promenade	401 S. Avalon Boulevard	Waterfront promenade, pedestrian plaza, parking lot, street improvements, and parking onto an 8-acre site.	Completed January 2024
7[1]	SR-47/Harbor Boulevard Interchange Project	SR-47/Harbor Boulevard-Front Street Interchange	Construction, removal, and modification of existing off-ramps to provide improved safety and traffic operations.	Construction February 2024 to November 2026
8[1]	SR-47/Navy Way Interchange Project	Port of Los Angeles	Augments an existing partial interchange at SR-47/Seaside Avenue/Navy Way.	Construction to begin in December 2025 and end in June 2028
9	(Phillips 66) Marine Oil Terminal and Wharf Improvements Project	Berths 149 - 151	Vessel berthing improvements at Berths 148-149 and construction of a new concrete wharf at Berths 150-151 to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)	Under environmental review - Final Environmental Impact Report (anticipated approval in August 2025)
10	(ECOCEM) Low-Carbon Cement Processing Facility Project	Berths 191 - 194	Construction and operation of a new low-carbon cement binder processing facility on the backlands adjacent to Berths 192-194	Under environmental review – preparation of final environmental document
11	John S. Gibson Truck and Chassis Parking Lot Project	1599 John S. Gibson Boulevard	Develop a short-term truck and chassis parking facility and related site improvements, including paving of the site and striping of approximately 393 truck and chassis stalls	Under environmental review – preparation of final environmental document
12	Outer Harbor Cruise Terminal	Berths 46 - 50	Development of new terminal building(s) and site vehicular and pedestrian access and circulation improvements at the Outer	Request for Proposals due November 2024 (anticipated construction to begin 2028)

Table 2.23-1: Development Activities in the Project Vicinity

Number	Name	Location	Project Description	Status
			Harbor Berths 46 - 50	
13	Cabrillo Way Marina Development	Cabrillo Way Marina 2845 S. Miner Street at Berth 43	Proposed restaurants, retail and hotel development within the Cabrillo Way Marina	Timing of development unknown
14	Berth 44 Boatyard Project	2945 Miner Street at Berth 44	Redevelop the 4.75-acre site with a state-of-the-art boatyard	Under environmental review – NOP for Draft Environmental Impact Report January 2024
Port of Long Beach				
15	Heavy Haul Route	Port of Long Beach	Improvements at Anaheim Street and Farragut Avenue.	Construction from September 2024 to September 2025
16	Pier Wind Project	Port of Long Beach	400-acre offshore wind turbine assembly terminal	Construction to begin in early 2027
17[1]	Pier B On-Dock	Port of Long Beach	Increase the size of the existing Pier B rail yard from 82 acres to 171 acres and triple the volume of on-dock rail cargo handling. Includes a depot for locomotive fueling and servicing	Under construction (anticipated completion in 2032)
City of Los Angeles				
18	Ponte Vista at San Pedro	S. Western Avenue and Horizon Way	700 residential units, including a combination of single-family homes, townhomes, and flats. The development also includes recreational facilities, parks, open space, and a trail.	Currently under construction
19[1]	Alameda Street South Improvement Project	Alameda Street	Alameda Street widening from Harry Bridges Boulevard to Anaheim Street	Construction to begin January 2025 and end in January 2026
20	Cabrillo Marine Aquarium Life Support Replacement System	3720 Stephen M. White Drive	Replaces the existing Life Support System, which was built in 1981 and is in poor condition.	Construction scheduled to begin in 2024 and end in in 2025
21	Anaheim Street Safety Improvements	Anaheim Street between I-110 and Alameda Street	Improvements to Anaheim Street supporting safer walking and bicycling.	Construction completed 2022
22	Wilmington Safe Streets Project	Multiple locations in Wilmington	Street improvements in Wilmington: ● L Street from I-110 to Eubank Avenue ● Anaheim Street from I-110 to Alameda Street ● Frigate Avenue from PCH to Anaheim Street ● Wilmington Boulevard from Anaheim Street to E Street ● Neptune Avenue from PCH to Wilmington Waterfront Park ● Eubank Avenue from PCH to Anaheim Street	Construction to begin July 2027 and last until mid-2030

Table 2.23-1: Development Activities in the Project Vicinity

Number	Name	Location	Project Description	Status
23	Western Landing Apartments	25820 S. Western Avenue	80-unit supportive housing complex	Under construction (anticipated completion in Fall 2024)
24[1]	Westbound Anaheim Street Widening Project	Anaheim Street between Dominguez Channel to Farragut Avenue	Widening Anaheim Street	Construction scheduled to begin in July 2026 and end in July 2028
25	Starbucks Coffee Shop	Wilmington, 219 W. Pacific Coast Highway	New Starbucks coffee shop	In planning phase with construction pending
26[1]	Alameda Street North Improvement Project	Alameda Street between Anaheim Street to Pacific Coast Highway	Street widening	Construction scheduled to begin January 2026 and end in July 2028
27	Rancho San Pedro redevelopment project	San Pedro, roughly bounded by Harbor Boulevard, Santa Cruz Street, Mesa Street, and 3rd Street	Phased demolition of the existing 478-unit public housing site and rebuild up to 1,550 units of rental and homeownership opportunities	Under environmental review (anticipated first phase of construction to begin in late 2026/early 2027)
28	505 Centre Street Development	505 S Centre Street, San Pedro	300-unit apartment complex with retail and parking	Construction anticipated to begin late 2024/early 2025
29	625 S. Beacon Street Development	625 S Beacon Street, San Pedro	281 apartment units and ground floor retail	Timing of development unknown
30	1309 S. Pacific Avenue Development	1309 S. Pacific Avenue, San Pedro	102 apartment units	Timing of development unknown
31	2111 S. Pacific Avenue Development	2111 S. Pacific Avenue, San Pedro)	109 apartment units	Timing of development unknown
32	544 S. Pacific Avenue Development	544 S. Pacific Avenue, San Pedro	80 room hotel	Timing of development unknown
33	Topaz Tower	222 6th Street, San Pedro	Conversion of existing Topaz Tower office space to 244 apartments	Timing of development unknown
City of Carson				
34	Figueroa Street Business Park	20601 Main Street	Development of a business park campus that can accommodate a range of uses.	Notice of Determination for IS/MND approved in July 2024
35[1]	Sepulveda Boulevard Widening	Sepulveda Boulevard	Widening and improvement of the roadway and bridge over Dominguez Creek	Construction scheduled to begin Summer 2025 and end in Summer 2027
City of Long Beach				
36	Residential Street Improvements	W. Ocean Boulevard	Street Improvements along W. Ocean Boulevard from W. Shoreline Drive to Pacific Avenue	Under construction
Caltrans				
37	Union Pacific Overhead Bridge Deck Replacement Project	SR-103	Bridge deck replacement on SR-103 (Bridge #53-2626)	Construction scheduled to begin in April 2024 and end in October 2025
38	Anaheim Street Overhead Bridge Rails Upgrade	Anaheim Street	Upgrades to the Anaheim Street Overhead Bridge (Bridge #53-2627)	Construction scheduled to begin August 2024 and end in February 2025
39[1]	Pacific Coast Highway Capital Preventative Maintenance (CAPM) and ADA Improvement	PCH (SR-1)	ADA improvements along PCH from Studebaker Road to Paseo De Las Delicias	Construction began in February 2024 lasting until November 2027

Table 2.23-1: Development Activities in the Project Vicinity

Number	Name	Location	Project Description	Status
40	SR-103 Pavement Preservation Project	SR-103 from SR-47 to 0.2 mile north of SR-1	Pavement preservation along SR-103	Construction scheduled to begin July 2024 and end in May 2025
41[1]	Shoemaker Bridge Project	I-710	Joint City of Long Beach and Caltrans bridge replacement project on I-710 in Long Beach	Currently in Final Design, construction schedule is TBD
42	SR-213 (Western Avenue) Pavement Capital Preventive Maintenance	Western Avenue between 25th Street to I-405	Rehabilitate pavement, upgrade guardrail and pedestrian facilities, and install complete streets elements	Construction scheduled to begin December 2026 and end in January 2029
43	SR-1 (PCH) ADA Improvements	PCH	Upgrade curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to current ADA standards along PCH between De Forest Avenue and Temple Avenue	Construction scheduled to begin December 2026 and end in December 2028
Metropolitan Water District				
44	Reach 1 Conveyance Pipeline on Alameda Street	Metropolitan Water District	Metropolitan Water District conveyance pipeline system in the City of Carson to recharge locations throughout the greater LA area	Construction on Sepulveda Boulevard scheduled to start after March 2027

Source: Community Impact Assessment (2024).

[1] Projects anticipated to overlap with the Vincent Thomas Bridge construction period.

2.23.1.5 Resources Evaluated for Cumulative Impacts

The information in this section is presented by environmental resource area. The reasonably foreseeable projects and respective actions considered in this analysis are presented in Table 2.23-1. The projects identified include transportation and planned land use development projects relevant to the proposed project that would be near the proposed Build Alternative improvements. These projects are in various stages of project development, from early conceptual planning and feasibility study to projects planned for approval. Table 2.23-1 is not a comprehensive list of projects because the status of other planned developments is either unknown or the applicant has not pursued further action on their project.

2.23.1.6 Air Quality

Resource Study Area

The RSA for air quality cumulative impacts is a roughly 52-square-mile area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the cities of Carson and Long Beach, and both POLA and POLB. The RSA encompasses the area where secondary or indirect impacts from construction or operations of the Build Alternative are anticipated to occur, including the proposed detour routes that would be necessary to divert traffic from the bridge during project construction.

While air quality within the region has been improving, due to local and State rules, which have resulted in cleaner emission cars and industries, the residents of Wilmington, Carson, and West Long Beach are located adjacent to several sources of pollution, including POLA and POLB, five oil refineries, nine rail yards, four major freeways, several chemical facilities, and the third largest oilfield in the contiguous United States (Yee and Getahun 2022). POLA and POLB are the two busiest ports in the nation and have seen increases in congestion due to increased cargo imports and supply chain disruptions. This has resulted in more anchored ships running on auxiliary engines waiting to dock along with the increased truck and train activity to move the cargo. Therefore, the overall health of the resource within the RSA could be classified as in poor health, declining health, or at risk.

Project Impact

As discussed in Section 2.13, Air Quality, implementation of the Build Alternative would result in no appreciable long-term difference in air quality conditions between the Build and No Build Alternatives because the project is not expected to permanently change the vehicle capacity or traffic patterns on the Vincent Thomas Bridge or surrounding roads. The proposed project would have no effect on long-term mobile source emissions in the region. There is no potential for an increase in permanent emissions that could contribute to cumulative emissions or interfere with air quality plans that are designed to reduce cumulative air quality impacts.

There is the potential that local and regional air quality would be temporarily affected for 16 to 48 months during construction of the Build Alternative. Emissions from construction equipment powered by gasoline and diesel engines would include carbon monoxide (CO), nitrogen oxides (NO_X), volatile organic compounds (VOCs), minimal amounts of sulfur oxides (SO_X), directly emitted $PM_{2.5}$ and particulate matter less than 10 microns in size (PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter (DPM). These emissions would be temporary and limited to the immediate area surrounding the

construction site. Short-term degradation of air quality may also occur from the release of particulate emissions (airborne dust) generated by demolition, hauling, and other activities related to construction; however, the potential for these emissions to affect sensitive receptors would be very low due to construction occurring predominantly within the existing bridge structure footprint. As shown in Table 2.13-9, the temporary increases in emissions and incremental changes in PM_{10} concentrations within the RSA communities would remain below applicable regulatory thresholds for all construction scenarios. Additionally, the effects of the temporary construction-related emissions would be minimized with implementation of the following measures:

- The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023):
    - Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
    - Section 14-9.05 requires identification of the local air quality jurisdiction (South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).
- The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter and NO_X) during construction activities.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by 17 California Code of Regulations (CCR) Section 93114.
- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).
- Diesel-powered off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (13 CCR Section 2449).
- Diesel-powered on-road vehicles and trucks shall limit idling in accordance with the CARB "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" (13 CCR Section 2485)."

The proposed project is located within one of the identified Assembly Bill (AB) 617 communities (Wilmington/Long Beach/Carson) for which the CARB is required to establish a program to reduce air pollution exposure. To help address public health disparities in these communities, Caltrans requires construction equipment to have engines that comply with United States Environmental Protection Agency (EPA) Tier 4 emission standards for off-road diesel-fueled vehicles. The proposed project will incorporate two NSSPs to ensure that

contractors use equipment outfitted with Tier 4 engines during construction (7-1.02C) and that all appropriate certification documentation is provided for use authorization (5-1.33).

Current and Reasonably Foreseeable Future Actions

Current and reasonably foreseeable actions in the RSA include transportation and in-fill development projects listed in Table 2.23-1. There is the potential for temporary increases in construction-related emissions during the construction of each project. However, the construction-related impacts from these projects would be relatively short term and would be minimized to the greatest extent feasible with implementation of standard construction BMPs to minimize construction emissions. Implementation of these projects would add additional employment locations, residential units, commercial and recreational facilities, and increased port operations. This anticipated growth would likely result in an increase in traffic and associated vehicle emissions within the RSA due to more vehicles traveling to/from and within the RSA. In addition, proposed projects at the ports would result in increases in criteria pollutant emissions compared to current levels due to increased ship, rail, and truck operations at the ports.

Conclusion of Cumulative Impacts

As noted above, implementation of the proposed Build Alternative would not result in an increase in permanent emissions but would result in temporary emission increases affecting air quality for residents. In addition, the other reasonably foreseeable projects may result in temporary air quality impacts. With the implementation of AM-AQ-1, AM-AQ-2, PF-AQ-1, NSSPs, and BMPs, temporary air quality impacts associated with the proposed project would be minimized; however, temporary cumulatively considerable air quality impacts within the RSA are anticipated with implementation of the Build Alternative.

2.23.1.7 Environmental Justice

Resource Study Area

The RSA for cumulative impacts on environmental justice communities includes the area where secondary or indirect impacts from construction or operations of the Build Alternative are anticipated to occur. This area is defined by 69 census tracts, measuring 52 square miles, and includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the city of Carson, and the city of Long Beach (see Figure 2.8-1 in Section 2.8, Environmental Justice). Based on the characteristics used to evaluate the presence of environmental justice communities, the project study area contains 55 census tracts where meaningfully greater minority and/or low-income populations were identified (see Table 2.8-1). Therefore, the health of the resource could be classified as at risk with a substantial environmental justice population within the RSA.

Project Impact

Full or partial closure of the Vincent Thomas Bridge would be required for deck replacement work requiring temporary traffic detours. Traffic detours would be required for up to 16 to 48 months for a partial or full bridge closure, depending on which construction staging option is chosen, and implementation of night or weekend closures. Temporary traffic detours would be required for a full bridge closure either 16 or 41 months for single-stage construction (Preferred), partial bridge closure for approximately 25 months for two-stage construction, and partial bridge closure for approximately 32 months for three-stage construction including night and multiple weekend closures. Another option under consideration is a nighttime bridge closure option, which would keep all lanes on the bridge open from 6:00 a.m. to 7:00

p.m. and closed for construction from 7:00 p.m. to 6:00 a.m. The duration of traffic detours required for the full nighttime bridge closure is approximately 48 months.

A full closure of the bridge would require all bridge traffic being diverted into neighboring communities, resulting in temporary disproportionately high and adverse effects on minority or low-income populations for cumulative traffic and air quality impacts. A partial closure with one lane open in each direction would result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge. Implementation of the detour routes within these communities may result in temporary changes to local traffic patterns and increased traffic volumes, potentially increasing travel distances and times. Additionally, the proposed bridge deck replacement work may result in intermittent increases in construction-related dust and noise, resulting in temporary impacts to the residential areas adjacent to the project area or increased traffic and associated emissions and noise along detour routes. Traffic volumes, travel distances and times throughout the RSA and along the project detour routes may temporarily be increased with additional traffic generated from other reasonably foreseeable projects occurring simultaneously.

The implementation of the Build Alternative would maintain a reliable connection between the city of Long Beach, the community of San Pedro, and the ports. The improved condition of the Vincent Thomas Bridge would maintain consistent employment access and mobility opportunities for all communities within the study area.

Current and Reasonably Foreseeable Future Actions

Current and reasonably foreseeable actions in the RSA include transportation and in-fill development projects listed in Table 2.23-1. The majority of the identified projects would occur within designated environmental justice communities. Construction-related impacts associated with these projects, including increased traffic, dust, air pollution, and noise, could be cumulatively considerable. However, impacts from these projects would be relatively short-term and would be minimized to the greatest extent feasible with implementation of standard construction BMPs to minimize construction dust, emissions, and noise, and the management of traffic for roadway construction.

Conclusion of Cumulative Impacts

As noted above, implementation of the proposed Build Alternative with the full bridge closure option (Preferred) would result in temporary disproportionately high and adverse effects to environmental justice communities and temporary cumulatively considerable traffic and air quality impacts to environmental justice communities. In addition, the other reasonably foreseeable projects may result in temporary impacts to environmental justice communities. Temporary traffic and air quality-related impacts associated with the Build Alternative would be minimized through the application of mitigation measures MM-EJ-1, MM-EJ-2, traffic mitigation measures and project feature MM-TR-1, MM-TR-2, and PF-TR-1, in addition to air quality minimization measures and project feature AM-AQ-1, AM-AQ-2, and PF-AQ-1, along with general project features and BMPs. However, a temporary disproportionately high and adverse effect to environmental justice communities due to cumulatively considerable traffic and air quality impacts for the single-stage (full bridge closure) option (Preferred) are anticipated.

2.23.1.8 Biological Resources

Resource Study Area

The RSA for cumulative impacts on biological resources includes the entire POLA/POLB harbor area and the vicinity extending east to the Long Beach City Hall and southwest to the border of San Pedro and Rancho Palos Verdes. Within the RSA, there has been a reduction of peregrine falcon nesting habitat associated with the replacement of bridges that were previously used for nesting. Therefore, the health of the resource could be classified as in poor health, declining health, or at risk.

Project Impact

Within the RSA, the natural habitat is dominated by the Los Angeles Channel, which connects with the Pacific Ocean. The surrounding areas are dominated by urban development with limited natural habitat. The project area consists of the Vincent Thomas Bridge, which includes stable, flat, level surfaces that provide roosting and nesting substrate for birds. The bridge soffit is commonly used by peregrine falcon (*Falco peregrinus*) for roosting and nesting. This species has nested on the Vincent Thomas Bridge for multiple years in recent decades, but it does not consistently nest on the bridge every year. Other native bird species, including gulls, waterfowl, and aerial fish foraging species generally use the bridge and inner harbor areas for resting and foraging, while typically nesting on the outer harbor, islands, outer breakwaters, or beaches. The composition of the bird community changes seasonally, although peregrine falcon remains on/around the bridge throughout the year. Surveys of peregrine falcon in the BSA and surroundings are ongoing.

Implementation of the Build Alternative would interfere with bird nesting by occupying the same space that nesting would occur. Placement of platforms under the bridge deck to capture demolition debris would require a substantial amount of human activity around the area in which birds, especially the peregrine falcon, nest. This heightened activity would result in disturbance to birds, causing them to expend excess energy on hazing people prior to disturbing the nest itself. In addition, the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolition of the existing bridge deck would interfere with nesting activity by causing debris to fall onto and around the existing nest and/or newly constructed nests, leading to nest failure. Lastly the noise from concrete demolition and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer.

The proposed bridge improvements would not alter the bridge so that the peregrine falcon would find the bridge unsuitable for nesting. The under-deck space that the peregrine falcon currently uses for nesting would remain unchanged and usable for nesting after construction. Other bird species would also likely find the bridge suitable for nesting post-construction as well. It is possible that peregrine falcon would choose to not nest on the Vincent Thomas Bridge during construction and opt for other locations in the port complex, in which case there would be no effect to the species.

Current and Reasonably Foreseeable Future Actions

Current and reasonably foreseeable actions in the RSA include transportation and in-fill development projects listed in Table 2.23-1. Based on the location and nature of these projects, these projects are not expected to impact suitable peregrine falcon nesting habitat. However, there has been a reduction of peregrine falcon nesting habitat associated with the replacement of bridges that were previously used for nesting. Peregrine falcon had

previously nested on both the Gerald Desmond Bridge, which is to the east of the Vincent Thomas Bridge in POLB, and the Schuyler Heim Bridge (which is also on State Route 47 [SR-47]) to the northeast of the Vincent Thomas Bridge prior to it being replaced. Both new bridges have suitable nesting surfaces and artificial nesting platforms for peregrine falcon to use, and peregrine falcons have recently been observed nesting on the new bridges.

Conclusion of Cumulative Impacts

The exclusion of peregrine falcon from the Vincent Thomas Bridge would reduce nesting habitat in the local area. The impact would be temporary and would not cause a downward population trend because the species would be excluded from the bridge for one to two breeding seasons. With the inclusion of mitigation efforts MM-BIO-1 through MM-BIO-7, it is not expected that the proposed project would cause injury or mortality to nesting birds. In addition, Caltrans would coordinate with the California Department of Fish and Wildlife (CDFW) on the inclusion of an artificial nest platform outside of the project impact area and within the POLB/POLA Complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge.

As previously mentioned, the current and foreseeable projects within the RSA would not contribute to impacts to peregrine falcons. Regionally, peregrine falcons have experienced success with increasing populations, and they do not face significant impacts from other sources that affect their survival. Peregrine falcon have adapted and found urban environments with multi-story tall buildings to be suitable for nesting along with its natural environment. Therefore, cumulatively considerable impacts to peregrine falcon are not anticipated.

2.23.1.9 Traffic and Transportation

Resource Study Area

The RSA for transportation-related cumulative impacts is a roughly 52-square-mile area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, and a portion of the city of Carson, and the city of Long Beach, and both POLA and POLB. The RSA encompasses the proposed detour routes that would be necessary to divert traffic from the bridge during project construction. The conceptual detour routes include Sepulveda Boulevard between Interstate 710 (I-710) and Interstate 110 (I-110), Pacific Coast Highway (PCH) between SR-47 and I-110, Harry Bridges Boulevard/Alameda Street/E. Anaheim Street between SR-47 and I-110, and portions of State Route 103 (SR-103), SR-47, I-110, and I-710 between the Vincent Thomas Bridge and Sepulveda Boulevard. Within the RSA, 50 of the 59 intersections are controlled with either traffic signals or stop controls (see Section 2.10). The sum of traffic volumes entering all the study intersections varies between approximately 158,000 vehicles in the AM peak hour to approximately 162,000 vehicles in the PM peak hour. Existing traffic conditions within the RSA show that the majority of intersections operate at a level of service (LOS) D or better during weekday AM, mid-day (MD), and PM peak hours, with only 10 of 50 intersections operating at a LOS E or F in the AM peak hour and 12 of 50 operating at LOS E or F in the PM peak hour. Based on the current operational conditions within the RSA, the overall traffic conditions are not classified as in poor health, declining health, or at risk.

Project Impacts

As previously discussed in Section 1.4, Alternatives, there are several options for construction staging that require bridge closures and traffic detours of different durations. These options include:

- **Single-Stage Construction (Preferred):** This construction staging option consists of a full closure of the bridge that would last 16 or 41 months with detour routes and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic Steel and Pre-Cast deck types would lead to a construction timeline of approximately 16 months. A Cast-in-Place deck type would lead to a construction timeline of approximately 41 months.

- **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, potentially reduced speeds due to narrower lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

- **Three-Stage Construction:** This construction staging option would leave one lane open in each direction and would require installation of temporary support/bracing system. One lane would be open in each direction for each stage and multiple weekend (55-hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.

- **Nighttime Bridge Closure:** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m. to 7:00 p.m.). The work would require the installation of a temporary support/bracing system and full closure of the bridge during nighttime hours (7:00 p.m. to 6:00 a.m.) every day. Construction would last approximately 48 months.

Traffic analysis indicates that each of the construction staging options would result in increased congestion at intersections throughout the RSA for all peak periods. Congestion is determined by adding the change in vehicle delay at intersections plus the change in LOS. The average delay increase for the staging options is between 5 percent for the three-stage option up to a 37 percent increase for the single-stage option (Preferred), resulting in the highest congestion increase.

Similarly, the projected traffic increases along the proposed detour routes during the peak periods would vary by staging option, with the PM peak period showing the greatest increases. On Sepulveda Boulevard, the increase in traffic during the PM peak period would range from 97 to 270 vehicles, on PCH the increase in vehicles would range from 113 to 414, while Harry Bridges Boulevard would experience the greatest increase in detoured traffic with 315 to 762 additional vehicles. Average speeds along all roadway segments would be reduced during all peak periods with the single-stage option (Preferred) resulting in the greatest reduction. During the construction period, there would be a small increase in vehicle miles traveled (VMT), varying between a 0.01 percent increase for the three-stage option up to a 0.12 percent increase for the single-stage construction option (Preferred).

Following completion of the improvements associated with the Build Alternative, the Vincent Thomas Bridge would maintain its existing configuration, and traffic patterns would not be

altered. Therefore, implementation of the project would not induce additional VMT within the RSA.

Current and Reasonably Foreseeable Future Actions

Current and reasonably foreseeable actions in the RSA include transportation and the in-fill development projects listed in Table 2.23-1. For traffic analysis purposes, the SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project (#7) along with lane reductions along Alameda Street between Harry Bridges Boulevard and PCH (#12) were assumed complete and were included as part of the baseline condition. The identified development projects within the ports and surrounding communities would add additional employment locations, residential units, and commercial and recreational facilities. This anticipated growth would likely result in an increase in vehicular traffic within the RSA due to more vehicles traveling to/from and within the RSA. In addition, construction of several of the identified roadway projects, including the Alameda Street South Improvement Project, Alameda Street North Improvement Project, Westbound Anaheim Street Widening, ADA improvements along PCH, and SR-103 Pavement Preservation Project may overlap with the anticipated construction timeline for the Vincent Thomas Bridge. This project construction overlap may result in additional street or lane closures and/or detours occurring at the same time as the closure of the Vincent Thomas Bridge, thereby contributing to additional congestion and delay throughout the RSA and resulting in temporary cumulative traffic impacts.

Conclusion of Cumulative Impacts

The impacts to traffic conditions within the RSA, including increased traffic congestion and delay resulting from the closure of the Vincent Thomas Bridge, would be temporary and would vary in duration and severity depending on the construction staging option implemented. The single-stage construction staging option (Preferred) would result in the greatest increase in intersection delay, origin-destination travel time, and corridor VMT/vehicle-hour delay, and the greatest decrease in segment speed.

As stated above, other current and foreseeable projects within the RSA would contribute to additional traffic congestion and delay; however, these projects would be required to include measures to mitigate for impacts to traffic and transportation. The proposed project would include mitigation measures MM-TR-1 and MM-TR-2 along with PF-TR-1 to address direct temporary impacts to traffic flow in the RSA. In addition, implementation of the strategies identified in MM-EJ-1 and MM-EJ-2 (including regular coordination with other agencies and projects regarding construction timing and potential traffic detours) along with regular community engagement would provide a managed effort to inform the public and to maintain traffic flow and transit service through the RSA, thereby minimizing potential temporary cumulative transportation impacts. The Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) will continue to meet throughout the duration of project construction providing additional opportunities for communication and coordination with various agencies to manage projects with overlapping construction to avoid and minimize schedule conflicts.

Temporary construction-related impacts would be minimized through the application of identified measures; however, temporary cumulatively considerable impacts to traffic and transportation for the Build Alternative with the full bridge closure option are anticipated.

Chapter 3 – California Environmental Quality Act (CEQA) Evaluation

3.1 Determining Significance Under CEQA

The proposed project is a joint project by Caltrans and the Federal Highway Administration (FHWA) and is subject to State and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code (USC) Section 327 and the Memorandum of Understanding (MOU) dated May 27, 2022, and executed by FHWA and Caltrans. Caltrans is the lead agency under both CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement (EIS), or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the *State CEQA Guidelines* list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as best management practices (BMPs) and measures included in the Standard Plans and Specifications or as

Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations. For a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.2.1.1 CEQA Significance Determinations for Aesthetics

a), b), c) No Impact

The proposed project is located within the city of Los Angeles in a mostly urban setting consisting of residential, recreation, transportation, commercial, and undeveloped land uses. The project area is highly urbanized, with some ornamental and weedy vegetation, and has low biological value to native plant and wildlife species. Therefore, there are no distinct natural open spaces or natural features in the project area. The proposed project does not include a Caltrans officially designated or eligible scenic highway. The proposed project does not include any grade separations; therefore, the proposed bridge deck replacement, and other modifications would remain generally consistent with the existing condition, and the project site's existing urbanized setting would remain relatively unchanged. As a result, the proposed project would not affect scenic views or result in the loss of any scenic resources in the area. Therefore, the proposed project would result in no impacts related to scenic vistas or scenic resources. No mitigation is required. The proposed project would not conflict with any zoning or other regulations governing scenic quality.

d) Less Than Significant Impact

Existing light sources surrounding the project site include traffic, street lighting, and lighted parking lots; signalization at intersections and freeway on- and off-ramps; industrial areas (port activities); and limited light sources from residential areas. Existing light fixtures within the freeway right-of-way on the Vincent Thomas Bridge would be replaced as part of the proposed project. The replaced light fixtures would be designed and installed consistent with existing Caltrans standards. The replaced light fixtures would be similar in function and light intensity to the existing lighting. The site is located within an area that already experiences some levels of light and/or glare from the existing vehicles, streetlights, and port activities. Light and glare from lighting fixtures and vehicles entering/exiting the project site after project implementation would generally be like the existing condition in the project area.

As a result, the proposed project would result in less than significant impacts related to lighting and glare. No mitigation is required.

3.2.2 AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.2.1 CEQA Significance Determinations for Agriculture and Forest Resources

a), b), c), d), e) No Impact

There is no farmland that would be converted within the project limits. There are no parcels under a Williamson Act contract within the project limits. There are no forest or timberlands within the project limits, therefore would be no changes to farmland or forest land.

3.2.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.2.3.1 CEQA Significance Determinations for Air Quality

a, b, c) Less Than Significant

The proposed project is located in the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with the Southern California Association of Governments (SCAG), local governments, and the private sector. The AQMP provides the blueprint for meeting State and federal ambient air quality standards. This project is not a capacity-increasing transportation project and is not expected to alter traffic patterns or induce vehicle miles traveled (VMT) upon completion. Although the project will have a temporary impact on traffic volumes during construction, the detour traffic is anticipated to generate an incremental increase in concentrations of particulate matter less than 10 microns in size (PM_{10}) that are less than the applicable threshold. Deck replacement activities would last 16 to 48 months depending on the scenarios, but are anticipated to generate less temporary emissions than an applicable regional mass emissions threshold, except for Scenario 8 (Overnight Closure with Pre-Cast Bridge Deck). The preferred staging option is the single-stage (full bridge closure) with pre-cast bridge deck which would close the bridge for approximately 16 months. Therefore, the proposed project will not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. The project is included in the conforming Federal Transportation Improvement Program (FTIP) in Amendment #23-13 (FTIP ID LALS04). Impacts will be less than significant. No mitigation is required, however the Project will implement minimization measures AM-AQ-1, AM-AQ-2, and project feature PF-AQ-2 that will minimize construction emissions See more details on these measures in Section 2.13.4 Avoidance, Minimization, and Mitigation Measures.

d) Less Than Significant

Temporary construction activities could generate fugitive dust from the operation of construction equipment. The project will comply with construction standards adopted by the SCAQMD as well as Caltrans standardized procedures for minimizing air pollutants during construction. Impacts will be less than significant. No mitigation is required.

3.2.4 BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.2.4.1 CEQA Significance Determinations for Biological Resources

a) Less Than Significant with Mitigation Incorporated

The proposed project would interfere with bird nesting by occupying the same space in which nesting would occur. Since the project must place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel, there would be a substantial amount of human activity around the area that birds, especially the peregrine falcon, nest. The construction of the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolishing the bridge deck would also cause debris to fall onto and around the existing nest and/or newly constructed nests, which could cause nest failure, and which would also interfere with nesting. Lastly the noise from concrete demolition and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer. With implementation of the measures below, the impacts to bird (peregrine falcon) habitat would be less than significant with mitigation incorporated.

MM-BIO-1 To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of

reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.

MM-BIO-2 A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

MM-BIO-3 A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.

MM-BIO-4 If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.

MM-BIO-5 A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.

MM-BIO-6 If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.

MM-BIO-7 **Compensatory Mitigation.** Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be

discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.

b), c), d), e), f) No Impact

The proposed project would not affect riparian habitat or other sensitive natural communities or affect State or federally protected wetlands. This project will not affect any migratory wildlife corridors, the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites.

The proposed project will not conflict with any local policies or ordinances protecting biological resources. This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.2.5 CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

3.2.5.1 CEQA Significance Determinations for Cultural Resources

a), b) Less Than Significant Impact

The proposed scope of work to replace the bridge deck and median/guardrails would not alter any of the characteristics of the Vincent Thomas Bridge that qualify it for inclusion in the National Register of Historic Places (National Register) or diminish the integrity of the historic property;, therefore the project would have a less than significant impact to the historic property.

c) No Impact

The project would not require ground disturbance, so no archaeological resources or human remains are anticipated to be affected by the undertaking. Project features PF-CR-1 and PF-CR-2 will require appropriate handling of human remains should they be found during construction.

3.2.6 ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

3.2.6.1 CEQA Significance Determinations for Energy

a) Less Than Significant Impact

Proposed project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. As indicated in Section 2.15 of this document, energy use associated with proposed project construction is estimated to result in the short-term consumption of 165,426 gallons from diesel-powered equipment at maximum (Scenario 8) and 6,181 gallons from gasoline-powered equipment at maximum (Scenario 8). This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. While construction would result in a short-term increase in energy use, Project minimization measures and design features such as AM-AQ-2 (the use of Tier 4 equipment during construction), PF-AQ-1 (limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment), and PF-AQ-1 (requiring improved fuel efficiency from construction) would help conserve energy. These energy conservation features are consistent with State and local policies to reduce energy. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy.

Some energy consumption increases during the construction period would be unavoidable, but no increase in operational energy consumption is expected. There will likely be long-term energy consumption reductions from improved operation and smoother pavement surfaces on the replaced bridge deck.

b) No Impact

The project would comply with all SCAQMD regulations regarding use of construction vehicles and equipment. For the SCAG region, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted on September 3, 2020 is the applicable RTP. The project does not obstruct or conflict with the RTP or other applicable local plans such as Mobility Plan 2035 (the Transportation Element of the City of Los Angeles General Plan), the San Pedro Bay Ports Clean Air Action Plan, or the Los Angeles Department of Water and Power (LADWP) 2017 Power Strategic Long-Term Resource Plan (SLTRP). The project's operational activity would not directly increase regional energy consumption because the bridge deck replacement would not change the operational vehicle capacity. There would be no appreciable difference between the Build Alternative and the No Build Alternative because the project is not expected to alter traffic patterns or induce VMT upon completion of construction. Minor reductions in project energy

consumption are possible with improved conditions of the Vincent Thomas Bridge deck following construction completion, allowing for smoother driving conditions and reduced vehicle emissions.

3.2.7 GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.2.7.1 CEQA Significance Determinations for Geology and Soils

a), b), c), d), e), f) No Impact

The proposed project is a bridge deck replacement located entirely along the approach and suspended spans of the Vincent Thomas Bridge. Any temporary parcels needed for staging/construction of elevators on Terminal Island will be adjacent to the bridge and on concrete. The Build Alternative would not contribute to impacts to geology, soils, seismology, or topography.

3.2.8 GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

3.2.8.1 CEQA Significance Determinations for Greenhouse Gas Emissions

a) Less Than Significant Level

While the proposed project will result in greenhouse gas (GHG) emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. With implementation of construction GHG reduction measures, the impact would be less than significant.

b) No Impact

The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

While the proposed project will result in greenhouse gas (GHG) emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. With implementation of construction GHG reduction measures, the impact would be less than significant.

3.2.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

3.2.9.1 CEQA Significance Determinations for Hazards and Hazardous Materials

a), b) Less Than Significant Impact

During construction, there is the potential to encounter hazardous materials in the existing road materials. The proposed project under Alternative 2 (Build Alternative) would involve demolition of existing structures; therefore, hazardous soil contaminants such as aerially deposited lead (ADL), polychlorinated biphenyls (PCBs), lead chromate, and asbestos-containing material (ACM) may be encountered during project construction. In addition, soil impacted by petroleum hydrocarbons, halogenated compounds, or other hazardous materials could be encountered at the properties that would be partially or fully acquired for the proposed project under Alternative 2.

Typical hazardous materials used during construction (e.g., solvents, paints, fuels) would be handled in accordance with standard procedures. There are standard regulations and Caltrans policies that must be followed with respect to the use, storage, handling, disposal, and transport of potentially hazardous materials during construction of the proposed project under the Build Alternative to protect human health and the environment.

Routine maintenance activities during operation of the proposed project under Alternative 2 would be required to follow applicable regulations with respect to the use, storage, handling,

transport, and disposal of potentially hazardous materials. Therefore, the operation of the proposed project under the Build Alternative would not result in significant impacts related to hazardous waste or materials. No mitigation is required.

The proposed project would not create a substantial hazard to the public or the environment through any reasonably foreseeable upset or accident conditions involving the release of hazardous materials.

Routine hazardous materials such as paint, solvents, and fuel would be used, handled, stored, disposed of, and transported during construction of the proposed project in accordance with applicable local, State, and federal regulations. During operation of the proposed project, transport of hazardous materials is subject to strict regulation. Caltrans, the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, which further reduces impacts. Hence, operation of the proposed project would not result in a significant permanent impact related to the transport or upset of hazardous waste and materials. No mitigation is required.

Project features related to the handling of hazardous waste materials can be found under Environmental Consequences in Section 2.12, Hazardous Waste/Materials.

c), d), e) No Impact

The closest school is Barton Hill Elementary School, which is approximately 0.75 mile west-southwest of the project site. The proposed project will not emit hazardous emissions, handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

The proposed project will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

The closest public-use airport to the project site is Long Beach Airport/Dougherty Field, which is approximately 8 miles northeast of the project site. Due to the distance of this airport from the proposed project and the fact that the proposed project is not within an airport land use plan area, implementation of the proposed project would not result in a safety hazard related to airport operations for people working or residing in the study area. No mitigation is required.

f) Less Than Significant Impact

As described in Section 2.10, Traffic and Transportation/Pedestrian and Bicycle Facilities, the construction of the proposed project would result in temporary impacts to traffic circulation and pedestrian access in the project vicinity. Those impacts could include short-term closures of the Vincent Thomas Bridge and modifications to the existing facilities, as described in detail in Section 2.10. The temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the project limits and arterials in the vicinity of State Route 47 (SR-47). Specifically, emergency responders would need to use designated detour routes to get around bridge closures. This could result in increased travel times for emergency service providers. Similarly, in the event evacuations are required during the temporary facility closures or lane reductions, there could be delays for traffic evacuating from the area due to the detours and/or temporary

reduction in available road capacity. Project Feature PF-TR-1, provided in Section 2.10, requires preparation prior to construction and the implementation during construction of a Transportation Management Plan (TMP). Additionally, PF-UES-1, provided in Section 2.9, would require coordination with emergency service providers for ramp or road closures. Collectively, these project features would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. With implementation of the identified project features, potential impacts related to emergency response times and plans would be less than significant.

g) No Impact

Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed campfires, cigarettes, sparks from automobiles, and other ignition sources. The project limits and the surrounding areas are developed urban and suburban areas and do not include brush- and grass-covered areas typically found in areas susceptible to wildfires. As a result, the proposed project would not expose people or structures to a significant risk of loss, injury, or death associated with wildland fires. No impact would occur and no mitigation is required.

3.2.10 HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.2.10.1 CEQA Significance Determinations for Hydrology and Water Quality

a), b), c), d), e) No Impact

The proposed project is not located within the Federal Emergency Management Administration (FEMA) 100-year floodplain; therefore, the project would not contribute to any hydrology or floodplain impacts. The proposed project consists of replacing the bridge deck, guardrail, and median barrier, as well as seismic sensor upgrades and is not anticipated to contribute to water quality or stormwater runoff impacts.

3.2.11 LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.2.11.1 CEQA Significance Determinations for Land Use and Planning

a), b) No Impact

The project limits are within an existing freeway with interchanges/ramps, retaining walls, noise barriers, and other structural features, and the proposed project would not introduce a new structural barrier that would divide or disrupt existing communities.

The proposed project would be consistent with the goals and policies in the Port of Los Angeles (POLA) Port Master Plan (PMP) and the Port of Long Beach (POLB) PMP. The proposed project would not result in changes to existing land use patterns in the project area because SR-47 is an existing transportation facility in a highly developed area. The proposed project would not require amendment to the City of Los Angeles General Plan. Additionally, the proposed project is located within the coastal zone and would require a Coastal Development Permit from the California Coastal Commission (CCC) or an equivalent Coastal Development Permit from POLA. Coastal Development Permits ensure compliance with the policies of Chapter 3 of the California Coastal Act, which strive to protect coastal zone resources. Therefore, the proposed project is consistent with local plans and policies. No mitigation is required.

3.2.12 MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

3.2.12.1 CEQA Significance Determinations for Mineral Resources

a), b) No Impact

According to California's Division of Oil, Gas, and Geothermal Resources, there are six oil and gas wells in the community of San Pedro. All of the wells are inactive except for one, which is idle. The idle well is located more than 2 miles southwest of the project site. Therefore, the proposed project would have no impact.

The State Geologist is responsible for classifying and/or designating mineral deposits based on adopted criteria that address the resource development potential of a particular commodity. Areas are categorized into four Mineral Resource Zones (MRZs) based on geologic factors. MRZ-2 identifies significant mineral deposits of a particular commodity and is therefore the most important category. There are no deposits in the project area or in the community of San Pedro that have been classified as MRZ-2 by the State Geologist. As a result, the proposed project would not result in impacts on known mineral resources or resource extraction activities. No mitigation is required.

3.2.13 NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.2.13.1 CEQA Significance Determinations for Noise

The potential for the proposed project to result in significant noise impacts was assessed in the Noise Study Report (December 2023) and Section 2.14, Noise, in this environmental document. The following discussions are based on those analyses.

a) Less Than Significant

There are no substantial noise increases during daytime or nighttime along any of the detour routes to cause significant temporary operational traffic noise impacts to the noise sensitive land uses. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short term, intermittent, and dominated by local traffic noise. Therefore, temporary and permanent noise impacts are considered to have a less than significant impact in the project area.

b), c) No Impact

Project construction does not include blasting or pile driving, and there are no anticipated vibration impacts during construction. There are no private airstrips, airport land use plans, or public/public use airports within the project vicinity; therefore, there are no anticipated impacts.

3.2.14 POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.2.14.1 CEQA Significance Determinations for Population and Housing

a), b) No Impact

The Build Alternative proposes to replace an existing bridge deck and does not propose changes to access or capacity; therefore, project-related population or housing growth is not reasonably foreseeable. Implementation of the Build Alternative would not influence changes in regional population characteristics.

The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge and does not include any changes to access or capacity. All improvements would occur within the footprint of the existing bridge and Caltrans right-of-way and would not require any residential acquisitions, relocations, or construction of new housing units.

3.2.15 PUBLIC SERVICES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

3.2.15.1 CEQA Significance Determinations for Public Services

a) i) and ii) Less Than Significant

During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and detours would be required for bridge deck replacement work that may affect emergency response times. The duration of temporary traffic detours required for a full bridge closure (Preferred) is approximately 16 (Preferred) or 41 months. For a partial bridge closure (two-stage construction and three-stage construction), the duration is approximately 25 to 32 months. For the nighttime bridge closure option, where the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities, and partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge. Temporary detours may result in changes to travel patterns, increases in traffic volumes along detour routes, and increases in travel distance and time, and emergency response may be affected within the Community Impact Assessment (CIA) Study Area. However, access to emergency service facilities would be maintained, and coordination with emergency service providers would occur prior to and during construction, with construction signage and traffic control to maintain emergency services throughout the CIA Study Area. Therefore, the Build Alternative would result in a less than significant impact to emergency services (fire and police protection). See PF-UES-1 (regular coordination with emergency service providers for ramp or road closures). More details are available in Section 2.9 of this document.

a) iii), iv), and v) No Impact

During construction, there would be no impacts to community facilities (e.g., schools, parks, and other public facilities) due to their distance from the project area construction activities, and access to community facilities would be maintained. Therefore, the Build Alternative would result in no impacts to community facilities under CEQA.

3.2.16 RECREATION

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.2.16.1 CEQA Significance Determinations for Recreation

a), b) No Impact

During construction, bridge deck replacement work activities would occur completely within the footprint of Vincent Thomas Bridge and Caltrans right-of-way, or small temporary parcels adjacent to the bridge, and would not affect or impair the use, features, activities, or attributes of parks or recreational facilities. Therefore, the Build Alternative would result in no impacts to parks and recreation under CEQA.

3.2.17 TRANSPORTATION

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.2.17.1 CEQA Significance Determinations for Transportation

a) Less Than Significant

The duration of temporary traffic detours required for a full bridge closure (Preferred) is approximately 16 (Preferred) or 41 months. For a partial bridge closure (two-stage construction and three-stage construction), the duration is approximately 25 to 32 months. For the nighttime bridge closure option, where the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities, and a partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge.

Proposed detour routes include Sepulveda Boulevard between State Route 103 (SR-103) and Interstate 110 (I-110), Pacific Coast Highway (PCH) between SR-47 and I-110, Harry Bridges Boulevard/Alameda Street/Anaheim Street between SR-47 and I-110, and portions of SR-103, SR-47, I-110, Interstate-405 (I-405)and Interstate 710 (I-710) through the surrounding areas. During construction, existing access and parking would be maintained; however, there may be changes in traffic patterns and circulation due to increased traffic volumes along detour routes, and travel distances and times may increase for travelers within the CIA Study Area. Project features and BMPs such as use of signage (including changeable message signs) to alert travelers of full (Preferred) or partial bridge closures, to provide time frames or durations for construction activities, and to direct traffic to the detour routes to minimize construction-related impacts. Therefore, the Build Alternative would result in a less than significant impact to the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Less Than Significant Impact with Mitigation Incorporated

Transportation projects that reduce, or have no impact on, vehicle miles traveled (VMT) should be presumed to cause a less than significant transportation impact. This project's Build Alternative has four different construction staging options. The two-stage, three-stage, and full nighttime closure construction options would maintain existing conditions upon completion and would have no permanent impact on VMT. Temporary closures of the bridge would slightly increase VMT for some origin and destination routes that otherwise would

have used the Vincent Thomas Bridge; however, these impacts are minimal and would be further minimized through the measures outlined in Section 2.10.; therefore, these construction staging options would result in a less than significant impact.

The single-stage (full-closure - Preferred) construction option would maintain existing conditions upon completion and would have no permanent impact on VMT. The temporary closure of the entire bridge would not measurably increase VMT in the project area; ,however the increase of 0.12 percent in VMT for the CIA Study Area is larger than the other three construction staging options being considered. The Build Alternative would result in a (temporary) less than significant impact with mitigation incorporated to the VMT guidance in *State CEQA Guidelines* Section 15064.3, subdivision (b). The Project will implement measures MM-TR-1, MM-TR-2, and project feature PF-TR-2 that will mitigate traffic impacts. See more details on these measures in Section 2.10.4 Avoidance, Minimization, and Mitigation Measures.

c) No Impact

The Build Alternative would be designed, constructed, and operated consistent with the Caltrans Highway Design Manual (2020) and other applicable standards and specifications for ramps, arterial intersections, retaining walls, noise barriers, drainage features, and utility relocations/modifications. No additional access or roadway improvements have been proposed that would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, the Build Alternative would not include any hazardous design features or incompatible uses. No mitigation is required.

d) Less Than Significant Impact

During construction, a full (Preferred) or partial closure of the Vincent Thomas Bridge and detours would be required for bridge deck replacement work that may affect emergency response times. The duration of temporary traffic detours required for a full bridge closure (Preferred) is approximately 16 (Preferred) or 41 months. For a partial bridge closure (two-stage construction and three-stage construction), the duration would be approximately 25 to 32 months. The nighttime bridge closure option, where the bridge would be open from 6:00 a.m. to 7:00 p.m. and closed for construction from 7:00 p.m. to 6:00 a.m., the duration of traffic detours required would be 48 months. A full closure of the bridge (Preferred) would result in all bridge traffic being diverted into neighboring communities, and partial closure would potentially result in less traffic being diverted into neighboring communities because traffic would maintain the ability to cross the bridge. Temporary detours may result in changes to travel patterns, increases in traffic volumes along detour routes, and increases in travel distance and time and emergency response may be affected within the CIA Study Area. However, access to emergency service facilities would be maintained, and coordination with emergency service providers would occur prior to and during construction, with construction signage and traffic control to maintain emergency services throughout the CIA Study Area. Therefore, the Build Alternative would result in a less than significant impact to emergency service access. See Caltrans standard project feature PF-UES-1 (regular coordination with emergency service providers for ramp or road closures).

3.2.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

3.2.18.1 CEQA Significance Determinations for Tribal Cultural Resources

a), b) No Impact

Caltrans, in accordance with Section 106 Programmatic Agreement (PA) Stipulation VIII.C.5 has determined there are properties within the Area of Potential Effects (APE) that were previously determined eligible for inclusion in the National Register, and those determinations remain valid. Caltrans Bridge #53-1471 (Vincent Thomas Bridge) was determined National Register eligible during the 2010 Update of the Caltrans Statewide Historic Bridge Inventory. Caltrans, pursuant to Section 106 PA Stipulation X.B.2, has determined that a Finding of No Adverse Effect (without Standard Conditions) is appropriate for this undertaking, and received the State Historic Preservation Officer's (SHPO's) concurrence in this determination on August 7, 2023.

The potential for the Build Alternative to adversely impact Tribal Cultural Resources was assessed in the Historic Property Survey Report (HPSR) (2023), the attachments to the HPSR, Section 2.11 Cultural Resources, and by adhering to Assembly Bill (AB) 52. AB 52, which went into effect on July 1, 2015, introduced a new class of resources—Tribal Cultural Resources—and proposed that it be included in the CEQA analysis. The California Office of Administrative Law approved the changes to the CEQA Checklist to incorporate the Tribal Cultural Resource questions on September 27, 2016. The proposed project is subject to the requirements of AB 52, the CEQA Tribal Consultation law. As such, in addition to the initial Native American coordination, consultation under AB 52 was subsequently conducted by Caltrans on April 28, 2023. On April 20, 2023, Caltrans sent letters to the following individuals/Tribes:

- Gabrieleño Band of Mission Indians-Kizh Nation, Andrew Salas, Chairperson
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Chairperson, and Christina Conley, Tribal Consultant and Administrator

- Gabrielino-Tongva Tribe, Charles Alvarez Santa Rosa Band of Cahuilla Indians, Lovina Redner, Tribal Chair
- Soboba Band of Luiseno Indians, Isaiah Vivanco, Chairperson, and Joseph Ontiveros, Cultural Resources Department

On April 20, 2023, Ms. Brandy Salas, Tribal Administrator of the Gabrieleño Band of Mission Indians-Kizh Nation, responded to say the Tribe has no concerns since no ground disturbance is proposed. On April 20, 2023, Ms. Christina Conley, Gabrielino Tongva Indians of California Tribal Council, replied via email that the Tribe had no concerns due to the lack of ground disturbance. On May 16, 2023, Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, responded via telephone to say that because there is no ground disturbance proposed, he has no concerns. However, if the project changes to include ground disturbance, he would have concerns due to the proximity to a known village site and numerous archaeological sites adjacent to the ocean. Caltrans staff sent follow-up emails or made phone calls to three of the remaining tribes on May 17, 2023. Caltrans staff mailed hard copies of the letter (April 20, 2023 and May 16, 2023) to Mr. Charles Alvarez of the Gabrielino-Tongva Tribe via the United States Postal Service (USPS) because neither his phone number nor his email address appeared to be working.

The proposed project would not cause a ground disturbance, and following tribal consultation, it has been determined the Build Alternative would have no impact on a Tribal Cultural Resource.

3.2.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

3.2.19.1 CEQA Significance Determinations for Utilities and Service Systems

a), b), c), d), e) No Impact

The proposed project would not generate wastewater or discharge wastewater to the area sewer system. As a result, the proposed project would not exceed wastewater treatment requirements, require or result in the construction of new wastewater treatment facilities, or result in the need for a determination by a wastewater treatment provider that it has adequate capacity to serve the proposed project. The project would not require the need for water supplies or impair the access of water supplies for future development. No solid waste would be generated from the project.

3.2.20 WILDFIRE

If located in or near State responsibility areas or lands classified as Very High Fire Hazard Severity Zones, would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.2.20.1 CEQA Significance Determinations for Wildfire

a), b), c), d) No Impact

The proposed project is not located in a Fire Hazard Severity Zone according to the State Fire Marshall. Therefore, no wildfire impacts are anticipated.

3.2.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.2.21.1 CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant with Mitigation Incorporated

The potential for the proposed project to result in significant impacts to cultural or biological resources, specifically, is discussed in Sections 2.16 through 2.21 in this environmental document. The proposed project would not degrade the quality of the environment or permanently impact any animal or plant species or associated habitat. The potential for temporary construction-related impacts to habitats for nesting peregrine falcon would be avoided with implementation of the following measures: MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, MM-BIO-5, MM-BIO-6 and MM-BIO-7. Therefore, there would be a less than significant impact to wildlife species with mitigation incorporated. Details of these mitigation measures can be found under Avoidance, Minimization, and Mitigation Measures in Section 2.19, Animal Species.

Caltrans identified one historic property, the Vincent Thomas Bridge, that was determined eligible for the National Register within the project APE. Caltrans applied the Criteria of Adverse Effect as defined in 36 Code of Federal Regulations (CFR) 800.5(a)(1) and found that the project will have no adverse effect on historic properties. None of the proposed work would alter the characteristics of the Vincent Thomas Bridge that qualify it for the National Register or diminish the integrity of the historic property. Based on SHPO's review of the submitted documentation, the SHPO does not object to Caltrans' finding of no adverse effect for the undertaking.

The Vincent Thomas Bridge is the only historic property protected by Section 4(f) of the Department of Transportation Act of 1966 within the project vicinity. However, this project

will not "use" the property as defined by Section 4(f). Please see "Resources Evaluated Relative to the Requirements of Section 4(f)" in Appendix A for additional details.

b) Significant and Unavoidable Impact

As noted in Section 2.23, Cumulative Impacts, implementation of the proposed Build Alternative with the single-stage construction (full bridge closure - Preferred) option would result in temporary significant cumulatively considerable air quality and traffic impacts to environmental justice communities. In addition, the other reasonably foreseeable projects in the region may result in temporary impacts to environmental justice communities. Temporary construction-related impacts would be mitigated through the application of mitigation measures MM-EJ-1, MM-EJ-2, project features, and BMPs; however, temporary significant cumulatively considerable air quality and traffic impacts to environmental justice communities from the full closure option (Preferred) are anticipated.

Implementation of the proposed Build Alternative would result in temporary emission increases affecting air quality for residents. In addition, the other reasonably foreseeable projects in the resource study area (RSA) may result in temporary air quality impacts. With the implementation of AM-AQ-1, AM-AQ-2, project features, and BMPs, temporary air quality impacts associated with the proposed project would be minimized; however, temporary significant cumulatively considerable air quality impacts within the RSA are anticipated with implementation of the Build Alternative.

The impacts to traffic conditions within the RSA, including increased traffic congestion and delay resulting from the closure of the Vincent Thomas Bridge, would be temporary and would vary in duration and severity depending on the construction staging option implemented. The single-stage construction staging option (full bridge closure - Preferred) would result in the greatest increase in intersection delay, origin-destination travel time, and corridor VMT/vehicle-hour delay, and the greatest decrease in segment speed; therefore, temporary significant cumulatively considerable traffic impacts within the RSA are anticipated with implementation of the Build Alternative (full bridge closure construction option - Preferred).

This project would include mitigation measures MM-TR-1 and MM-TR-2 along with project feature PF-TR-1 to address direct temporary impacts to traffic flow in the RSA. In addition, implementation of strategies identified in MM-EJ-1 and MM-EJ-2, including regular coordination with other agencies and projects regarding construction timing and potential traffic detours, along with regular community engagement would provide a managed effort to inform the public and to maintain traffic flow and transit service through the RSA, thereby minimizing potential temporary cumulative transportation impacts. Temporary construction-related impacts would be minimized through the application of identified avoidance, minimization, and mitigation measures; however, temporary cumulatively considerable impacts to air quality and traffic for the Build Alternative with the full bridge closure option (Preferred) are anticipated and considered significant and unavoidable.

c) Less Than Significant Impact

As discussed in the Human Environment portion of this environmental document, the proposed project would result in less than significant environmental impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

3.3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the United States and in California, transportation is the largest source of GHG emissions, most of which is CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

3.3.1 REGULATORY SETTING

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

3.3.1.1 Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The NEPA (42 USC Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In January 2023, the White House Council on Environmental Quality (CEQ) issued updated and expanded interim National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (88 Federal Register 1196) (CEQ NEPA GHG Guidance), in accordance with EO 14057, Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability, 86 FR 70935 (Dec. 13, 2021) and Executive Order (EO) 14008, Tackling the Climate Crisis at Home and Abroad. The CEQ guidance does not establish numeric thresholds of significance, but emphasizes quantifying reasonably foreseeable lifetime direct and indirect emissions whenever possible. This guidance also

emphasizes resilience and environmental justice in project-level climate change and GHG analyses.

The FHWA recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (café) Standards. The United States Department of Transportation (USDOT) National Highway Traffic and Safety Administration (NHTSA) sets and enforces CAFE standards for on-road motor vehicles sold in the United States. The United States Environmental Protection Agency (EPA) calculates average fuel economy levels for manufacturers and also sets related GHG emissions standards for vehicles under the Clean Air Act (CAA). Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (USDOT 2014). These standards are periodically updated and published through the federal rulemaking process.

3.3.1.2 State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate Bills, Assembly Bills, and Executive Orders.

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later Executive Orders and Assembly and Senate Bills refined interim targets and codified the emissions reduction goals and strategies. The CARB was directed to create a Climate Change Scoping Plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing State policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring State agencies to consider protection and management of natural and working lands as an important strategy in meeting the State's GHG reduction goals.

3.3.2 ENVIRONMENTAL SETTING

The proposed project is in an urban area of Los Angeles County with a well-developed road and street network. The project area is mainly industrial, with some light commercial and

residential buildings near the project area. Traffic congestion during peak hours is not uncommon in the project area. A SCAG RTP/SCS guides transportation and housing development in the project area. The Los Angeles County Sustainability Plan addresses GHGs in the project area, as does the City of Long Beach Climate Action Plan, and the City of Los Angeles Green New Deal Sustainability Plan.

3.3.2.1 GHG Inventories

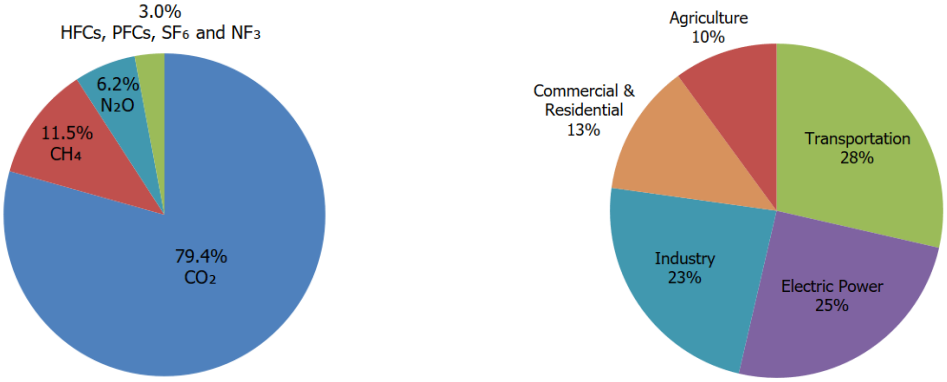
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The EPA is responsible for documenting GHG emissions nationwide, and the CARB does so for the State of California, as required by Health and Safety Code Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2021 were 5,586 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector.[1] While total GHG emissions in 2021 were 17 percent below 2005 levels, they increased by 6 percent over 2020 levels. Of these, 79.4 percent were CO_2, 11.5 percent were CH_4, and 6.2 percent were N_2O; the balance consisted of fluorinated gases. From 1990 to 2021, CO_2 emissions decreased by only 2 percent (EPA 2023a).

The transportation sector's share of total GHG emissions increased to 28 percent in 2021 and remains the largest contributing sector (Figure 3-1). Transportation fossil fuel combustion accounted for 92 percent of all CO_2 emissions in 2021. This is an increase of 7% over 2020, largely due to the rebound in economic activity over 2020, largely due to the rebound in economic activity following the COVID-19 pandemic (U.S. EPA 2023a, 2023b)).

Figure 3-1: U.S. 2021 Greenhouse Gas Emissions



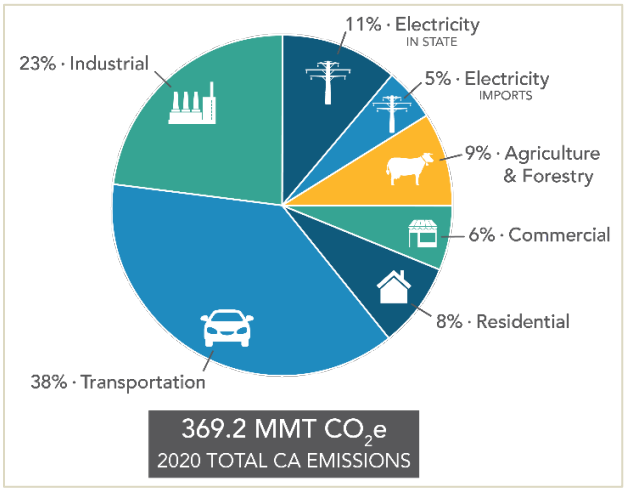
Source: Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2021 (EPA 2023b).

[1] Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 12 percent of total United States emissions in 2021 (EPA 2023a).

State GHG Inventory

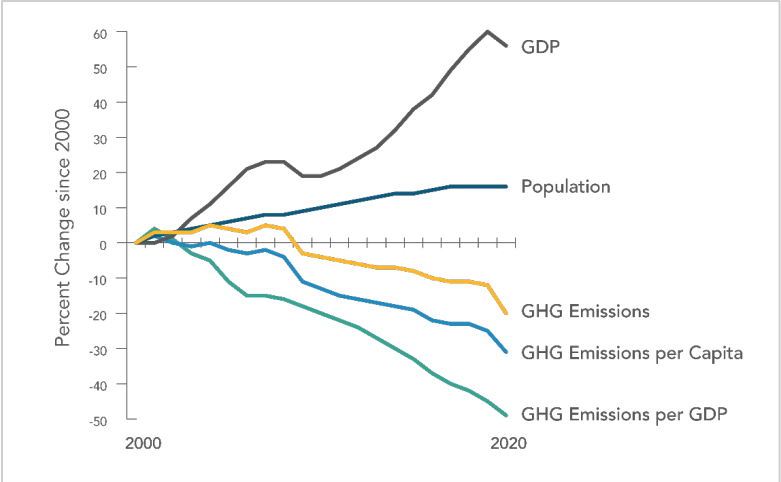
The CARB collects GHG emissions data for transportation, electricity, commercial/ residential, industrial, agricultural, and waste management sectors each year (Figure 3-2). It then summarizes and highlights major annual changes and trends to demonstrate the State's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and State economic output (Figure 3-3) (CARB 2022a).

Figure 3-2: California 2020 Greenhouse Gas Emissions by Economic Sector



Source: California Greenhouse Gas Emissions Inventory Data – 2022 Edition, 2000-2020 (CARB 2022).

Figure 3-3: Change in California GDP, Population, and GHG Emissions Since 2000



Source: California Greenhouse Gas Emissions Inventory Data – 2022 Edition, 2000-2020 (CARB 2022).

AB 32 required the CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. The CARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, was adopted on December 14, 2017, and reflects the 2030 target established in

EO B-30-15 and SB 32. The 2022 Scoping Plan for Achieving Carbon Neutrality, adopted in September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045 in accordance with AB 1279 (CARB 2022b).

3.3.2.2 Regional Plans

As required by The Sustainable Communities and Climate Protection Act of 2008, the CARB sets regional GHG reduction targets for California's 18 Metropolitan Planning Organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the RTP/SCS. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for SCAG. The regional reduction target for SCAG is -19 percent by 2035 (CARB 2021). A summary of regional and local GHG reduction policies and strategies is shown in Table 3-1.

Table 3-1: Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (adopted September 2020)	● Demand and system management improvements ● Cleaner goods movement ● Complete streets implementation ● Preventative system preservation and resilience
County of Los Angeles Revised Draft 2045 Climate Action Plan	● Transportation mitigation strategies ● Sustainable industrial process and product use
Sustainability Plan for the City of Los Angeles (adopted 2019)	● Mobility and public transit component ● Zero emission vehicles ● Industrial emissions and air quality monitoring
City of Long Beach Climate Action Plan (adopted August 2022)	● Transportation component
Port of Los Angeles, Port of Long Beach, San Pedro Bay Ports Clean Air Action Plan (2017)	● Reduce GHGs from port-related sources to 40% below 1990 level by 2030 and 80% below 1990 levels by 2050.

Source 1: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020).
Source 2: Revised Draft 2045 Climate Action Plan County of Los Angeles (County of Los Angeles 2023).
Source 3: L.A.'s Green New Deal – Sustainable City pLAn 2019 (City of Los Angeles 2020).
Source 4: City of Long Beach Climate Action Plan (City of Long Beach 2022).
Source 5: San Pedro Bay Ports Clean Air Action Plan (POLA 2017.

3.3.3 PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP.) CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWPs of other gases are assessed as multiples of CO_2.)

The *State CEQA Guidelines* generally address GHG emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, Section 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

3.3.3.1 Operational Emissions

The purpose of the proposed project is to extend the service life of the Vincent Thomas Bridge deck and ensure the safety of the traveling public by replacing the bridge deck, median concrete barrier and guardrails, and upgrading the seismic sensors on the bridge. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-47, no increase in VMT would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected. There will likely be long-term GHG benefits from improved operation and smoother pavement surfaces on the replaced bridge deck.

3.3.3.2 Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so they cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction is anticipated to last anywhere from 16 to 48 months, depending on the construction staging option and/or deck type chosen. The proposed project will incorporate two Non-Standard Special Provisions (NSSPs) to ensure that contractors use equipment outfitted with Tier 4 engines during construction. Anticipated ranges of construction CO_2 emissions utilizing Tier 4 engines for each construction scenario are displayed below in Table 3-2. Table 3-3 outlines the eight construction scenarios analyzed in Section 2.13, Air Quality, and in the Air Quality Analysis Report.

Table 3-2: Project Total CO_2e Emissions from Construction Activities (Metric Tons)

	Uncontrolled	Controlled (Tier 4 Equipment)
Scenario 1	5,493	5,464
Scenario 2	5,175	5,085
Scenario 3	10,241	10,065
Scenario 4	6,835	6,653
Scenario 5	6,806	6,624
Scenario 6	8,941	8,728
Scenario 7	8,920	8,707
Scenario 8	13,941	13,037

Source: Air Quality Report (TAHA 2024).

Table 3-3: Bridge Closure Alternatives and Construction Scenarios

Bridge Closure Alternative	Construction Design Scenarios	Deck Replacement Duration (months)	Cost (millions $)
Full Closure	Scenario 1: Pre-Cast & Orthotropic	16	$555
	Scenario 2: Pre-Cast Only (Preferred)	16	$503
	Scenario 3: Cast-in-Place Only	41	$521
Partial Closure	Scenario 4: 1/2 Closure (2-Stage), Pre-Cast & Orthotropic	26	$565
	Scenario 5: 1/2 Closure (2-Stage), Pre-Cast Only	26	$512
	Scenario 6: 1/3 Closure (3-Stage), Pre-Cast & Orthotropic	31	$575
	Scenario 7: 1/3 Closure (3-Stage), Pre-Cast Only	31	$522
Nighttime Closure (7:00 PM to 6:00 AM)	Scenario 8: Full Overnight Closure, Pre-Cast Only	48	$571

Source: Compiled by Caltrans (2024),.

The project will implement the following project feature:

PF-AQ-1 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.

- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

- Diesel-powered, off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) “Regulation for In-Use Off-Road Diesel-Fueled Fleets” (Title 13, CCR, Section 2449).

- Diesel-powered, on-road vehicles and trucks shall limit idling in accordance with the CARB “Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling” (Title 13, CCR, Section 2485).

The following project-level measures to reduce GHG emissions related to construction activities are suggested for this project and, if deemed feasible by the Project Development Team (PDT) and construction contractor, will be included prior to final Design:

- Schedule truck trips outside of peak morning and evening commute hours.
- Use alternative fuels such as renewable diesel for construction equipment.
- Use solar-powered construction equipment (all applicable equipment, i.e. changeable message signs).
- Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.
- Use accelerated bridge construction (ABC) method (reduces construction windows, uses more precast elements that in turn reduce need for additional falsework, forms, bracing, etc.).
- Salvage rebar from demolished concrete and process waste to create usable fill.
- Maximize use of recycled materials (e.g., tire rubber).
- Reduce construction waste (e.g., reuse or recycle construction and demolition waste), which in turn reduces consumption of raw materials, reduces waste and transportation to landfills, and saves costs.
- Include measures outlined in regional or local climate adaptation plans.
- Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.

These measures are not environmental commitments and are not confirmed to be included as part of the Vincent Thomas Bridge Deck Replacement Project. Measures will need to be discussed in coordination with the Caltrans PDT and general contractor.

All construction contracts include Caltrans Standard Specifications related to air quality. Caltrans Standard Specifications Section 7-1.02A, General, and 7-1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Caltrans Standard Specification Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

3.3.3.3 CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. With the implementation of NSSPs to mandate use of Tier 4 equipment, GHG emissions from construction activities are anticipated to decrease by as much as 904 MT CO_2e over the course of construction under Scenario 8 (the highest GHG emissions scenario). The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. With implementation of construction GHG reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

3.3.4 GREENHOUSE GAS REDUCTION STRATEGIES

3.3.4.1 Statewide Efforts

In response to AB 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (CARB 2022c).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report:

1. Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030
2. Reducing petroleum use by up to 50 percent by 2030
3. Increasing the energy efficiency of existing buildings by 50 percent by 2030
4. Reducing emissions of short-lived climate pollutants
5. Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the State build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of VMT. Reducing today's petroleum use in cars and trucks is a key state goal for reducing GHG emissions by 2030 (CalEPA 2015).

In addition, Senate Bill (SB) 1386 (Wolk 2016) established as State policy the protection and management of natural and working lands and requires State agencies to consider that policy in their own decision making. Trees and vegetation in forests, rangelands, farms, and wetlands remove CO_2 from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued EO N-82-20 to combat the crises in climate change and biodiversity. It instructs State agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban green spaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released Nature-Based Climate Solutions: Natural and Working Lands Climate Smart Strategy (California Natural Resources Agency 2022).

3.3.4.2 Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The Climate Action Plan for Transportation Infrastructure (CAPTI) builds on Executive Orders signed by Governor Newsom in 2019 and 2020 that were targeted at reducing GHG emissions in transportation, which accounts for more than 40 percent of all polluting emissions, to reach the State's climate goals. Under CAPTI, where feasible and within existing funding program structures, the State will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (CalSTA 2021).

California Transportation Plan

The California Transportation Plan (CTP) 2050 is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021b).

Caltrans Strategic Plan

The Caltrans 2020–2024 Strategic Plan includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan, which is a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engagement with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021d).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. Caltrans Greenhouse Gas Emissions and Mitigation Report (Caltrans 2020a) provides a comprehensive overview of Caltrans emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Caltrans-controlled emission sources in support of Caltrans and State goals.

3.3.4.3 Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

AM-AQ-1 The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023).

- Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including Air Pollution Control District and Air Quality Management District regulations and local ordinances.

- Non-Standard Special Provision (NSSP) 14-9.05 requires identification of the local air quality jurisdiction (i.e., South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).

AM-AQ-2 The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter [PM] and nitrogen oxides [NO_X]) during construction activities.

PF-AQ-1 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.

- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

- Diesel-powered, off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (Title 13, CCR, Section 2449).

- Diesel-powered, on-road vehicles and trucks shall limit idling in accordance with the CARB "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" (Title 13, CCR, Section 2485).

3.3.5 ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the State's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads. Longer periods of intense heat can buckle pavement and railroad tracks. Storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned.

Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

3.3.5.1 Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the 2023 CEQ interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change, which offers recommendations for additional ways of evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The Fifth National Climate Assessment, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (United States Global Change Research Program 2023).

The USDOT recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (USDOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, State, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all United States coastal waters to help communities and decision-makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

3.3.5.2 State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of State policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision-makers across sectors and at State, regional, and local scales protect and build the resilience of the State's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the State is projected to experience up to an 8.8 degrees Fahrenheit (°F) increase in average annual maximum daily temperatures, a two-thirds decline in water supply from snowpack that would result in water shortages, a 77 percent increase in average area burned by wildfire, and large-scale erosion of up to 67 percent of Southern California beaches due to sea level rise. These effects will have

profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040. San Francisco International Airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the State address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published Paying it Forward: The Path Toward Climate-Safe Infrastructure in California. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how State agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts.

EO S-13-08, issued in 2008, directed State agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 California Climate Adaptation Strategy, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the State of California Sea-Level Rise Guidance Update in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current California Climate Adaptation Strategy incorporates key elements of the latest sector-specific plans such as the Natural and Working Lands Climate Smart Strategy, Wildfire and Forest Resilience Action Plan, Water Resilience Portfolio, and the CAPTI (described above). Priorities in the 2023 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires State agencies to factor climate change into all planning and investment decisions. Under EO B-30-15, the Office of Planning and Research published Planning and Investing for a Resilient California: A Guidebook for State Agencies, to encourage a uniform and systematic approach to building resilience.

SB 1 – Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone." As the legislation directed, the Ocean Protection Council collaborated with 17 State planning and coastal management agencies to develop the State Agency Sea-Level Rise Action Plan for California in February 2022. This plan promotes coordinated actions by State agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

3.3.5.3 Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, State, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The Sustainability Roadmap is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Sustainability Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

3.3.5.4 Project Adaptation Analysis

The Vincent Thomas Bridge will potentially be affected by a variety of future climate change impacts. The Caltrans Adaptation Priorities Report for District 7 (January 2021) provides an assessment of a total of 201 bridges within the District for vulnerability to sea level rise, storm surge, coastal cliff retreat, and enhanced riverine flooding associated with climate change. The Vincent Thomas Bridge is rated as a high priority with a cross-hazard prioritization score of 95.70 because no detours are found around the bridge under the lowest sea level rise increment. The report also indicates that long-term maintenance plays an important part in managing and protecting assets that are considered a high priority. The Vincent Thomas Bridge Deck Replacement Project is a maintenance project that contributes to the longevity of the bridge's functionality.

Sea Level Rise

The proposed project is within the California coastal zone, and according to the Cal-Adapt sea level rise model, the project area is vulnerable to future sea level rise scenarios (Cal-Adapt 2024). Figure 3-4 visualizes minimal flooding at 6 feet of projected sea level rise on SR-47 on the west approach span of the Vincent Thomas Bridge. The elevated bridge suspension and approach spans will be above the inundation area and is less vulnerable to sea level rise. However, connecting roads to these facilities would remain vulnerable to inundation, including high tide and water surface level increases associated with storm surge events.

Figure 3-4: Projected Sea-Level Rise (6 feet) for Port of Los Angeles Region



Source: Sea-Level Rise Viewer (NOAA 2024).

According to the Caltrans District 7 Adaptation Priorities Report (2021e), there are several ways in which sea level rise may adversely affect bridges. For very low bridges, a rise in sea levels may result in water overtopping the deck and impeding travel. It is important to recognize, however, that serious impacts to bridges can still occur from sea level rise even if water does not overtop the deck. For example, on some bridge designs, if sea levels rise just enough to result in waves contacting the bottom of the deck, the uplifting forces may be enough to separate the deck from the rest of the structure. Even bridges whose decks are well above projected water levels may be impacted by sea level rise. For example, waves may contact piers at a higher elevation than they were designed for leading to more rapid corrosion of bridge components and unexpected strain being put on the bridge structure. The bridge abutments may also be adversely impacted by waves regularly hitting higher than initially designed and eroding the approach embankments. Furthermore, the navigability of shipping channels may become impeded by bridges as sea levels rise and ship clearances are reduced.

There are uncertainties in sea level rise projections that come from variances from several factors, including GHG projections, rates of ice melt, rates of thermal expansion, and accuracy of climate models. Although there is relative certainty in rising sea levels, it is unknown precisely how the oceans will rise in response to atmospheric GHG emissions. The appropriate use of these projections is to understand the range of scenarios and plan with uncertainty in mind, by understanding the implications of any adaptation strategies recommended.

The changes to historical conditions brought on by sea level rise could make the proposed transportation facility more vulnerable to damage. A rising groundwater table could inundate supports on land that were not built to accommodate saturated soil conditions, leading to erosion of soils and loss of stability. Additionally, higher sea levels could increase the risk of adverse scour effects on structural elements.

According to the Ocean Protection Council Sea-Level Rise (OPC SLR) Guidance (2018), considering a range of different sea-level rise projections allows decision-makers to evaluate the vulnerability of people, natural resources, and infrastructure under various future flooding conditions, as well as their level of comfort with over- or underestimating sea-level rise. Because future projections of sea-level rise along California's coastline are uncertain (due to uncertainty associated with modeling and the trajectory of global emissions), it is critical to consider a range of projections to understand the consequences of various decisions, determine the tolerance for risk associated with those decisions, and to inform adaptation strategies necessary to prepare for change in the face of uncertainty utilizing a set of projections appropriate for low, medium-high, and extreme levels of risk aversion to evaluate a spectrum of potential impacts, consequences and responses. This analysis uses the projections in Table 3-4 for the project. The medium-high risk aversion scenario in Table 3-4 is recommended for the project as discussed in the Transportation Planning Scoping Information Sheet (TPSIS) (Caltrans 2022). For highly vulnerable or critical assets that have a lifespan beyond 2050 and would result in significant consequences if damaged, the H++ scenario (extreme risk aversion projection) should also be included in planning analyses. This project's expected lifespan is beyond 2050; therefore, this project's analysis also considers the H++ scenario.

Table 3-4: Projected Sea-Level Rise (feet) for Los Angeles

		Probabilistic Projections (in feet) (based on Kopp et al. 2014)						H++ scenario (Sweet et al. 2017) *Single scenario
		Median	Likely Range			1-in-20 Chance	1-in-200 Chance	
		50% probability sea-level rise meets or exceeds…	66% probability sea-level rise is between…			5% probability sea-level rise meets or exceeds…	0.5% probability sea-level rise meets or exceeds…	
					Low Risk Aversion		Medium–High Risk Aversion	Extreme Risk Aversion
High Emissions	2030	0.3	0.2	-	**0.5**	0.6	**0.7**	**1.0**
	2040	0.5	0.4	-	**0.7**	0.9	**1.2**	**1.7**
	2050	0.7	0.5	-	**1.0**	1.2	**1.8**	**2.6**
Low Emissions	2060	0.8	0.5	-	**1.1**	1.4	**2.2**	**3.7**
High Emissions	2060	1.0	0.7	-	**1.3**	1.7	**2.5**	
Low Emissions	2070	0.9	0.6	-	**1.3**	1.8	**2.9**	**5.0**
High Emissions	2070	1.2	0.8	-	**1.7**	2.2	**3.3**	
Low Emissions	2080	1.0	0.6	-	**1.6**	2.1	**3.6**	**6.4**
High Emissions	2080	1.5	1.0	-	**2.2**	2.8	**4.3**	
Low Emissions	2090	1.2	0.7	-	**1.8**	2.5	**4.5**	**8.0**
High Emissions	2090	1.8	1.2	-	**2.7**	3.4	**5.3**	
Low Emissions	2100	1.3	0.7	-	**2.1**	3.0	**5.4**	**9.9**
High Emissions	2100	2.2	1.3	-	**3.2**	4.1	**6.7**	

Source 1: National Oceanic and Atmospheric Administration (NOAA) Sea Level Rise Viewer.
Source 2: Caltrans District 7 Adaptation Priorities Report (Caltrans 2021e).
Source 3: State of California Sea-Level Rise Guidance (Ocean Protection Council 2018).
Note: Probabilistic projections for the height of sea-level rise shown above, along with the H++ scenario (depicted in the far-right column), as seen in the Rising Seas Report. The H++ projection is a single scenario and does not have an associated likelihood of occurrence as do the probabilistic projections. Probabilistic projections are with respect to a baseline of the year 2000, or more specifically the average relative sea level over 1991–2009. High emissions represent representative concentration pathway (RCP) 8.5. Low emissions represent RCP 2.6.

Based on the range of sea level rise projections in Table 3-4 and the analytical resources available (i.e., the NOAA Sea Level Rise Viewer, the Caltrans District 7 Adaptation Priorities Report, and the OPC SLR Guidance), maximum sea level rise projections in 2030 (1.0 feet), 2040 (1.7 feet), and 2050 (2.6 feet) would not have the potential to impact the project area. However, maximum sea level rise projections for 2100 (9.9 feet) would have the potential to

impact the project area. Project facilities would remain unaffected by sea level rise up to approximately 6 feet according to the NOAA Sea Level Rise Viewer (Figure 3-4).

The west approach span of the Vincent Thomas Bridge would be inundated at approximately 6 feet of sea level rise, which could occur by 2080. With a 100-year storm surge, flooding could occur as early as 2060. In this event, detour routes would be required for the duration of the closure. Any future flooding that closes SR-47 and the Vincent Thomas Bridge will require coordination to maintain emergency access to Terminal Island. Similar traffic control measures that will be in place for the duration of construction for the Vincent Thomas Bridge Deck Replacement Project will need to be implemented. These measures include: designated detour routes, changeable message signs, and traffic control BMPs.

No adaptation strategies have been approved for the Vincent Thomas Bridge Deck Replacement Project. An Adaptive Management Plan for Caltrans right-of-way in the POLA region can be implemented in the future as certain sea level rise thresholds (flood frequency increases) occur. The Caltrans Adaptation Priorities Report for District 7 (2021e) identified the Vincent Thomas Bridge as a high-priority bridge for an adaptation assessment; therefore, a future Adaptive Management Plan is advised.

According to the 2023 State Highway System Management Plan (SHMP) SLR Adaptation Guidelines, there are four broad categories of adaptation strategies available to adapt roadway and bridges to potential sea level rise impacts (i.e., defend, accommodate, retreat, or changes in policies or practices). Table 3-5 provides general descriptions of the types of activities that would fall within those four broad adaptation categories. Activities that are applicable to the Vincent Thomas Bridge could be considered in a future Adaptive Management Plan.

Table 3-5: Roadway and Bridge Adaptation Strategies

Approach	Adaptation Option
Defend	● Provide major structural protection. ● Provide protection at existing elevations/locations. ● Utilize nature-based solutions to protect assets like vegetated dunes, cobble berms, marsh sills, tidal benches, oyster reefs, and eelgrass beds.
Accommodate	● Elevate the infrastructure above the impact zone. ● Enhance drainage to minimize closure time and/or deterioration levels.
Retreat	● Abandon infrastructure. ● Relocate infrastructure or realign highway outside of exposed areas. ● Temporarily restrict use of infrastructure.
Changes in Policies or Practices	● Increase the infrastructure's maintenance and inspection interval and continue to monitor/evaluate. ● Modify land use and development policies to account for future impacts. ● Develop a detailed detour plan for assets susceptible to temporary flooding.

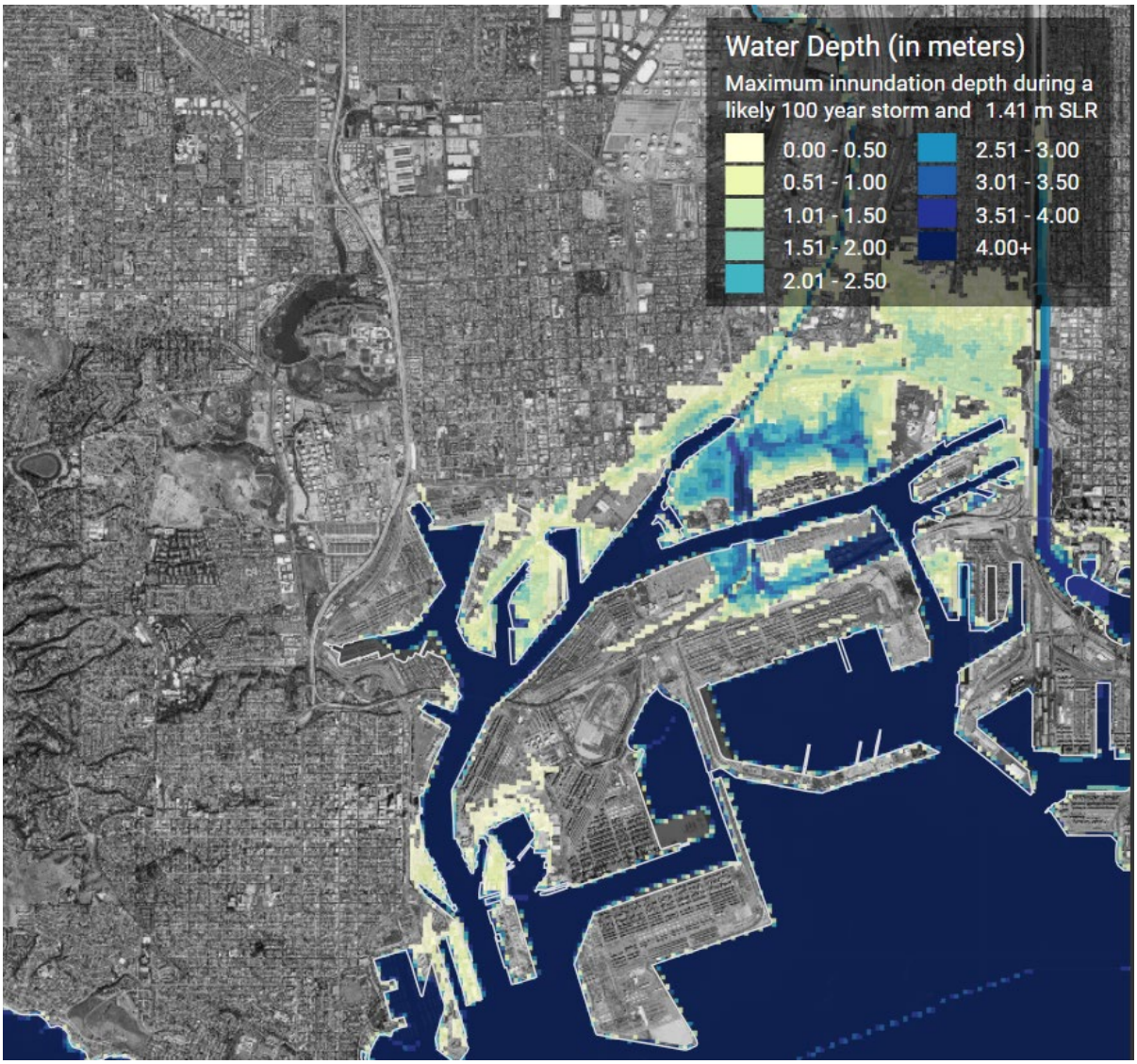
Source: Compiled by Caltrans (2023).

Precipitation and Flooding

Bridges are sensitive to higher flood levels and river flows. With climate change, precipitation is generally expected to become more intense in Caltrans District 7, leading to increased flooding on rivers and streams. These higher flows could exceed the design tolerances of bridges. In addition, wildfires are also expected to become more prevalent in District 7 with climate change. After a wildfire burns, the ground can become hard and less

capable of absorbing water. As a result, flood flows can increase substantially in the aftermath of a fire, which could further exacerbate the risks to bridges. As seen on Figure 3-5, the Vincent Thomas Bridge is less likely to be impacted by a 100-year flood event due to the elevated design of the approach and suspended spans of the bridge. The proposed project is not located within the FEMA 100-year floodplain; therefore, the project would not contribute to any hydrology or floodplain impacts.

Figure 3-5: Cal-Adapt Maximum Inundation Depth During a Likely 100 Year Storm and 1.41 M SLR



Source: Cal-Adapt Sea Level Rise Tool (2024).

Wildfire

As stated in Section 3.2.20, the proposed project is not located in a Fire Hazard Severity Zone according to the State Fire Marshall. Therefore, the project area is not a concern for wildfire in future years.

Temperature

The Caltrans District 7 Adaptation Priorities Report (2021e) does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

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Chapter 4 – Comments and Coordination

4.1 Early Coordination and Consultation

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, virtual and in-person public meetings, public notices, monthly Project Development Team (PDT) meetings, stakeholder meetings, Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings, elected officials briefings, implementation of a project website and Virtual Meeting Room (VMR) with 24/7 access, and informal pop-up events in surrounding communities. Project-related information and materials were also available in Spanish and Spanish translators and bilingual staff were available at public meetings and community events to assist members of the public. This chapter summarizes the results of the California Department of Transportation's (Caltrans) efforts to fully identify, address, and resolve project-related issues through early and continuing coordination and consultation.

4.2 Public Participation and Scoping Activities

Formal environmental scoping activities were conducted to introduce the project and solicit input from the public, affected stakeholders, elected officials, and government agencies to identify concerns and to help define the environmental issues and alternatives to be examined in the Environmental Impact Report /Environmental Assessment (EIR/EA). Public and agency coordination is ongoing and will continue throughout the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) environmental process.

4.3 Notice of Preparation, Scoping, and Initiation of Studies

On April 11, 2023, a Notice of Preparation (NOP) of an EIR in accordance with CEQA and a Notice of Scoping and Initiation of Studies in accordance with NEPA were sent via mail or email to 220 agencies, organizations, individuals and to federal, State, and local elected officials. In addition, over 10,000 flyers were distributed in surrounding communities. On April 13, 2023, the NOP was published in the following three local newspapers: *The Daily Breeze, Long Beach Press Telegram,* and *La Opinion* (Spanish language). Ten social media posts were developed and published by Caltrans. Social media posts included details about the project and encouraged participation in the environmental process, public scoping meetings, and the comment period. Nine email notifications were distributed to the project's stakeholder database, including community organizations, businesses, elected officials, and stakeholders in the area surrounding the project. Caltrans also published four press releases to promote the project, announce the public scoping meetings (in-person and virtual), drive awareness and engagement via the VMR, and create a call to action for comments from the community. The NOP was also submitted to the State Clearinghouse for distribution to State responsible and trustee agencies. The NOP initiated the EIR/EA 30-day scoping comment period from April 13, 2023, through May 12, 2023. The scoping comment period was extended twice for a total of 89 days and concluded on July 10, 2023.

4.4 Public Scoping Meetings

There were two public scoping meetings, one in-person and one virtual, with the same project materials and presentation at each meeting. Caltrans provided an overview of the project, construction staging options, conceptual detour routes, an overview of the environmental process, the purpose of scoping, the comment period, and the different methods to provide comments. Each meeting also provided Spanish-language translators. The first scoping meeting was held in person on Thursday, April 27, 2023, at the Wilmington Greenbelt Community Center; approximately 15 members of the public attended, including three elected official representatives, a neighborhood organization, and the Los Angeles County Fire Department. The second scoping meeting was held virtually via Zoom on Thursday, May 4, 2023; approximately 95 participants attended including Los Angeles County Supervisor Janice Hahn, and the City of Los Angeles Councilmember from District 15, Tim McOsker, who provided opening remarks before the meeting started. During the meeting, in response to multiple public and stakeholder requests, Caltrans extended the comment period by 14 days until May 26, 2023, to allow ample time for stakeholders and the public to be informed, submit comments, and provide feedback on the project and potential conceptual detour routes. Subsequently, following the scoping meetings, and upon additional requests from elected officials, community groups, and the public, Caltrans extended the scoping comment period an additional 45 days, from May 26, 2023, to July 10, 2023. The scoping period began on April 13, 2023, and ended on July 10, 2023, for a total of 89 days. The extension notices were sent to a total of 428 elected officials, agencies, and interested stakeholders that consisted of additional stakeholders who signed up to receive project notifications. Caltrans expanded the targeted outreach area to include additional communities and stakeholders that may be affected by the project.

4.5 Virtual Meeting Room

Outreach methods included a variety of engagement tools, including a project website and VMR. The project's VMR was established as a primary hub during scoping for the community to learn about the project with 24/7 access to project information and comment forms. The VMR was launched on April 13, 2023, through Monday, July 10, 2023. The VMR was promoted via the meeting invitation flyer, project fact sheets social media posts, email outreach, stakeholder phone calls, and the in-person and virtual public scoping meetings. The VMR provided visitors with the opportunity to learn about the project, the scoping process, and the commenting period. The VMR served as an extension of outreach efforts, allowing the public and stakeholders to visit the site at their convenience to take a virtual walk through the VMR's stations, view the virtual boards, and submit comments. After the May 4, 2023, virtual meeting, a recording was made available in English and Spanish. Approximately 3,200 unique/new users accessed the VMR with a total of 74,000 page views. A link to the VMR was provided on the project website at the following link: https://virtualeventroom.com/caltrans/vtb/. After the conclusion of the scoping period, the VMR was closed; however, the project website has been maintained to provide feedback, ongoing project updates, and information and archived materials.

4.6 Additional Outreach Methods

The project fact sheet and meeting flyer (in both English and Spanish) were distributed to key community locations in Long Beach, San Pedro, and Wilmington to disseminate the project information at the start of scoping. Updated project fact sheets were distributed twice

more to each location with the extended comment period information. English and Spanish fact sheets were also provided at both Harbor City neighborhood council meetings (June 8, 2023, and June 21, 2023). The key community locations are as follows:

- Alamitos Neighborhood Library (Long Beach)
- Billie Jean King Main Library (Long Beach)
- Mark Twain Neighborhood Library (Long Beach)
- Freeman Community Center (Long Beach)
- San Pedro Regional Branch Library (San Pedro)
- Peck Park Community Center (San Pedro)
- East Wilmington Greenbelt Community Center (Wilmington)
- Wilmington Branch Library (Wilmington)
- Banning's Landing Community Center (Wilmington)
- Harbor City-Harbor Gateway Branch Library

4.7 Community Pop-up Events

The outreach team attended local farmers markets in San Pedro, Wilmington, and Long Beach. The pop-up events at the farmers' markets provided a different venue/method to inform the public and engage communities, including environmental justice communities, within the project area. The outreach team shared with booth visitors the scoping meeting flyer and fact sheets in English and Spanish and had sign-in sheets to add to the project distribution database. Bilingual outreach team members attended all community pop-up events. These events promoted the upcoming public scoping meetings and comment period, and encouraged community members to submit comments on the project. The Wilmington Farmers' Market event was attended primarily by Spanish-speaking community members.

4.8 Newspaper Articles and Live Interviews

News articles and media outlets shared project information and details to further extend the opportunity to create project interest and build community awareness. Articles published and media coverage about the project can be found in Table 4-1.

Table 4-1: Articles and Media Coverage

Media Outlet	News Publication Date	Title and Details
KTLA 5 Local News	Tuesday, May 9, 2023	Title: Residents raise questions, concerns about proposed closure of Vincent Thomas Bridge
LB Patch	Tuesday, May 9, 2023	Title: Public to Get Say in Overhaul of Famed Vincent Thomas Bridge
Random Length News	Thursday, May 11, 2023	Title: Vincent Thomas Bridge Proposed to Close in 2025 for Repairs
LA Daily News	Friday, May 12, 2023	Title: LA Harbor Commission discusses Vincent Thomas Bridge Project
Daily Breeze	Friday, May 12, 2023	Title: LA Harbor Commission discusses Vincent Thomas Bridge Project
Long Beach Post News	Monday, May 15, 2023	Title: Vincent Thomas Bridge needs months, maybe years, of construction; Caltrans weighs closure options (Reporter interviewed Jason Roach, Caltrans District Senior Environmental Planner)
Roads & Bridges	Monday, May 15, 2023	Title: Caltrans is Planning Work on the Vincent Thomas Bridge
Reddit	Reposted Daily Breeze article on Friday, May 12, 2023	Post Title: Vincent Thomas Bridge closure hearing brings large crowd with complaints, questions. Bridge could be fully closed for 2 years during repairs.

Table 4-1: Articles and Media Coverage

Media Outlet	News Publication Date	Title and Details
LA Times	Tuesday, May 16, 2023	Title: Motorists in San Pedro, Long Beach face headaches during repairs to Vincent Thomas Bridge
LAist	Tuesday, May 30, 2023	Title: Vincent Thomas Bridge Will Get a Makeover and Caltrans Wants Public Input

Source: Scoping Summary Report (Caltrans 2023b).

4.9 Stakeholder Meetings

Additionally, the project team was requested to attend 14 stakeholder meetings during scoping to provide information about the project and answer questions. Participants were encouraged to provide feedback on the project or to ask questions. Before scoping concluded, a CAC was established in response to the community's request to continue to engage with Caltrans after scoping to provide feedback, keep informed, and collaborate with Caltrans to avoid, minimize, or mitigate potential impacts to the community. Please see Section 4.11.1, below, for more details regarding the CAC.

Since the announcement of the first scoping comment period extension on May 4, 2023, stakeholder meetings with unions and neighborhood councils, and other interested groups occurred to continue ongoing discussions, listen to key concerns, and build project awareness. Table 4-2 shows all of the stakeholder meetings that were held in May, June, and July 2023.

Table 4-2: Stakeholder Meetings

No.	Stakeholders	Meeting Date
1	South Bay Cities Council of Governments	5/16/23
2	Unions, Pacific Maritime Association (PMA), and representatives from the Port of Los Angeles (POLA) and the Port of Long Beach (POLB)	5/19/23
3	Wilmington Neighborhood Council	5/23/23
4	South Bay Cities Council of Governments – Board Meeting	5/24/23
5	Office of Los Angeles Mayor Karen Bass	6/1/23
6	Harbor Gateway South Neighborhood Council	6/8/23
7	Northwest San Pedro Neighborhood Council	6/12/23
8	San Pedro Chamber of Commerce – Economic Development & Policy Committee	6/13/23
9	Office of Los Angeles Mayor Karen Bass/Council District 15	6/15/23
10	Harbor Trucking Association	6/19/23
11	Wilmington Chamber of Commerce	6/20/23
12	Coastal San Pedro Neighborhood Council	6/20/23
13	Harbor City Neighborhood Council	6/21/23
14	Central San Pedro Neighborhood Council (rescheduled from 6/20/23 due to conflict)	7/18/23

Source: Scoping Summary Report (Caltrans 2023b).

4.10 Summary of Public Comments

During the scoping period, comments were collected from the public and stakeholders through various methods, including email, direct mail, and verbally at the in-person and virtual scoping meetings with a court reporter. A total of 182 comments were collected, as follows:

- Project Emails: 122
- Virtual Meeting Room Comment Form: 17

- Paper Comment Cards: 8
- Mailed Letters: 14
- In-Person Scoping Meeting (via Court Reporter): 5
- Virtual Scoping Meeting (via Court Reporter): 16

Table 4-3 provides a summary of the comment themes and key concerns expressed by the public and stakeholders.

Table 4-3: Scoping Meetings Comment Themes and Key Concerns

Comment Themes	Key Concerns
In-Person Scoping Meeting	
● Repair Alameda Street before start of construction ● Appreciation for avoiding Anaheim Street as part of the detour routes ● Community improvements ● Underground tunnel ● Prefer construction staging Option 2	● Traffic congestion ● Existing street conditions ● Truck traffic impacts ● Pacific Coast Highway and Alameda Street truck traffic congestion and street conditions
Virtual Scoping Meeting	
● Extension of the scoping comment period ● Impacted communities were not notified sufficiently ● Suggested different project design (i.e., new or underground bridges) ● Truck traffic and safety ● Adding bike and pedestrian lanes ● Trusting of Caltrans, but outreach needs to be better	● Attendees felt some communities were not informed and should have Spanish outreach ● Pollution, air quality, and health risks ● Increase in traffic congestion ● Unsafe conditions for impacted communities ● Dangerous road conditions ● Alternative detour routes

Source: Scoping Summary Report (Caltrans 2023b).

Comments were collected to gather a consensus of the community's preference on preliminary construction staging options. Among those who provided a direct comment on the current staging options, the option with the least amount of construction time was favored. Further analysis showed some stakeholders were interested in a different alternative solution, such as bridge closures for night work only and keeping the bridge open during the daytime hours.

Multiple community concerns were received, with the main topics being the truck traffic from the ports and commuter traffic impacts, as well as the impacts to the residents surrounding the conceptual detour routes within the community of Wilmington. Stakeholders' comments raised concern about the existing road conditions and the improvements needed to be addressed before, during, and after the project has been completed. One area of interest was a portion of Anaheim Street, Road Diet (section with the reduced vehicle lanes), current road conditions, and traffic congestion.

In addition, stakeholders presented alternative ideas and solutions to consider. Some comments offered other detour route possibilities, such as expanding the project area to include freeways (Interstate 710 [I-710], Interstate 405 [I-405], etc.). Stakeholders also wanted to see creative solutions to help mitigate potential traffic impacts, such as implementing a ferry service to Terminal Island, providing food trucks on Terminal Island, and shuttles for port workers. Stakeholders also wanted to explore the possibility of building a new bridge entirely as well as adding bike lanes to the current bridge.

Stakeholder comments included public outreach and the need to extend the comment period and conduct more outreach through multiple channels to avoid, minimize, or mitigate potential traffic impacts to surrounding communities. There were also multiple requests to have a 90-day comment period for the Draft EIR/EA as well as to form a CAC and to include more Spanish outreach.

Overall, stakeholders expressed their concern for potential impacts of the construction staging options and conceptual detour routes on their communities. The community expressed their desire to be involved to help collaborate on mitigation measures, proposed detour routes, and future engagement.

4.11 Public Engagement

4.11.1 COMMUNITY ADVISORY COMMITTEE

The CAC was established during the scoping period to continue engagement, and the first CAC meeting was held before the end of the scoping comment period. The CAC members represent community-based organizations, neighborhood councils, businesses, community leaders, and unions supporting and serving the communities in the project area. These organizations were selected for having a history of being involved in the development of transportation improvements in and around surrounding communities and the Port of Los Angeles (POLA) and Port of Long Beach (POLB). The CAC was developed in collaboration and partnership with area elected officials, including, but not limited to, the offices of Los Angeles Mayor Karen Bass, Los Angeles City Councilmember Tim McOsker (District 15), Los Angeles County Supervisor Janice Hahn, State Assembly Members Mike Gipson and Josh Lowenthal, State Congressmembers Nanette Barragan and Robert Garcia, other local elected officials, and Long Beach City Mayor Rex Richardson. These officials were kept up to date and were contacted for participation, guidance, and recommendations on key stakeholders and engagement.

The CAC meets monthly to discuss major project activities, such as the development of the Build Alternative and construction staging options, the environmental process, types of studies conducted, assumptions for traffic studies, and other technical analysis. The purpose of the CAC is to be the conduit between Caltrans and the community and to express community opinions and concerns in an effort to reduce impacts to surrounding communities. The CAC meetings will continue throughout the life of the project until construction is complete on an as needed basis.

CAC members, meeting agendas, meeting recordings, meeting minutes, and an overview table are posted at https://virtualeventroom.com/caltrans/vtb/. See Table 4-4 for a summary of CAC meetings and agendas.

Table 4-4: CAC Meetings and Agendas

No.	Meeting	Date	Agenda
1	CAC	June 29, 2023	• Project overview • Public and community outreach to date • Advisory committees overview • Role of CAC members • Survey: Format/day/time/frequency of meetings
2	CAC	July 26, 2023	• Overview of first CAC meeting • Recurring meeting invite (third Wednesday) • Overview of TAC Meeting #1

Table 4-4: CAC Meetings and Agendas

No.	Meeting	Date	Agenda
			● Overview of traffic analysis and data collection
3	CAC	August 23, 2023	● Scoping summary ● Overview of TAC Meeting #2
4	CAC	September 27, 2023	● Upcoming cable work on Vincent Thomas Bridge ● Project area coordination update ● Conceptual detour routes ● Brown Act ● Overview of TAC Meeting #3
5	CAC	October 25, 2023	● Outreach plan for circulation of Draft EIR/EA ● Overview of TAC Meeting #4
6	CAC	December 13, 2023	● Draft EIR/EA and public circulation ● Overview of TAC Meeting #5
7	CAC	January 24, 2024	● Full Closure Construction Staging Options ● Draft EIR/EA Overview and Outreach Plan Updates ● Overview of TAC Meeting #6
8	CAC	February 28, 2024	● Air Quality Analysis ● Draft EIR/EA Overview and Outreach Plan Updates ● Overview of TAC Meeting #7
9	CAC	March 27, 2024	● Air Quality Presentation Follow-up ● Draft EIR/EA Overview and Outreach Plan Updates ● Overview of TAC Meeting #8
10	CAC	April 24, 2024	● Draft EIR/EA Release ○ Project Website Navigation ○ Outreach Overview ● Project Coordination Map and Schedules ● Overview of TAC Meeting #9
11	CAC	May 22, 2024	● Draft EIR/EA ● Project Schedule ○ Construction Staging Options ○ Environmental Process ○ How to Comment ○ Outreach ● Project Coordination Map and Schedules ● Overview of TAC Meeting #10
12	CAC	June 26, 2024	● Draft EIR/EA ○ Circulation of the Draft EIR/EA & General Overview of Comments Received ○ How to comment ○ Outreach ● Project Coordination Map and Schedules ● Overview of TAC Meeting #11
13	CAC	July 24, 2024	● General Overview – 90-Day Circulation of Draft EIR/EA ● End of Public Circulation of Draft EIR/EA and Next Steps ● Area Projects Coordination Map and Schedules ● Overview of TAC Meeting #13 ● Elected Official Statements
14	CAC	September 25, 2024	● Final Environmental document

Source: Community Impact Assessment (2024).

4.11.2 TECHNICAL ADVISORY COMMITTEE

The TAC is made up of subject matter and technical experts with related transportation, regional, or local agency related expertise from agencies of various levels of government likely to be affected by a project. They provide technical expertise and support educating the

CAC on policies. The TAC also provides relevant expertise, solutions, and strategies to Caltrans. Project updates are presented, and topics such as concurrent or adjacent projects schedules, bridge deck replacement and construction staging options, the environmental process, truck traffic, traffic detours, and safety are discussed. The TAC meetings will continue throughout the life of the project as needed.

The goal is to obtain multi-jurisdictional technical expertise from the TAC to address key concerns, discuss timing of adjacent or concurrent projects, and develop collaborative strategies to ensure safety, reduce project area construction schedule conflicts, and minimize project-related impacts to the community and stakeholders. TAC members, meeting agendas, meeting recordings, meeting minutes, and an overview table describing everything discussed during the meetings are posted at https://virtualeventroom.com/caltrans/vtb/. See Table 4-5 for the TAC meeting summary.

Table 4-5: TAC Meetings and Agendas

No.	Meeting	Date	Agenda
1	TAC	July 25, 2023	• Project Overview • Technical Advisory Committee • Roles and Responsibilities • Meeting Timing • Preliminary Project Coordination
2	TAC	August 15, 2023	• Bridge Deck Existing Conditions • Wheel Loads of Different Types of Vehicles • CAC Meeting #2 Summary of Feedback • Anaheim Street Diet/LADOT Vision Zero • Coordination with Railroad/Caltrans
3	TAC	September 19, 2023	• CAC Meeting #3 Summary of Feedback • Potential Detour Routes • Project Coordination Map and Schedules (Agency Updates)
4	TAC	October 17, 2023	• CAC Meeting #4 Summary of Feedback • Camera Locations Surrounding Vincent Thomas Bridge Project Area • Traffic Study Status • Project Coordination Map and Schedules (Agency Updates)
5	TAC	December 5, 2023	• Elected Official Briefings Update • CAC Meeting #5 Summary of Feedback • High-Level Overview of Traffic Results • Project Coordination Map and Schedules (Agency Updates) • Draft EIR/EA Overview and Outreach Plan
6	TAC	January 16, 2024	• CAC Meeting #6 Summary of Feedback • Full Closure Construction Staging Options • Project Coordination Map and Schedules (Agency Updates) • Draft EIR/EA Overview and Outreach Plan Updates
7	TAC	February 20, 2024	• CAC Meeting #7 Summary of Feedback • Air Quality Analysis • Project Coordination Map and Schedules (Agency Updates) • Draft EIR/EA Overview and Outreach Plan Updates
8	TAC	March 19, 2024	• CAC Meeting #8 Summary of Feedback • Air Quality Presentation Follow-up • Project Coordination Map and Schedules (Agency Updates) • Draft EIR/EA Overview and Outreach Plan Updates

9	TAC	April 16, 2024	• CAC Meeting #9 Summary of Feedback
			• Draft EIR/EA Release
			  ○ Outreach Overview
			  ○ Project Website Navigation
			• Project Coordination Map and Schedules (Agency Updates)

Table 4-5: TAC Meetings and Agendas

No.	Meeting	Date	Agenda
10	TAC	May 21, 2024	● CAC Meeting #10 Summary of Feedback ● Draft EIR/EA o Project Schedule o Construction Staging Options o Environmental Process o How to Comment o Outreach ● Project Coordination Map and Schedules (Agency Updates)
11	TAC	June 18, 2024	● CAC Meeting #11 Summary of Feedback ● Draft EIR/EA o Circulation of the Draft EIR/EA & General Overview of Comments Received o How to Comment o Outreach ● Project Coordination Map and Schedules (Agency Updates)
12	TAC	July 16, 2024	● CAC Meeting #12 Summary of Feedback ● General Overview – Circulation of Draft EIR/EA ● End of Public Circulation of Draft EIR/EA and Next Steps ● Area Projects Coordination Map and Schedules
13	TAC	September 17 2024	● CAC #13 Summary of Feedback ● Final Environmental Document ● Area Projects Coordination Map and Schedules

Source: Community Impact Assessment (2024).

4.11.3 ELECTED OFFICIALS BRIEFINGS

In addition to the CAC and TAC, Caltrans conducts briefings to elected officials on an as-needed basis. The purpose of these briefings is to keep elected officials informed. On January 29, 2024, Caltrans held an elected officials briefing prior to the circulation of the Draft EIR/EA. Caltrans will hold another elected officials briefing after the final environmental document and the project is approved.

4.11.4 COMMUNITY EVENTS

4.11.4.1 2023 Community Events

On August 12, 2023, the outreach team attended the Wilmington Back to School event, provided fact sheets in English and Spanish, answered questions, and signed up members of the public who wished to stay informed about the project (approximately 30 people visited the booth and 22 people signed up). On September 4, 2023, the team provided project fact sheets (in English and Spanish) for participants in the Conquer the Bridge event, an annual Labor Day run/walk event over the Vincent Thomas Bridge. Over 1,000 project fact sheets were provided to be distributed in each participant's race packet.

4.11.4.2 2024 Community Events

On June 27, 2024, Caltrans attended a Los Angeles Police Department Public Safety Meeting in San Pedro, where a project team member provided a brief overview of the project and how to submit official comments on the Draft EIR/EA. The project fact sheet, Frequently Asked Questions (FAQ), and flyer were provided in English and Spanish to meeting attendees.

4.11.5 PROJECT WEBSITE UPDATES

4.11.5.1 2023 Project Website Updates

In September 2023, the Vincent Thomas Bridge Deck Replacement Project Scoping Summary Report, which summarizes project scoping and outreach activities from April 13, 2023, through July 10, 2023, was posted on the project website. In October 2023, a FAQ sheet was posted in English and Spanish on the website in order to answer commonly asked questions. The information on the website was updated in the Summer 2023 after scoping, Winter 2024 prior to the release of the Draft EIR/EA and Summer 2024 after circulation of the Draft EIR/EA.

4.11.5.2 2024 Project Website Updates

Project materials were updated on the project website at midnight on April 16, 2024, which was the beginning of the circulation period of the Draft EIR/EA. The Fact Sheet and FAQs were updated to reflect the circulation period and made available in both English and Spanish and the project coordination map was updated to reflect additional adjacent projects. As detailed in Sections 4.11.1 and 4.11.2, information about the CAC and TAC was made available. During the public review period of the Draft EIR/EA, information regarding the Draft EIR/EA and details on the circulation period, public hearings, and instructions for submitting comments was also accessible on the project's website. The VMR was open and available 24/7 during circulation. Continuous and ongoing project updates, including a calendar of events displaying past and future project meetings, was also available on the project website.

4.11.6 NATIVE AMERICAN CONSULTATION (ASSEMBLY BILL 52 AND SECTION 106)

Caltrans sent letters notifying interested parties of the initiation of Section 106 and Assembly Bill (AB) 52 consultation on April 20, 2023. On April 28, 2023, the Native American Heritage Commission (NAHC) provided Caltrans with a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the project. Due to there being no ground-disturbing activities, the interested parties responded stating there was no need for consultation. Caprice “Kip” Harper, Environmental Scientist, Caltrans District 7, was the Caltrans representative for all AB 52 tribal consultation described in Table 4-6.

Table 4-6: Native American Consultation (Assembly Bill 52 and Section 106)

Date	Type of Communication	Addressed to	Response or Note
Native American Heritage Commission			
11/28/2022	Email/letter	Kip Harper, Environmental Scientist	Andrew Green, Cultural Resources Analyst, noted that the Sacred Lands File for the project was completed and the results were negative, and he provided a list of Native American tribes.
4/28/2023	Email/letter	Kip Harper, Environmental Scientist	Andrew Green, Cultural Resources Analyst, provided the list of Native American tribes in response to AB 52 that are geographically associated with the project area.
Gabrieleno/Tongva San Gabriel Band of Mission Indians			
4/20/2023	Email/letter	Anthony Morales, Chairperson	Kip Harper emailed the initial Section 106/AB 52 project letter to the tribe and copied Adrian Morales. The email was sent with a delivery receipt. No response was received.

Table 4-6: Native American Consultation (Assembly Bill 52 and Section 106)

Date	Type of Communication	Addressed to	Response or Note
5/16/2023	Phone	Anthony Morales, Chairperson	Mr. Morales said that since no ground disturbance is proposed, he does not have any concerns. However, if the project were to require ground disturbance/excavation, he would have concerns due to its proximity to known village and archaeological sites adjacent to the ocean.
Gabrieleno Band of Mission Indians – Kizh Nation			
4/20/2023	Emailed letter	Andy Salas, Chairperson	Kip Harper emailed an initial Section 106/AB 52 project letter to Chairman Salas. The email was sent with a delivery receipt.
4/20/2023	Email	Brandy Salas, Tribal Administrator	Ms. Salas responded by email that the tribe has no concerns.
Gabrielino Tongva Indians of California Tribal Council			
4/20/2023	Email/letter	Robert Dorame, Chairperson	Kip Harper emailed the initial Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt.
4/20/2023	Email/letter	Christina Conley, Tribal Consultant and Administrator	Ms. Conley responded that the tribe has no concerns since there is no ground disturbance.
Gabrielino/Tongva Nation of the Greater Los Angeles Basin			
4/20/2023	Email/letter	Sandonne Goad, Chairperson	Kip Harper emailed the initial Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.
4/20/2023	Email/letter	Sandonne Goad, Chairperson	Kip Harper resent the 4/20/2023 letter to the tribe. The email was sent with a delivery receipt. No response was received.
Gabrielino-Tongva Tribe			
4/20/2023	Email/letter and USPS	Charles Alvarez	Kip Harper emailed the initial Section 106/AB 52 letter to Mr. Alvarez. It was undeliverable. A letter was also mailed via USPS on 4/20/2023.
5/16/2023	Phone and letter via USPS	Charles Alvarez	Kip Harper called the phone number on the NAHC list and the call failed. The number does not seem to be working. Ms. Harper mailed a second follow-up letter via USPS on 5/16/2023.
Santa Rosa Band of Cahuilla Indians			
4/20/2023	Email/letter	Lovina Redner, Tribal Chair	Kip Harper emailed the initial Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.
5/16/2023	Email/letter	Lovina Redner, Tribal Chair	Kip Harper emailed a follow-up Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.
Soboba Band of Mission Indians			
4/20/2023	Email/letter	Joseph Ontiveros, Cultural Resource Director	Kip Harper emailed the initial Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.
4/20/2023	Email/letter	Isaiah Vivanco, Chairperson	Kip Harper emailed the initial Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.
5/16/2023	Email/letter	Joseph Ontiveros, Cultural Resource Director	Kip Harper emailed the follow-up Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.
5/16/2023	Email/letter	Isaiah Vivanco, Chairperson	Kip Harper emailed the follow-up Section 106/AB 52 letter to the tribe. The email was sent with a delivery receipt. No response was received.

Source: Compiled by Caltrans (2023).

During circulation of the Draft EIR/EA, Caltrans received two comment letters from Native American tribes. Caltrans received a letter from the San Manuel Nation on April 19, 2024. The letter stated that the project is located outside of Serrano ancestral territory and therefore, they do not wish to participate in the development of the project. Caltrans received a letter from the Santa Ynez Band of Chumash Indians on June 21, 2024. The

letter stated that no further consultation is needed. Comment letters can be found under Native American in Appendix F.

4.11.7 SECTION 106 COORDINATION AND CONSULTATION

In accordance with Section 106, Caltrans sent a notification and request for comment regarding the project to potentially interested parties on March 2, 2023. No responses were received in response to the initial letter. Caltrans Architectural Historian, Jeff Carr, followed up with additional emails on May 31, 2023. A summary of these efforts follows in Table 4-7.

Table 4-7: Section 106 Coordination

Date	Type of Communication	Addressed to	Response
Los Angeles Conservancy			
3/2/2023	Letter/email	Adrian Scott Fine, Senior Director of Advocacy	No response.
5/31/2023	Follow-up email	Adrian Scott Fine, Senior Director of Advocacy	No response.
San Pedro Bay Historical Society			
3/2/2023	Letter/email	Mona Dallas Reddick, President	No response.
5/31/2023	Follow-up email	Mona Dallas Reddick, President	No response.
Historical Society of Long Beach			
3/2/2023	Letter/email	Julie Bartolotto, Executive Director	No response.
5/31/2023	Follow-up email	Julie Bartolotto, Executive Director	No response.
Long Beach Heritage			
3/2/2023	Letter/email	Chris Hogan, President	No response.
5/31/2023	Follow-up email	Chris Hogan, President	No response.

Source: Compiled by Caltrans (2023).

4.11.8 STATE HISTORIC PRESERVATION OFFICE CONSULTATION AND COORDINATION

On July 10, 2023, Caltrans District 7 sent a letter to the Caltrans Cultural Studies Office (CSO) requesting the CSO to initiate the Section 106 consultation with the State Historic Preservation Officer (SHPO). On July 20, 2023, as the lead agency, Caltrans sent a letter to initiate Section 106 consultation for the proposed Project to SHPO. The letter requested SHPO's concurrence on Caltrans' determination that a Finding of No Adverse Effect without Standard Conditions is appropriate for the project. Caltrans identified one historic property within the Area of Potential Effects (APE), the Vincent Thomas Bridge. The property was previously determined eligible for listing in the National Register of Historic Places (National Register) as part of the 2010 Update of the Caltrans Statewide Historic Bridge Inventory. It is listed in the California Register of Historical Resources (California Register), on the Master List of Historical Resources, and is a State-owned historical resource. Caltrans applied the Criteria of Adverse Effect as set forth at 36 Code of Federal Regulations (CFR) 800.5(a)(1) and Stipulation X.B of the 106 Programmatic Agreement (PA) and found that the project would not adversely affect the Vincent Thomas Bridge within the APE. Attached to this letter was the Historic Property Survey Report (HPSR).

On August 7, 2023, SHPO concurred with Caltrans' finding of no adverse effect without standard conditions on historic properties. In the letter from SHPO, it was stated that none of the proposed work would alter the characteristics of the Vincent Thomas Bridge that qualify it for the National Register or diminish the integrity of the historic property. The SHPO concurrence letter can be seen below.

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 7, 2023

VIA EMAIL In reply refer to: FHWA-CATRA_2023_0720_001

Mr. Brian James, Acting Section 106 Coordinator
Cultural Studies Office
Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the Proposed Vincent Thomas Bridge Rehabilitation Project, Los Angeles, Los Angeles County, California

Dear Mr. James:

Caltrans is initiating consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA) and the January 2019 *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26- 92, addended 2019* (5024 MOU). As part of your documentation, Caltrans submitted a Historic Property Survey Report and Finding of No Adverse Effect Report for the proposed project.

Caltrans is proposing to replace the bridge deck, including the integrated bridge railings and electroliers, replace existing seismic sensors and install additional seismic sensors, replace existing 2-inch mesh safety fencing with 1-inch mesh safety fencing, and extend safety fencing onto unfenced portions of the east approach. No public utilities will be relocated, and no new right-of-way would be acquired for the project. All work would take place within existing right-of-way and no ground disturbance is proposed.

Caltrans identified one historic property, the Vincent Thomas Bridge, that was determined eligible for the National Register of Historic Places (NRHP).

Caltrans applied the Criteria of Adverse Effect as defined in 36 CFR 800.5(a)(1) and Stipulation X.B. of the PA and found that the project will have no adverse

Mr. James
August 7, 2023
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effect on historic properties. None of the proposed work would alter the characteristics of the Vincent Thomas Bridge that qualify it for the NRHP or diminish the integrity of the historic property.

Based on my review of the submitted documentation, I do not object to Caltrans' finding of no adverse effect for the undertaking.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

4.11.9 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE COORDINATION

On July 27, 2022, Caltrans biologists Susan Cai and Mario Mariotta surveyed the bridge from the catwalk under the deck. They recorded observations of evidence of peregrine falcon presence on the underside of the bridge and conducted interviews with Caltrans Maintenance staff, who paint the bridge and have had encounters with the peregrine falcon. Biologists Lonnie Rodriguez, Samuel Bressler, and Carla Cervantes performed weekly surveys of the bridge and potential falcon nesting territories in the POLA vicinity to establish patterns of use from May 2023 to July 2024 and to understand the behavior of the peregrine falcon(s) in the area, identify the specific nesting location on the bridge, and the species' use of the bridge and surroundings outside of the nesting season.

Caltrans coordinated with the California Department of Fish and Wildlife (CDFW) to determine the means by which a "take" of peregrine falcon could be avoided. Caltrans biologist Mario Mariotta contacted the Caltrans liaison for CDFW, Erika Cleugh, by email for coordination. After the fully protected status was removed from the peregrine falcon on July 10, 2023, Mario Mariotta spoke with Erika Cleugh on July 20, 2023, and she indicated that the regulatory status of the species was nebulous. CDFW may issue regulations pertaining to the take of peregrine falcon in the near future. Caltrans regards the status as a protected bird species in accordance with federal and California migratory bird protection laws.

Caltrans also met with Erika Cleugh and Heather Pert (CDFW) on August 17, 2023, and the regulatory status of the peregrine falcon was discussed further. CDFW indicated that the peregrine falcon should be treated like other raptors in accordance with the California Migratory Bird Treaty Act (MBTA) and other laws in the California Fish and Game Code that apply to native nesting birds.

During circulation of the Draft EIR/EA, Caltrans received a comment letter from CDFW on July 15, 2024. The letter provided recommendations to assist Caltrans in avoiding and mitigating the project's impacts on biological resources. The letter included concerns about protection for peregrine falcons, impacts to bats, and the creation of a Mitigation and Monitoring Reporting Plan. The comment letter can be found under agencies in Appendix F.

4.11.10 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AB 617 MEETING

Caltrans attended the Air Quality Management District AB 617 Community Steering Committee (CSC) meeting for the Wilmington, Carson, and West Long Beach Communities on Feb 15, 2024. The meeting was held virtually on Zoom from 2:00 p.m. to 4:00 p.m.

Caltrans delivered a comprehensive presentation on key aspects of the project. All presentation slides were displayed in both English and Spanish. Caltrans provided an overview of the existing condition of the bridge deck, outlining the construction staging options and the project timeline. An overview of the traffic study, highlighting the intersection locations and proposed detour routes was presented along with an update on the air quality analysis, covering coordination efforts with relevant agencies. Caltrans explained the methodology used for assessing emissions from construction and diverted traffic and presented an overview of results of the air quality analysis. The presentation concluded with a discussion of the Draft EIR/EA schedule, giving attendees an overview of what to expect in the document and informing them public can comment on the Draft EIR/EA during public circulation. The meeting was then opened to questions and answers.

During circulation of the Draft EIR/EA, Caltrans received a comment letter from the South Coast Air Quality Management District on July 11, 2024. The letter included recommendations to explore additional measures to mitigate or further reduce emissions and suggestions for potential revisions to the air quality analysis section of the Draft EIR/EA. The comment letter can be found under agencies in Appendix F.

In addition, Caltrans Environmental and Air Quality specialists met with the South Coast Air Quality Management District to discuss strategies in which Caltrans could support aspects of the Community Emissions Reduction Plan (CERP) on September 13, 2024.

4.12 Public Participation During Circulation

4.12.1 NOTICE OF AVAILABILITY

The Draft EIR/EA was circulated to the public for 90 days between April 16, 2024, and July 15, 2024. As required by CEQA Guidelines 15087 a Notice of Availability (NOA) was mailed via United States Postal Service (USPS) on April 16, 2024, to a list of 544 individuals including elected officials, agencies and identified interested individuals informing them that the Draft EIR/EA was available for review and comment. The NOA included information on the project, how and when to comment, and the details for the upcoming public hearings. The NOA was published as a display advertisement on April 16, 2024, in the following three local newspapers: *The Daily Breeze, Long Beach Press Telegram,* and *La Opinion* (Spanish language).

In addition, Caltrans submitted the NOA and a Notice of Completion (NOC) to the State Clearinghouse on April 15, 2024, for distribution to state agencies. Copies of the Draft EIR/EA were available as follows:

- Online copy on the project website: https://virtualeventroom.com/caltrans/vtb/
- Hard copy at the Billie Jean King Main Library: 200 W. Broadway, Long Beach, CA 90802
- Hard copy at the San Pedro Branch Library: 931 S. Gaffey St., San Pedro, CA 90731
- Hard copy at the Wilmington Branch Library: 1300 N. Avalon Blvd., Wilmington, CA 90744
- Hard copy at the Los Angeles Harbor College Library: 1111 Figueroa Pl., Wilmington, CA 90744
- Hard copy at the - Harbor Gateway Branch Library: 24000 S. Western Ave., Harbor City, CA 90710
- Hard copy at the Carson Library: 151 E. Carson St., Carson, CA 90745

4.12.2 PUBLIC HEARINGS

Following the release of the Draft EIR/EA, three public hearings (one virtual and two in-person) were held to present information about the proposed project, alternatives, construction staging options, overview of technical studies, potential environmental impacts, and the environmental process and how to comment. The same information was presented at all three meetings. Formal public comments were received verbally through a court reporter and through written comment cards. All project materials, the presentation, and

other project information were made available in Spanish and Spanish translators and bilingual staff were present to assist members of the public.

4.12.2.1 Virtual Public Hearing (5/1/24)

Caltrans hosted a virtual public hearing through Zoom on May 1, 2024, from 6:00 p.m. to 8:00 p.m. (https://us02web.zoom.us/s/85606668377). The meeting was recorded and published on the project website in English and Spanish on May 2, 2024. Spanish translators were present during the meeting. The meeting was attended by 43 members of the public, including six elected official representatives from the offices of Assemblymember Mike Gipson (California State Assembly District 65), Councilmember Tim McOsker (City of Los Angeles, District 15), Senator Lena Gonzalez (California State Senate District 33), Senator Steven Bradford (California State Senate District 35), and Councilmember Al Austin (Eighth District, City of Long Beach). Representatives from Catalina Express, Coastal San Pedro Neighborhood Council, Northwest San Pedro Neighborhood Council, International Longshore and Warehouse Union 13, Pacific Maritime Association, Port of Los Angeles, Port of Long Beach, South Coast Air Quality Management District, Wilmington Chamber of Commerce, Wilmington Neighborhood Council, and members of the general public also attended this virtual public hearing. A total of seven verbal comments were received.

4.12.2.2 Wilmington In-Person Public Hearing (5/30/24)

The first in-person public hearing was held at the Wilmington Recreation Center (325 N Neptune Avenue, Wilmington, CA 90744) on May 30, 2024, from 6:00 p.m. to 8:00 p.m. Public hearing materials were made available in Spanish and Spanish translators and bilingual staff were present to assist the public. The meeting was attended by 68 members of the public, including five elected official representatives from the offices of Senator Steven Bradford (California State Senate District 35), Mayor Karen Bass (City of Los Angeles), Supervisor Janice Hahn (Fourth District, County of Los Angeles), United States Representative Nannette Diaz Barragan (California Congressional District 44), and Councilmember Tim McOsker (City of Los Angeles, District 15). Representatives from Northwest San Pedro Neighborhood Council, San Pedro Neighborhood Council, Wilmington Neighborhood Council, and members of the general public also attended. A total of 38 comments were received, 20 verbal comments and 18 written comment cards.

4.12.2.3 San Pedro In-Person Public Hearing (6/13/24)

The second in-person public hearing was held at the Peck Park Community Center (560 N Western Avenue, San Pedro, CA 90732) on June 13, 2024, from 6:00 p.m. to 8:00 p.m. Public hearing materials were made available in Spanish and Spanish translators were present. The meeting was attended by 69 people, including four elected official representatives from the offices of United States Representative Nannette Diaz Barragan (California Congressional District 44), Assemblymember Mike Gipson (California State Assembly District 65), Supervisor Janice Hahn (Fourth District, County of Los Angeles), and Councilmember Tim McOsker (City of Los Angeles, District 15). Representatives from Northwest San Pedro Neighborhood Council, San Pedro Chamber of Commerce, West Harbor LA Real Estate, Western State Carpenters, Port of LA, ILWU13, Pacific Maritime Association, Pacific Merchant Shipping Association, Catalina Express, South Coast Air Quality Management District, Random Lengths News, and members of the general public also attended this public hearing. A total of 24 comments were received, 18 verbal comments and six written comment cards.

4.12.3 VIRTUAL MEETING ROOM DURING CIRCULATION

The project's VMR was opened to the public on April 16, 2024 and accessible during the public circulation of the Draft EIR/EA. The VMR provided the public 24/7 access to review the Draft EIR/EA, project information, registration materials, comment forms, and allowed for electronic submission of comments. During circulation, the VMR email and QR code was provided via the meeting invitation flyer, project fact sheet, social media posts, email outreach, stakeholder phone calls, and at the in-person and virtual public hearings. Approximately 4,000 individuals accessed the VMR during public circulation with a total of 57,000 page views. Access to the VMR was provided on the project website at the following link: https://virtualeventroom.com/caltrans/vtb/. After the conclusion of the comment period, the VMR was closed after midnight on July 16, 2024; however, the project website has been maintained to allow members of the public to provide feedback, and to provide ongoing project updates, a calendar of events, CAC and TAC meetings, and to serve as a repository for information and archived materials.

4.12.4 ADDITIONAL OUTREACH METHODS

4.12.4.1 Flyer Distribution

Flyers providing information on the project and public hearings were made available at the community facilities in the communities of Wilmington, Harbor City, and San Pedro, and the cities of Long Beach and Carson listed in Table 4-8.

Table 4-8: Flyer Availability

Event/Location	Number of Flyers Available
Alamitos Neighborhood Library – Long Beach	25
Mark Twain Neighborhood Library – Long Beach	25
Freeman Community Center – Long Beach	25
Peck Park Community Center – San Pedro	25
East Wilmington Greenbelt Community Center - Wilmington	25
Wilmington Recreation Center – Wilmington	25
Wilmington Senior Citizen Center- Harbor City	25
Harbor City Recreation Center – Harbor City	25
Carson Event Center - Carson	25

4.12.4.2 Community Pop-Up Events

Between April 20 to May 3, 2024, the outreach team attended the following community events at the beginning of the circulation period of the Draft EIR/EA: Long Beach Bixby Park Farmers Market (April 20, 2024); Wilmington Farmers Market (April 23, 2024); San Pedro Farmers Market (April 26, 2024); Bixby Knolls First Fridays (May 3, 2024). The pop-up events at the farmers' markets provided a different venue/method to inform the public and engage communities, including environmental justice communities, within the project area. Project materials were made available in both English and Spanish and all events were attended by a bilingual staff member to assist members of the public. The outreach team answered questions, provided information on the comment period and release of the Draft EIR/EA, received public comments on the Draft EIR/EA, and signed up members of the public who wished to stay informed about the project (approximately 143 individuals visited the booths and two people signed up). A total of five official written comments were received at the community events.

4.12.4.3 Caltrans Social Media

The release of the Draft EIR/EA and public hearings were extensively noticed in a variety of media formats. Information on the public hearings was provided on the project website, Caltrans District 7's website, and Caltrans social media pages. Posts and engagement on Instagram and Twitter are shown in Table 4-9.

Table 4-9: Caltrans Social Media Engagement

Caltrans District 7 Social Media Date Posted	Content	Instagram Likes	Twitter Likes	Twitter Retweets
April 16, 2024	Release of the Draft EIR	7	1	6
April 29, 2024	Public Hearing	20	6	6
April 30, 2024	Public Hearing	5	2	2
May 2, 2024	Reminder of the Draft EIR Comment Period	0	4	4
May 23, 2024	Public Hearing	7	4	5
May 29, 2024	Public Hearing	0	3	2
May 30, 2024	Public Hearing	0	1	1

4.12.4.4 Press Release

An overview of a press release published on the Caltrans District 7 website on Tuesday, April 17, 2024 and included the following information:

- Announced the start of the comment period from April 16, 2024, to July 15, 2024
- Locations for physical copies of the Draft EIR/EA
- Promote the VMR
- Availability of recorded public meeting on VMR
- Provide public hearing dates
- Instructions on comment process

4.12.4.5 Email Notifications

Caltrans sent email notifications to agencies, elected officials, Native American representatives, schools, community centers, libraries, CAC and TAC members, and interested individuals and organizations on the project distribution list (see Chapter 6) on the dates shown in Table 4-10. The email notifications served to inform the public of the release of the Draft EIR/EA, public hearings, and the public comment period.

Table 4-10: Email Notifications

Email Notifications	Content
April 16, 2024	Release of the Draft EIR/EA
April 25, 2024	Virtual Public Hearing Invitation
May 1, 2024	Virtual Public Hearing Invitation
May 15, 2024	Wilmington Public Hearing Invitation
May 28, 2024	Wilmington Public Hearing Invitation
June 5, 2024	San Pedro Public Hearing Invitation
June 13, 2024	San Pedro Public Hearing Invitation
June 25, 2024	Comment Period Closing Reminder
July 2, 2024	Comment Period Closing Reminder
July 9, 2024	Comment Period Closing Reminder
July 11, 2024	Comment Period Closing Reminder
July 15, 2024	Last Day to Comment Reminder

4.12.4.6 Other Social Media

Caltrans coordinated with elected officials and agencies to post project information on their social media channels as shown in Table 4-11. Content was posted on elected official, agency, and neighborhood council Facebook and/or Instagram pages and served as another method to inform the public about the release of the Draft EIR/EA, public hearings, and how to submit comments.

Table 4-11: Agency and Elected Official Social Media Posts

Date	Entity	Content	Social Media Channel
April 11, 2024	Harbor City Neighborhood Council	Release of the Draft EIR/EA	Instagram
April 16, 2024	Councilmember Tim McOsker	Release of the Draft EIR/EA	Facebook and Instagram
April 17, 2024	Port of Los Angeles	Release of the Draft EIR/EA	Facebook
April 18, 2024	Port of Long Beach	Release of the Draft EIR/EA	Facebook and Instagram
April 20, 2024	Wilmington Neighborhood Council	Public Hearing Information	Facebook
May 1, 2024	Assembly Member Mike Gipson	Release of the Draft EIR/EA	Facebook
May 3, 2024	Port of Long Beach	Public Comment	Instagram
May 10, 2024	Port of Long Beach	Public hearing Information	Instagram
May 15, 2024	Port of Long Beach	Public hearing Information	Facebook
May 29, 2024	Port of Los Angeles	Public hearing Information	Facebook
June 11, 2024	Port of Los Angeles	Public hearing Information	Facebook
June 11, 2024	Port of Long Beach	Public hearing Information	Facebook

4.12.4.7 Newspaper Articles and Live Interviews

News articles and media outlets shared project information and details to inform the public and build community awareness of the project, circulation period of the Draft EIR/EA, public hearings, and opportunity to comment. Articles published and media coverage about the project during the circulation period can be found in Table 4-12.

Table 4-12: Articles and Media Coverage During Circulation

Media Outlet	News Publication Date	Title and Details
Random Length News	Monday, April 22, 2024	Title: Caltrans Seeks Comment on Draft Environmental Document for Vincent Thomas Bridge Replacement Project
Daily Breeze	Wednesday, April 24, 2024	Title: 90-day comment period opens for Vincent Thomas Bridge work and closures
LB Post	Friday, April 26, 2024	Title: Vincent Thomas Bridge could close for more than 3 years, according to new analysis
Daily Breeze	Thursday, May 2, 2024	Title: Vincent Thomas Bridge Project Draws Subdued Response in First Public Hearing
Random Length News	Tuesday, May 28, 2024	Title: Caltrans to Host Second Public Meeting for Vincent Thomas Bridge Deck Replacement Project Draft Environmental
Long Beach Post News	Tuesday, May 28, 2024	Title: Should the Vincent Thomas Bridge stay partially open during years-long repairs? Caltrans wants your input
LAist	Wednesday, May 29, 2024	Title: The Vincent Thomas Bridge Badly Needs A Revamp. Here's How Residents Can Weigh In On How Best To Do It
KNX News	Wednesday, May 29, 2024	Post Title: Caltrans wants your input on Vincent Thomas Bridge repair plan
KTLA	Thursday, May 30, 2024	Title: Public input sought on major Los Angeles area bridge closure
KTLA	Thursday, May 30, 2024	Title: Caltrans still deciding how to close Vincent Thomas Bridge for repairs
Hoodline Los Angeles	Thursday, May 30, 2024	Title: Caltrans Seeks Public Input for Vincent Thomas Bridge's Overhaul Plan in Los Angeles

Table 4-12: Articles and Media Coverage During Circulation

Media Outlet	News Publication Date	Title and Details
CBS Los Angeles	Thursday, May 30, 2024	Title: Caltrans seeks public input for Vincent Thomas Bridge construction plan
Random Length News	Sunday, June 9, 2024	Title: "HARBORGEDDEN!" Wilmington Residents Clash with Caltrans Over Vincent Thomas Bridge Future
Daily Breeze	Monday, June 17, 2024	Title: Vincent Thomas Bridge project gets extended public comment period
Daily Breeze	Friday, June 21, 2024	Title: Access ramp work for Vincent Thomas Bridge, 110 Freeway in San Pedro will spur detours
Random Length News	Monday, June 24, 2024	Title: POLB Announces One Year Lane Reductions and Temporary Overnight Closures on I-110, SR 47 as Work Continues on Interchange Project
Random Length News	Thursday, June 27, 2024	Title: San Pedro Residents Critique Caltrans Draft EIR at Vincent Thomas Bridge Meeting
Random Length News	Monday, July 8, 2024	Title: One Week Left. McOsker Urges Residents to Submit Comments TODAY for the Vincent Thomas Deck Replacement Project
Daily Breeze	Tuesday, July 16, 2024	Title: Support grows for shorter, but full, Vincent Thomas Bridge closure in San Pedro

4.13 Summary of Comments

During the circulation period of the Draft EIR/EA, comments were collected from members of the public including agencies, tribes, elected officials, neighborhood councils, organizations, and interested individuals through various methods, including project emails, online submission through the VMR, written comment cards, verbally via court reporters at the in-person and virtual public hearings meetings, and agency comments through CEQAnet. A total of 267 public comments were collected as follows:

- Project Emails: 127
- Virtual Meeting Room Comment Form: 65
- Paper Comment Cards: 29
- Mailed Letters: 2 (duplicate letters of email comments)
- In-Person Public Hearings (verbal): 37
- Virtual Public Hearing (via Court Reporter): 6
- CEQAnet: 3

During the circulation period of the Draft EIR/EA, members of the public expressed appreciation to Caltrans for providing a 90-day comment period and for utilizing multiple methods to engage community members. The comments received during public circulation of the Draft EIR/EA and responses to the comments are included in Appendix F.

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Chapter 5 – List of Preparers

This Environmental Impact Report/Environmental Assessment (EIR/EA) was prepared by the California Department of Transportation (Caltrans), District 7, with assistance from consultant teams. The following individuals were involved in the preparation of this EIR/EA.

5.1 California Department of Transportation, District 7

Alex Brown, Environmental Scientist, Division of Environmental Planning

Shan Cai, Landscape Associate, Office of Stormwater and Landscape Architecture, South Region Landscape Architecture

Paul Caron, Senior District Biologist, Division of Environmental Planning

Michelle Cordi, Associate Environmental Planner, Division of Environmental Planning

Kelly Ewing-Toledo, Acting Deputy District Director, Division of Environmental Planning

Claudia Harbert, Senior Environmental Scientist (Supervisory), Cultural Resources Unit

Caprice Harper, Associate Environmental Planner, Lead Archaeological Surveyor

Andrew Johnstone, Associate District Biologist, Division of Environmental Planning

Jin Lee, P.E., PMP, Branch Chief, Noise and Vibration Branch

Tuanchi (Jack) Liu, P.E., STE, District Hazardous Waste Branch (South Region), Office of Environmental Engineering (OEE), Division of Environmental Planning

Mario Mariotta, Associate District Biologist, District 7, Division of Environmental Planning

Sally Moawad, Associate Environmental Planner, Division of Environmental Planning

George Olguin, Landscape Architect, Office of Stormwater and Landscape Architecture, South Region Landscape Architecture

Jason Roach, Senior Environmental Scientist, Division of Environmental Planning

Siew Mei Tan, Supervising Transportation Engineer

Rimma Tebeleva, Project Manager

Connie Tsui, District Hazardous Waste Branch (South Region), Office of Environmental Engineering (OEE), Division of Environmental Planning

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Tami Podesta, ENV SP, Task Order Manager

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Elisabeth Suh, Contract Manager

5.3 TAHA

Sam Silverman, Senior Associate

Anders Sutherland, Senior Environmental Scientist

5.4 LSA Associates, Inc.

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Deborah Pracilio, Principal

Lonnie Rodriguez, Associate/Senior Biologist

5.5 Duke Cultural Resources Management, LLC

Alexandria Bulato, Project Archaeologist

Curt Duke, Principal Archaeologist

5.6 Jacobs

Loren Bloomberg, Contract Manager

John Khoury, Task Manager

Sona Sehat, Traffic Modeler/Analyst

Ramesh Thammiraju, Transportation Planner/Travel Demand Modeler

5.7 MBI Media

Amber Blancarte, Graphic Designer

Kristyn Bogda, Public Outreach Coordinator

Bron Estrada, Public Outreach Coordinator

Reuben Garcia, Senior Graphic Designer

Brad Jensen, Senior Resource Project Manager

Paulo Lopez, Public Outreach Coordinator

Noemi Luna, Senior Public Outreach Specialist

Paula Maldonado, Public Outreach Coordinator

Elizabeth Mazariegos, Project Manager

Jacob Owens, Public Outreach Coordinator

Chapter 6 – Distribution List

The following entities have been notified that this Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) is available for public review.

6.1 Federal Agencies

U.S. Environmental Protection Agency
Region 9, Environmental Review Office
Morgan Capilla, NEPA Reviewer
75 Hawthorne Street, (ENF-4-2)
San Francisco, CA 94105

FEMA Region 9
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

NOAA Fisheries West Coast Region
California Coastal Office
Anthony Spina, Branch Chief
501 W. Ocean Blvd., Suite 4200
Long Beach, CA 90802-4213

U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
Carol Roberts, Division Supervisor
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008-7385

U.S. Department of the Interior
OEPC
Steve Tryon, Director
1849 C Street, NW MS 2629
Washington, DC 20240

U.S. Department of the Interior
OEPC, Region IX
Janet Whitlock
Regional Environmental Officer
2800 Cottage Way, Room E-1712
Sacramento, CA 95825

Federal Highway Administration
Antonia Johnson, Director of Planning, Environment, and Right-of-Way
650 Capital Mall, Suite 4-100
Sacramento, CA 95814

U.S. Army Corps of Engineers
Los Angeles District
Julie Balten, Colonel
915 Wilshire Blvd
Los Angeles, CA 90017

U.S. Army Corps of Engineers
Los Angeles District
David Van Dorpe, Deputy Engineer
915 Wilshire Blvd
Los Angeles, CA 90017

U.S. Army Corps of Engineers
Los Angeles District
Jeffrey Beeman, Lt. Colonel
915 Wilshire Blvd
Los Angeles, CA 90017

Advisory Council on Historic Preservation
Lynne Richmond, Communications and Public Affairs Specialist
401 F St. NW, Suite 308
Washington, DC 20001-2637

U.S Department of Transportation
Office of the Secretary of Transportation Director
1200 New Jersey Avenue, SE
Washington, DC 20590

NOAA Fisheries West Coast Region
California Coastal Office
Bryant Chesney, Senior Marine Habitat Resource Specialist
501 W. Ocean Blvd., Suite 4200
Long Beach, CA 90802

6.2 State Agencies

Office of Planning and Research
State Clearinghouse
Kate Gordon, Director of OPR
1400 Tenth Street
Sacramento, CA 95814

California Air Resources Board
Peggy Taricco, Board Member
P.O. Box 2815
1001 I Street
Sacramento, CA 95812

California Energy Commission
Shawn Pittard, Deputy Director
715 P Street
Sacramento, CA 95814

California Public Utilities Commission
Rachel Peterson, Executive Director
505 Van Ness Avenue
San Francisco, CA 94102

Office of Historic Preservation
Julianne Polanco, SHPO
1725 23rd Street, Suite 100
Sacramento, CA 95816

Native American Heritage Commission
Raymond C. Hitchcock
Executive Secretary
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691

California Department of Conservation
David Shabazian, Director
715 P Street., MS 1900
Sacramento, CA 95814

California Natural Resources Agency
Wade Crowfoot
Secretary for Natural Resources
715 P Street, 20th Floor
Sacramento, CA 95814

California Department of Fish and Wildlife
South Coast Region 5
Erika Cleugh
Senior Environmental Scientist
3883 Ruffin Road
San Diego, CA 92123

California Coastal Commission
Steve Hudson, District Director of South Central Coast and South Coast, Los Angeles County
301 E. Ocean Blvd., Suite 300,
Long Beach, CA, 90802

State Water Resources Control Board
Eileen Sobeck, Executive Director
P.O. Box 100
Sacramento, CA 95812-0100

California Environmental Protection Agency
Yana Garcia, Secretary for Environmental Protection
1001 I Street #1
Sacramento, CA 95814

California Department of Water Resources
Karla Nemeth, Director
715 P Street
Sacramento, CA 95814

California State Lands Commission
Jennifer Lucchesi, Executive Officer
100 Howe Avenue, Suite 100 South
Sacramento CA 95825

California Transportation Commission
Mitch Weiss, Executive Director
1120 N. Street, Room 2221 (MS-52)
Sacramento, CA 95814

California Department of Toxic Substances Control
Meredith Williams, Director
1001 I Street
Sacramento, CA 95812

California Department of Toxic Substances Control
Maryam Tasnif-Abbasi
5796 Corporate Avenue
Cypress, CA 90630

CAL Fire Southern Region Operations
Dave Fulcher, Southern Region Chief
1234 E. Shaw Ave
Fresno, CA 93710

California State Clearinghouse
Office of Planning & Research
Samuel Assefa, Director
1400 10th Street
Sacramento, CA 95814

California Transit Association
Michael Pimentel, Executive Director
1415 L Street, Suite 1000
Sacramento, CA 95814

Native American Heritage Commission
Andrew Green
Cultural Resources Analyst
Andrew.green@nahc.ca.gov

California Coastal Commission
Jordan Sanchez
301 East Ocean Boulevard, Suite 300
Long Beach, CA 90802

California Transportation Commission
Cherry Zamora
cherry.zamora@catc.ca.gov

California Department of Conservation
Zachariasen Judith
175 P Street, MS 1900
Sacramento, CA 95814
judith.zachariasen@conservation.ca.gov

California Department of Fish and Wildlife South Coast Region
Heather Pert
3883 Ruffin Road
San Diego, CA 92123

Caltrans - District 7
Alison Wong
alison.wong@dot.ca.gov

6.3 Regional and Local Agencies

SCAQMD
Stephano Padilla
Public Information Specialist
21865 Copley Drive
Diamond Bar, CA 91765

SCAQMD
Michael Krause, Assistant Deputy Executive Officer
21865 Copley Drive
Diamond Bar, CA 91765

SCAG
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Metropolitan Transportation Authority
James de la Loza
Chief Planning Officer
1 Gateway Plaza
Los Angeles, CA 90012-2952

RWQCB Region 4
Renee Purdy, Executive Officer
320 W. 4th Street, Suite 200,
Los Angeles, CA 90013

OEHHA
Lauren Zeise, Director
P.O. Box 4010
Sacramento, CA 95812

LA Department of Water and Power
Aram Benyamin, Chief Operating Officer
111 N. Hope Street, #1221
Los Angeles, CA 90012

LA County Sheriff's Department
Robert Luna, Sheriff
211 W. Temple Street
Los Angeles, CA 90012

Los Angeles County Fire Department
Anthony C. Marrone, Fire Chief
1320 N. Eastern Avenue
Los Angeles, CA 90063

County of Los Angeles
Parks/Recreation
Norma Edith Garcia-Gonzalez, Director
1000 S. Fremont Avenue, Ste. 40
Alhambra, CA 91803

Southern California Gas Company
Jimmie Cho, Chief Operating Officer
555 W. 5th Street
Los Angeles, CA 90013

Los Angeles County Clerk
Dean Logan, County Clerk
12400 Imperial Highway
Norwalk, CA 90650

LA County Planning Department
Amy Bodek, Director
320 W. Temple Street, 13th Floor
Los Angeles, CA 90012

Torrance Transit
20500 Madrona Avenue
Torrance, CA 90503

Los Angeles Harbor Commission
Jaime L. Lee President
425 S. Palos Verdes Street
San Pedro, CA 90731

Long Beach Harbor Commission
Shana Espinoza, Executive Officer to the Board of Harbor Commissioners
415 W. Ocean Blvd.
Long Beach, CA 90802

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

County of Los Angeles
Department of Public Works
Mark Pestrella, Director
900 S. Fremont Avenue
Alhambra, CA 91803

County of Los Angeles
Department of Regional Planning - Environmental Planning
320 W. Temple Street, 13th Floor
Los Angeles, California 90012

Harbor Community Police Station
David Hwang, Captain
2175 John S. Gibson Boulevard
San Pedro, CA 90731

LADOT
Eric Eisenberg, President
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Long Beach Transit & Visitor Center
30 Pine Ave
Long Beach, CA 90802

ACTA
Michael Leue, CEO
3760 Kilroy Airport Way #200
Long Beach, CA 90806

Long Beach Transit
Elizabeth Brown, Executive Director
1963 E. Anaheim Street
Long Beach, CA 90813

Public Works Department
City of Los Angeles
Aura Garcia, President
200 N. Spring Street, Room 361
Los Angeles, CA 90012

City of Los Angeles
Matthew Szabo
City Administrative Officer
200 N. Main Street, Suite 1500
Los Angeles, CA 90012

City of LA Chamber of Commerce
Maria Salinas, President
350 S. Bixel Street
Los Angeles, CA 90017

City of Los Angeles Harbor Department
Guillermo Martinez, Harbor Engineer
425 S. Palos Verdes Street
San Pedro, CA 90731

Los Angeles City Clerk's Office
Holly Wolcott, City Clerk
200 N. Spring Street, Room 360
Los Angeles, CA 90012

Coastal Health Center Group
Shelley Agrusa
1333 Chestnut Ave
Long Beach, CA 90813
sagrusa@dhs.lacounty.gov

South Coast Air Quality Management District
Sam Wang
21865 Copley Drive
Diamond Bar, CA 91765
dnguyen1@aqmd.gov

Los Angeles County Department of Public Health
Maria Lewis
123 W. Manchester Blvd.
Inglewood, CA 90301
marlewis@ph.lacounty.gov

Port of Long Beach
Heather Tomely, Managing Director
P.O. Box 570
Long Beach, CA 90801

CSUDH
Sherri Norman
452 North Patton Ave
San Pedro, CA 90732
slnorman91@gmail.com

LA City Bureau of Sanitation
Christopher DeMonbrun
Environmental Engineer
2714 Media Center Drive
Los Angeles, CA 90065

LA City Fire Department
Kristin Crowley, Fire Chief
200 N. Main Street, 16th Floor
Los Angeles, CA 90012

Port of Long Beach
Anna Moneymaker
415 W. Ocean Blvd.
Long Beach, CA 90802
anna.moneymaker@polb.com

LA City Bureau of Sanitation
Enrique Zaldivar, Director
1149 S. Broadway Street, Suite 900
Los Angeles, CA 90015

LA Department of Building and Safety
Osama Younan, General Manager
201 N. Figueroa Street
Los Angeles, CA 90012

LA City Department of Public Works
Maria Martin
Environmental Affairs Officer
1149 S. Broadway, Ste. 600
Los Angeles, CA 90015

LA City Department of Transportation
Connie Llanos
Interim General Manager
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

LA City Planning Department
Vince Bertoni, Planning Director
200 N. Spring Street, 5th Floor CH
Los Angeles, CA 90012

City of Rancho Palos Verdes
Ara Mihranian, City Manager
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Port of Long Beach
Mario Cordero, Executive Director
mario.cordero@polb.com

Port of Los Angeles
Lisa Ochsner
425 S. Palos Verdes Street
San Pedro, CA 90731
lochsner@portla.org

City of Carson Planning Division
David Roberts, City Manager
701 E. Carson Street
Carson, CA 90745

City of Lomita Community Development
Gary Sugano, Assistant City Manager
24300 Narbonne Avenue
Lomita, CA 90717

City of Rolling Hills Planning Department
John Signo, Director
2 Portuguese Bend Road
Rolling Hills, CA 90274

City of Long Beach Dept. of Dev. Services
Amy Bodek, Director
411 W. Ocean Blvd.
Long Beach, CA 90802

City of Long Beach
Alison Spindler-Ruiz
Planning Bureau Manager
411 W. Ocean Blvd., 3rd Floor,
Long Beach, CA 90802

Long Beach Fire Department
Station 21
225 N. Marina Drive
Long Beach, CA 90803

City of Long Beach
Police Dept. - East Patrol Division
3800 E. Willow Street
Long Beach, CA 90815

Long Beach Police Department
Wally Hebeish, Chief of Police
400 W. Broadway
Long Beach, CA 90802

Long Beach Fire Department
Station 16
2890 E. Wardlow Road
Long Beach, CA 90806

Long Beach Fire Department
Station 7
2295 Elm Avenue
Long Beach, CA 90806

Long Beach Fire Department
Station 12
1199 Artesia Boulevard
Long Beach, CA 90805

Long Beach Fire Department
Station 11
160 E. Market Street
Long Beach, CA 90805

Long Beach Fire Department
Station 5
7575 E. Wardlow Road
Long Beach, CA 90808

Los Angeles Fire Department
Station 38
124 E. I Street
Wilmington, CA 90744

Los Angeles Fire Department
Station 101
1414 W. 25th Street
San Pedro, CA 90731

Los Angeles Fire Department
Station 49
400 Yacht Street
Wilmington, CA 90744

City of Long Beach
City Manager's Office
Tom Modica, City Manager
411 W. Ocean Blvd.
Long Beach, CA 90802

Long Beach Fire Department
Dennis Buchanan, Fire Chief
3205 N. Lakewood Blvd.
Long Beach, CA 90808

Long Beach Fire Department
Station 14
5200 Eliot Avenue
Long Beach, CA 90803

Los Angeles Fire Department
Station 38
124 E. I Street
Wilmington, CA 90744

Long Beach Fire Department Station 10
1417 N. Peterson Avenue
Long Beach, CA 90813

Long Beach Fire Department
Station 19
3559 Clark Ave
Long Beach, CA 90808

Long Beach Fire Department
Station 13
2475 Adriatic Avenue
Long Beach, CA 90810

Long Beach Fire Department
Station 6
330 Windsor Way
Long Beach, CA 90802

Long Beach Fire Department
Station 2
1645 E. 3rd Street
Long Beach, CA 90802

Long Beach Fire Department
Station 20
331 Pier D Avenue W.
Long Beach, CA 90802

Los Angeles Fire Department
Station 48
1601 S. Grand Avenue
San Pedro, CA 90731

Los Angeles Fire Department
Station 110
2945 Miner Street
San Pedro, CA 90731

Port of Long Beach
Allyson Teramoto
415 West Ocean Boulevard
Long Beach, CA 90802
allyson.teramoto@polb.com

City of Long Beach
Dept. of Public Works
Eric Lopez, Director of Public Works
411 W. Ocean Blvd.
Long Beach, CA 90802

Long Beach Fire Department
Station 8
5365 E. 2 Street
Long Beach, CA 90803

City of Long Beach
Department of Public Safety
400 W. Broadway
Long Beach, CA 90802

Long Beach Fire Department
Station 40
330 Ferry Street
Los Angeles, CA 90731

Long Beach Fire Department
Station 22
6340 E. Atherton Street
Long Beach, CA 90815

Long Beach Fire Department
Station 18
3361 Palo Verde Avenue
Long Beach, CA 90808

Long Beach Fire Department
Station 3
1222 Daisy Avenue
Long Beach, CA 90813

Long Beach Fire Department
Station 4
411 Loma Avenue
Long Beach, CA 90814

Long Beach Fire Department
Station 17
2247 Argonne Avenue
Long Beach, CA 90815

Los Angeles Port Police
Thomas Gazsi, Chief of Police
330 S. Centre Street
San Pedro, CA 90731

Los Angeles Fire Department
Station 36
1005 N. Gaffey Street
San Pedro, CA 90731

Los Angeles Fire Department
Station 40
330 Ferry Street
San Pedro, CA 90731

SCAG
Annaleigh Ekman
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Los Angeles, CA 90017
IGR@scag.ca.gov

Los Angeles County Fire Department
Brian Bennett
brian.benett@fire.lacounty.gov

Department of Public Works City of LA
Albert Lew
albert.lew@lacity.org

City of Rancho Palos Verdes
Megan Barnes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275
mbarnes@rpvca.gov

Port of Los Angeles
Stephanie Rockwell
425 South Palos Verdes Street
San Pedro, CA 90731
smagnien@portla.org

Port of Los Angeles
Keith Heeley
425 South Palos Verdes Street
San Pedro, CA 90731
kheeley@portla.org

Long Beach Development Services
411 W. Ocean Boulevard 3rd Floor
Long Beach, CA 90802

LA Metro
Carlos Montez
1 Gateway Plaza
Los Angeles, CA 90012

6.4 Neighborhood Councils

Coastal San Pedro
Neighborhood Council
Anna Erneholm Pesusich, Chair
1840 South Gaffey Street, Box 34
San Pedro, CA 90731

Central San Pedro
Neighborhood Council
Sue Castillo
1840 South Gaffey Street
San Pedro, CA 90731

Coastal San Pedro
Neighborhood Council
James Dimon
1840 South Gaffey Street, Box 34
San Pedro, CA 90731

Wilmington Neighborhood Council
Dan Domonske
544 North Avalon Blvd.
Wilmington, CA 90744

Coastal San Pedro
Neighborhood Council
Mike Browne
1462 Paseo del Mar
San Pedro, CA 90731

Northwest San Pedro
Neighborhood Council
Melanie Labrecque
638 S. Beacon Street, Box 688
San Pedro, CA 90731

Wilmington Neighborhood Council
Cecilia Moreno
544 North Avalon Blvd.
Wilmington, CA 90744

Harbor City Neighborhood Council
Ray Moser
26035 Frampton Avenue
Harbor City, CA 90710

Northwest San Pedro
Neighborhood Council
Vic Christensen
638 South Beacon Street, Box 688
San Pedro, CA 90731
board@nwsanpedro.org

Harbor Gateway North
Neighborhood Council
Miguel Vazquez
P.O. Box 3723
Gardena, CA 90247

Northwest San Pedro Neighborhood
Council
Pat Nave
Council Planning and Land Use
Committee
overbid2002@yahoo.com

Central San Pedro
Neighborhood Council
Castillo Sue
1840 S. Gaffey Street
San Pedro, CA 90731

Coastal San Pedro
Neighborhood Council
Laura Derek
ladymermaidlaura@gmail.com

Coastal San Pedro
Neighborhood Council
Sheryl Akerblom
sakerblom@yahoo.com

Coastal San Pedro
Neighborhood Council
Douglas Epperhart
1840 S. Gaffey Street, Box 34
San Pedro, CA 90731

Wilmington Neighborhood Council
Olivia Fernandez
1657 N. Marine Avenue
Wilmington, CA 90744
ocferna2@gmail.com

Coastal San Pedro Neighborhood
Council
Robin Rudisill
wildrudi@icloud.com

Northwest San Pedro Neighborhood
Council
Kristina Smith
ksmith-mailroom@mail.com

6.5 Elected Officials – Federal

Senate Office
The Honorable Alex Padilla,
U.S. Senator
255 E. Temple St., Suite 1860
Los Angeles, CA 90012

Senate Office
The Honorable Laphonza Butler,
U.S. Senator
11111 Santa Monica Blvd., Suite #915
Los Angeles, CA 90025

Congressional District 42
The Honorable Robert Garcia,
Congressman
415 W. Ocean Blvd. Suite 200
Long Beach, CA 90802

Congressional District 44
The Honorable Nanette Diaz Barragan, Congresswoman
302 W. 5th Street, Suite 201
San Pedro, CA

Congressional District 36
The Honorable Ted Lieu, Congressman
1645 Corinth Avenue, Suite 101
Los Angeles, CA 90025

Senate District 35
The Honorable
Steven Bradford, Senator
302 W. 5th Street, Suite 203
San Pedro, CA 90731

Senate District 33
The Honorable Lena Gonzalez, Senator
3939 Atlantic Avenue, Suite 107
Long Beach, CA 90807

Senate District 26
The Honorable
Maria Elena Durazo, Senator
1808 W. Sunset Blvd.
Los Angeles, CA 90026

Senate District 24
The Honorable Ben Allen, Senator
111 Penn Street, Suite 101
El Segundo, CA 90245

Senate District 35
Office of Steven Bradford, Senator
Myla Rahman
302 W. 5th Street, Suite 203
San Pedro, CA 90731

6.6 Elected Officials – State

Assembly District 66
The Honorable Al Muratsuchi, Assemblymember
3424 W. Carson Street, Suite 450
Torrance, CA 90503

Assembly District 64
The Honorable Blanca Pacheco, Assemblymember
8255 Firestone Blvd, Suite 203
Downey CA 90241

Assembly District 70
The Honorable Tri Ta, Assemblymember
14361 Beach Blvd Suite 211
Westminster, CA 92683

Assembly District 65
The Honorable Mike Gipson, Assemblymember
879 W. 190th Street, Suite 920
Gardena, CA 90248

Assembly District 69
The Honorable Josh Lowenthal, Assemblymember
5000 E. Spring Street #550
Long Beach, CA 90815

Assembly District 44
The Honorable Laura Friedman, Assemblymember
300 E. Magnolia Boulevard, Suite 504
Burbank, CA 91502

6.7 Elected Officials – Local

Los Angeles
The Honorable Karen Bass, Mayor
200 N. Spring Street
Los Angeles, CA 90012

City of LA District 15
The Honorable
Tim McOsker, Councilmember
638 S. Beacon Street, Room 552
San Pedro, CA 90731

Long Beach City Hall Office
The Honorable Rex Richardson, Mayor
411 West Ocean Blvd. 11th Floor
Long Beach, CA 90802

LB City Council District 6
The Honorable Suely Saro, Councilwoman
411 West Ocean Blvd. 11th Floor
Long Beach, CA 90802

LB City Council District 1
The Honorable Mary Zendejas, Councilwoman
411 West Ocean Blvd. 11th Floor
Long Beach, CA 90802

LB City Council District 7
The Honorable Robert Uranga, Councilman
411 West Ocean Blvd. 11th Floor
Long Beach, CA 90802

Gateway City Council of Government
Ali Saleh, President
16401 Paramount Boulevard
Paramount, CA 90723

City of Palos Verdes
John Cruikshank, Mayor
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

City of Rolling Hills
Leah Mirsch, Mayor
2 Portuguese Bend Road
Rolling Hills, CA 90274

City of Torrance
George Chen, Mayor
3031 Torrance Boulevard
Torrance, CA 90503

City of Carson
Lula Davis-Holmes, Mayor
701 E. Carson Street
Carson, CA 90745

Carson City Council District 2
Jim Dear, Councilman
701 E. Carson Street
Carson, CA 90745

Carson City Council District 4
Arleen Bocatija Rojas, Councilwoman
701 E. Carson Street
Carson, CA 90745

LA County Board of Supervisors
Fourth District
Janice Hahn, County Supervisor
500 W. Temple Street, Room 822
Los Angeles, California 90012

Office of Councilmember Tim McOsker
15th Council District | City of Los Angeles
Drew Leach
drew.leach@lacity.org

Councilmember Al Austin's Office
Esther Ogunrinu
411 West Ocean Blvd. 11th Floor
Long Beach, California 90802

6.8 Native American Representatives

Barbareño/Ventureño Band of Mission Indians
Dayna Barrios, Chairwoman
P.O. Box 364
Ojai, CA 93024

Barbareño/Ventureño Band of Mission Indians
Patrick Tumamait
P.O. Box 364
Ojai, CA 93024

Barbareño/Ventureño Band of Mission Indians
Eleanor Arrellanes, Chairwoman
P.O. Box 364
Ojai, CA 93024

Fernandeño Tataviam Band of Mission Indians
Rudy Ortega Jr., Tribal President
1019 Second Street
San Fernando, CA 91340

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Tribal Council
P.O. Box 693
San Gabriel, CA 91778

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aliso Street, #231
Los Angeles CA 90012

Gabrielino-Tongva Tribe
Charles Alvarez, Chairperson
23454 Vanowen Street
West Hills, CA 91307

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA 93283

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
115 Radio Street
Bakersfield, CA 93305

San Fernando Band of Mission Indians
Tribal Council
P.O. Box 221838
Newhall, CA 91322

San Manuel Band of Mission Indians
Lynn Valbuena, Chairperson
26569 Community Center Drive
Highland, CA 92346

Santa Ynez Band of Chumash Indians
Kenneth Kahn, Chairperson
P.O. Box 517
Santa Ynez, CA 93460

Soboba Band of Luiseño Indians
Joseph Ontiveros
Cultural Resource Department
P.O. Box 487
San Jacinto CA 92581

Ryan Nordness
Yuhaaviatam of San Manuel Nation
26569 Community Center Drive
Highland, CA 92346
ryan.nordness@sanmanuel-nsn.gov

Crystal Mendoza
Santa Ynez Band of Chumash Indians
P.O Box 517
Santa Ynez, CA 93460
cmendoza@chumash.gov

Santa Ynez Band of Chumash Indians
Eric Arredondo
earredondo@chumash.gov

6.9 Schools, Community Centers, and Libraries

Roosevelt Elementary School
1574 Linden Avenue
Long Beach, CA 90813

Webster Elementary School
1755 W. 32nd Way
Long Beach, CA 90810

Cesar Chavez Elementary School
730 W. 3rd Street
Long Beach, CA 90802

Oropeza Elementary
700 Locust Avenue
Long Beach, CA 90813

Allied Professional Institute
5199 E. Pacific Coast Highway #300
Long Beach, CA 90804

Long Beach Unified School District
Facilities Development & Planning
2425 Webster Avenue
Long Beach, CA 90810

Clarita Career College
100 W. Broadway #225
Long Beach, CA 90802

Homeland Cultural Arts Center
1321 E. Anaheim Street
Long Beach, CA 90813

Ernest McBride Park & Cal Rec Community Center
1550 Martin Luther King Jr. Avenue
Long Beach, CA 90813

Freeman Community Center
2760 N. Studebaker Road
Long Beach, CA 90815

Freeman Community Center
2125 Santa Fe Avenue
Long Beach, CA 90810

Billie Jean King Main Library
200 W. Broadway
Long Beach, CA 90802

Alamitos Neighborhood Library
1836 E. 3rd Street
Long Beach, CA 90802

Mark Twain Neighborhood Library
1401 E. Anaheim Street
Long Beach, CA 90813

Port of LA High
250 W. 5th Street
San Pedro, CA 90731

San Pedro High
1001 W. 15th Street
San Pedro, CA 90731

Barton Hill Elementary
423 N. Pacific Avenue
San Pedro, CA 90731

Taper Avenue Elementary
1824 N. Taper Avenue
San Pedro, CA 90731

Bandini Street Elementary
425 N. Bandini Street
San Pedro, CA 90731

Cabrillo Avenue Elementary
732 S. Cabrillo Avenue
San Pedro, CA 90731

Los Angeles Unified School District
District 7
Tanya Ortiz Franklin, Board Member
333 S. Beaudry Avenue, Floor 24
Los Angeles, CA 90017

Wilmington Branch Library
Denise Nossett
1300 N. Avalon Boulevard
Wilmington, CA 90744

LAUSD
District 7
Marilyn Alvarez, Family & Community Engagement Manager
Marilyn.alvarez@lausd.net

El Camino College
Nilo Michelin, Board of Trustees
16007 Crenshaw Boulevard
Torrance, CA 90506

Peck Park Community Center
560 N. Western Avenue
San Pedro, CA 90732

Fort MacArthur Community Center
210 W. 29th Street
San Pedro, CA 90731

San Pedro Regional Library
David Ellis, Senior Librarian
931 S. Gaffey Street
San Pedro, CA 90731

Wilmington Park Elementary
1140 Mahar Avenue
Wilmington, CA 90744

George De La Torre Elementary School
500 Island Avenue
Wilmington, CA 90744

Wilmington Middle School
1700 Gulf Avenue
Wilmington, CA 90744

Avalon High
1425 N. Avalon Boulevard
Wilmington, CA 90744

East Wilmington Greenbelt Community Center
918 Sanford Avenue
Wilmington, CA 90744

Alexis Campbell
Los Angeles Unified School District
cp-alexis.campbell@lausd.net

Melanie Nazarbekian
Long Beach Unified School District
mnazarbekian@lbschools.net

LA City Library Department
San Pedro Branch
David Ellis, Senior Librarian
931 S. Gaffey Street
San Pedro, CA 90731

LA Harbor Community College
Marvin Martinez, President
1111 Figueroa Place
Wilmington, CA 90744

LA City Library Department
Wilmington Branch
Denice Nossett, Senior Librarian
1300 N. Avalon Blvd.
Wilmington, CA 90744

Long Beach Library
Billie Jean Kim Main Library
Head Librarian
200 W. Broadway
Long Beach, CA 90802

LA City Library Department
Central Library
Kren Malone, Director
630 W. 5th Street
Los Angeles, CA 90071

Office of Environmental
Health and Safety
Los Angeles Unified School District
333 South Beaudry Avenue
Los Angeles, CA 90017
ceqa-comments@lausd.net

Los Angeles Unified School District (LAUSD)
Bryan Ramos
333 S Beaudry Ave, 21st Floor
Los Angeles, CA 90017
cp-bryan.fernandez@lausd.net

CSULB Career Development Center
Robert Wendt
Robert.Wendt@csulb.edu

6.10 Community Advisory Committee Members

Citizens for a Better Wilmington
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Natural Resources Defense Council
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Wilmington, CA 90744

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Providence San Pedro Urgent Care
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San Pedro Alano Club
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ILWU Local 65
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ILWU Local 94
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North Pine Neighborhood Alliance
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ILWU Local 63 – Marine Clerks
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Long Beach Area
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Long Beach Area
Chamber of Commerce
Nelson Judy, Vice President Business Councils
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Food Net - San Pedro Service Center - Food Distribution Center
769 W 3rd Street
San Pedro, CA 90731

Harbor Christian Center - Food Distribution Center
Maggio Vivian
1602 Wilmington Boulevard
Wilmington, CA 90744

Saint Peter and Paul Poverty Program
Food Distribution Center
943 N Lagoon Avenue
Wilmington, CA 90744

A Needy Wilmington
1008 N Avalon Boulevard # 1753
Wilmington, CA 90748

Communities for a Better Environment
Rivera Alicia
113 E. Anaheim Street
Wilmington, CA 90744

SBCC Thrive LA / South Bay Center For Counseling
540 N. Marine Avenue
Wilmington, CA 90744

DHS-Wilmington Health Center
1325 Broad Avenue
Wilmington, CA 90744

Centro CHA
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Long Beach Ronald McDonald House
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San Pedro, CA 90732

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Community Action Partnership - Hudson Park - Food Distribution Center
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Long Beach, CA 90810

San Pedro Peninsula Homeowners United
Gunter Janet
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Long Beach Lutheran Social Services - Food Distribution Center
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ILWU OVU
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LA Harbor International Film Festival
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Western States Regional Council of Carpenters
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Assistance League of San Pedro-South Bay Post Office
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Saints Peter & Paul Catholic Church
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San Pedro Peninsula Homeowners United
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Wilmington YMCA
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Cornerstone Church
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Catholic Charities Of LA Long Beach Community Services Center
123 E 14th Street
Long Beach, CA 90813

St Peter Catholic Church (San Pedro)
575 W Ofarrell Street
San Pedro, CA 90731

First Baptist Church of Long Beach
1000 Pine Avenue
Long Beach, CA 90813

Holy Trinity Catholic Church
1292 W Santa Cruz Street
San Pedro, CA 90732

The Potter's House
Church of San Pedro
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San Pedro, CA 90731

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Long Beach Business Journal
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Long Beach Rotary
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Memorial Care Long Beach
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Algalita Marine Research and
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Aquarium of the Pacific
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Long Beach, CA 90802

Long Beach Forward
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Long Beach Gas & Water
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Boys & Girls Club of San Pedro
1200 S. Cabrillo Avenue
San Pedro, CA 90731

Downtown Long Beach Alliance
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Environmental Education Center and
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827 Bejay Place
San Pedro, CA 90731

1831 Barrywood Avenue
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511 West Macarthur Avenue
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574 West Upland Avenue
San Pedro, CA 90731

505 West Macarthur Avenue
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582 West Upland Avenue
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550 West Upland Avenue
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568 West Upland Avenue
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562 West Upland Avenue
San Pedro, CA 90731

589 West Upland Avenue
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583 West Upland Avenue
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579 West Upland Avenue
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445 West Elberon Avenue
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Appendix A. Section 4(f)

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

Section 4(f) Properties

Section 4(f) properties include:

- Publicly owned parks, recreation areas, wildlife, or waterfowl refuges.
- Historic sites on or eligible for the National Register of Historic Places (National Register).
- Archaeological sites on or eligible for listing on the National Register and that warrant preservation in place as determined by Caltrans and the official(s) with jurisdiction.

For more detailed information on historic sites, see Chapter 2, Section 2.11 Cultural Resources, and for information on parks and recreational facilities, see Section 2.4 Parks and Recreational Facilities in this Environmental Impact Report/Environmental Assessment (EIR/EA).

Section 4(f) Study Areas

As described in Chapter 1, the Build Alternative proposes to replace the bridge deck, median barrier, fencing, rails, and seismic sensors, and all project construction activities would take place within the existing right-of-way of the Vincent Thomas Bridge (Bridge #53-1471) between Post Miles (PM) 0.4 and 2.0. The identification of Section 4(f) properties and the assessment of use followed the guidance presented in the Caltrans Standard Environmental Reference (SER) and the Federal Highway Administration (FHWA) Section 4(f) Policy Paper. The Section 4(f) Study Area includes the project Area of Potential Effects (APE) or Section 4(f) Historic Study Area to identify and analyze the use of all potential Section 4(f) historic sites. The Section 4(f) Publicly Owned Parks and Recreation Study Area also identified all potential parks, recreational facilities, and wildlife and waterfowl refuges adjacent to and within 1,000 feet of the project area to ensure that proximity impacts (constructive use) were considered (see Figure A-1, provided later).

In addition, several detour routes have been proposed to temporarily route traffic around the bridge during partial or full bridge (Preferred) closures.

Table A-1: Construction Staging Options

Construction Staging Option	Description
Single-Stage Construction (Preferred)	Full closure of Vincent Thomas Bridge with traffic detours in place for approximately 16 months.
Two-Stage Construction	One lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, potentially reduced speeds due to small lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge.
Three-Stage Construction	One lane in each direction on the bridge would remain open (three stages) with multiple full weekend and overnight closures. Traffic detours in place for 24 to 30 months with weekend and overnight closures or 30 to 36 months with no full closures.
Nighttime Bridge Closure	Bridge fully open during daytime (6:00 a.m. to 7:00 p.m.) with full closure during the nighttime hours (7:00 p.m. to 6:00 a.m.) every day.

Source: Compiled by Caltrans (2023).

The proposed routes include Sepulveda Boulevard, Pacific Coast Highway (PCH), Harry Bridges Boulevard/Alameda Street/Anaheim Street (between State Route 47 [SR-47] and Henry Ford Avenue), SR-47, State Route 103 (SR-103), Interstate 110 (I-110), Interstate 405 (I-405), and Interstate 710 (I-710) (see Section 1.4.7 of the environmental document). As highlighted in Section 2.2.4 of the environmental document, there are numerous parks and recreational facilities located adjacent to the proposed detour routes, and while the detour routes may experience temporary increased volumes of traffic, access would be maintained at all times and there would be no direct or indirect impacts affecting the park or park activities, features, or attributes. Therefore, these facilities were not considered as part of this evaluation.

Section 4(f) "Use" Definitions

As defined in Title 23, Code of Federal Regulations (CFR), Section 774.17, the "use" of a protected Section 4(f) property occurs when any of the following conditions are met:

- **Direct Use:** A direct use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation project. This may occur as a result of partial or full acquisition of a fee simple interest, permanent easement, or temporary easement that exceeds regulatory limits.

- **Temporary Use:** A temporary use of a Section 4(f) property occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservation purposes of the Section 4(f) statute. A temporary occupancy of property does not constitute a use of a Section 4(f) resource when all of the following conditions are satisfied:

    - Duration is less than the time needed for construction of the project and there is no change in ownership of the land.

    - The nature and magnitude of the changes to the Section 4(f) property are minimal.

    - There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.

- The land being used will be fully returned to a condition at least as good as that which existed prior to the project.

- There is a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

- **Constructive Use:** A constructive use of a Section 4(f) property occurs when a transportation project does not incorporate land from the resource, but the proximity of the project results in impacts so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR 774.15).

- ***De minimis* Impact:** The requirements of Section 4(f) are satisfied with respect to a Section 4(f) resource if it is determined by the FHWA that a transportation project would have only a "*de minimis* impact" on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination. The official(s) with jurisdiction over the resource must be notified of FHWA's determination. A *de minimis* impact is defined in 23 CFR 774.17 as follows:

  For parks, recreation areas, and wildlife/waterfowl refuges, a de minimis impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f), and the official with jurisdiction has concurred with this determination after there has been a chance for public review and comment (Note: For parks, recreation areas, and wildlife/waterfowl refuges, public notice and an opportunity for public review and comment concerning the effects on the protected features, attributes, or activities of the property are required from the official with jurisdiction).

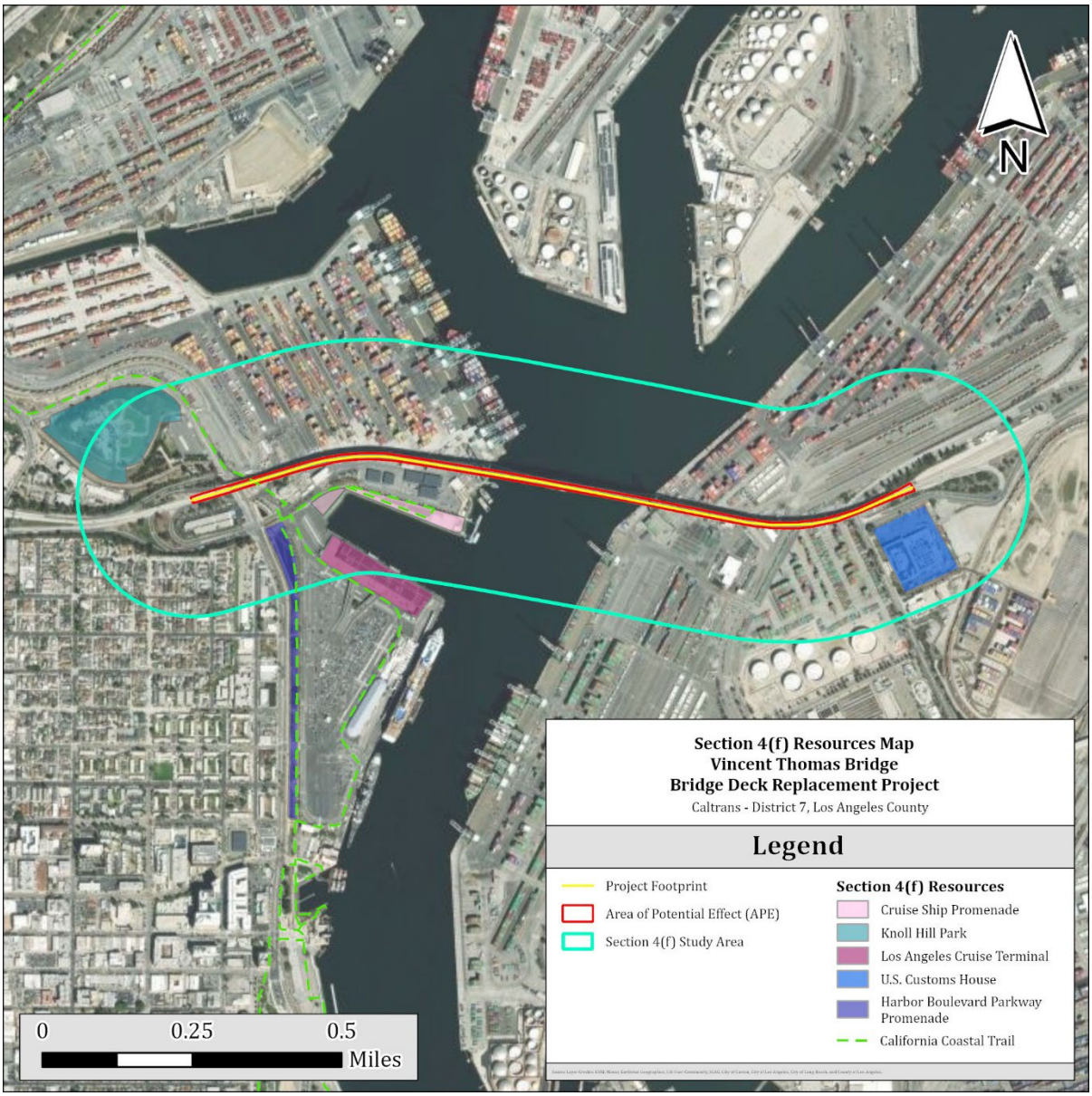
Properties Not Protected by Section 4(f)

There are no historic sites within the project's APE, or public or private parks, recreational facilities, and wildlife refuges within the Section 4(f) study area that are not protected by Section 4(f).

Section 4(f) Protected Properties

Within the Section 4(f) study area, there are both historic sites and publicly owned parks and recreation areas that are Section 4(f) protected properties (see Figure A-1).

Figure A-1: Section 4(f) Study Area and Protected Properties



Source: ESRI, Maxar, Earthstar Geographics, GIS User Community, Southern California Association of Governments, City of Carson, City of Los Angeles, City of Long Beach, and County of Los Angeles.

HISTORIC SITES

Vincent Thomas Bridge

The Vincent Thomas Bridge, completed in 1963, is a cable suspension steel bridge spanning the main channel of Los Angeles Harbor between San Pedro and Terminal Island. The 6,062-foot bridge has been determined eligible for listing in the National Register. As a National Register-eligible property, the Vincent Thomas Bridge is considered a Section 4(f) property.

As outlined in 23 CFR 774.13(a)(3), the use of historic transportation facilities is, in certain circumstances, an exception to the requirement for Section 4(f) approval. One such

exception is: maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities if the Administration concludes, as a result of the consultation under 36 CFR 800.5, that:

1. Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and

2. The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or [Caltrans] concludes this work achieves compliance with 54 USC 306108 (Section 106) through a program alternative under 36 CFR 800.14.

In August 2023, the State Historic Preservation Officer (SHPO) agreed to Caltrans' finding that the project will have no adverse effect on historic properties based on the Criteria of Adverse Effect as defined in 36 CFR 800.5(a)(1) and Stipulation X.B. of the January 1, 2014 First Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 16 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (106 PA [Programmatic Agreement]). It was determined that none of the proposed work to preserve the functionality and structural integrity would alter the characteristics of the Vincent Thomas Bridge that qualify it for the National Register or diminish the integrity of the historic property.

The Vincent Thomas Bridge is a Section 4(f) property, but as provided in 23 CFR 774.13(a)(3), the provisions of Section 4(f) do not apply.

Los Angeles Cruise Terminal

The Los Angeles Cruise Terminal building was originally opened in 1963 with an upper level devoted for cruise travel operations and a lower level for cargo. A spectator gallery was built on the upper level, along with two vehicle bridges up from ground level. The Berth 93 structure was remodeled and expanded in 2002. The terminal is immediately south of the Vincent Thomas Bridge, outside of the project APE, and is evaluated as eligible for listing in the National Register. All project construction activities would be confined to the bridge and there would be no adverse effect to the Los Angeles Cruise Terminal building. As an eligible property, the Los Angeles Cruise Terminal building is a Section 4(f) property, but no "use" will occur; therefore, the provisions of Section 4(f) do not apply.

U.S. Customs House

The U.S. Customs House was completed in 1967 to serve as the Port of Los Angeles (POLA) center for assessing taxes and duties on imported goods, controlling imports and exports, and combating fraud and smuggling. The building is located at 300 Ferry Street on Terminal Island adjacent to the eastern end of the Vincent Thomas Bridge, outside of the project APE, and is eligible for listing in the National Register. The proposed construction activities would be confined to the footprint of the bridge, over 350 feet north of the building, and there would be no adverse effect to the U.S. Customs House. As an eligible property, the U.S. Customs House is a Section 4(f) property, but no "use" will occur; therefore, the provisions of Section 4(f) do not apply.

There are no archaeological sites protected under Section 4(f) within the Section 4(f) study area.

PUBLICLY OWNED PARKS AND RECREATION AREAS

California Coastal Trail

The California Coastal Trail is a network of public trails and routes throughout the entire state, which when complete will span the entire California coastline. The trail provides access for hiking, walking, cycling, skating, and horseback riding. Within the Section 4(f) study area, the primary leg of the California Coastal Trail, follows the Harbor Boulevard Parkway Promenade to the Cruise Ship Promenade. At Swinford Street, a secondary leg of the trail passes underneath the western end of the Vincent Thomas Bridge along the existing bike lane on Harbor Boulevard/Front Street, continuing to Pacific Avenue and north to John S. Gibson Boulevard. With all proposed deck replacement and enhancement activities occurring on the bridge deck above the trail, there would be no permanent direct or temporary use of the trail. The trail would remain open and intact throughout the duration of construction. With implementation of Caltrans' project BMPs to minimize any effects of construction noise and dust, proposed construction activities would not result in direct or indirect impacts that would substantially impair the activities, features, or attributes of the trail. The California Coastal Trail is a Section 4(f) property, but no "use" will occur; therefore, the provisions of Section 4(f) do not apply.

Cruise Ship Promenade

The Cruise Ship Promenade is a 4-acre open area along the waterfront from the cruise ship passenger terminal to the Catalina Express Terminal. The open space located along Swinford Street consists of a promenade, benches, chairs, bocce ball court, and chess tables. In addition, the promenade includes a public art kinetic wind and sound array called "Telltales Wind Ensemble". With all proposed work activities occurring on the deck of the Vincent Thomas Bridge, which is elevated adjacent to the promenade, and implementation of Caltrans' project BMPs to minimize any effects of construction noise and dust, there would be no permanent direct or temporary use of the promenade, nor would those activities result in indirect impacts that would substantially impair the promenade's activities, features, or attributes. The Cruise Ship Promenade is a Section 4(f) property, but no "use" will occur; therefore, the provisions of Section 4(f) do not apply.

Harbor Boulevard Parkway Promenade

The Harbor Boulevard Parkway Promenade runs parallel to Harbor Boulevard, from Swinford Street to 5th Street in San Pedro. The promenade features a tree-lined multi-use pathway, plazas, interpretive signage, checker/chess board tables, and multiple benches throughout the parkway. With all proposed work activities occurring on the deck of the Vincent Thomas Bridge, which is elevated adjacent to the promenade, there would be no permanent or temporary use of the parkway. In addition, the proposed construction activities occurring on the bridge deck would not result in indirect impacts that would substantially impair the parkway's activities, features, or attributes. The Harbor Boulevard Parkway Promenade is a Section 4(f) property, but no "use" will occur; therefore, the provisions of Section 4(f) do not apply.

Knoll Hill Park

The Knoll Hill Park is located between Front Street and Knoll Drive in the community of San Pedro. The 24-acre park includes three Little League baseball diamonds. The fields are approximately 0.15 mile northwest of the proposed bridge deck work at the western end of the project area. With all proposed work activities occurring on the deck of the Vincent Thomas Bridge, there would be no permanent or temporary use of Knoll Hill Park. In addition, there would not be a constructive use of the park because the primary function of the park is for active use, and project activities on the Vincent Thomas Bridge would occur over 0.15 mile from the park. The project would not result in direct or indirect impacts or substantial impairments to features, activities, or attributes of the park. Knoll Hill Park is a Section 4(f) property, but no "use" will occur; therefore, the provisions of Section 4(f) do not apply.

There are no wildlife or waterfowl refuges protected under Section 4(f) within the Section 4(f) study area.

SECTION 4(F) USE DETERMINATIONS

Table A-2 provides a summary of Section 4(f) historic properties analyzed within the Section 4(f) study area and Section 4(f) use determinations, with Table A-3 providing a summary of the Section 4(f) Publicly Owned Parks and Recreation Areas.

Table A-2: Summary of Section 4(f) Historic Properties and Use Determination for the Build Alternative

Section 4(f) Property Name	On or Adjacent to Project Area	Section 106 Effect Determination	Use (None – Direct, Temporary, or Constructive)	*De Minimis* (Yes/No)
Vincent Thomas Bridge	On	No Adverse Effect	Use – None	No
Los Angeles Cruise Terminal	Adjacent	No Effect	Use – None	No
U.S. Customs House	Adjacent	No Effect	Use – None	No

Source: Compiled by Caltrans (2023).

Table A-3: Summary of Section 4(f) Publicly Owned Parks and Recreational Areas and Use Determination for the Build Alternative

Section 4(f) Property Name	On or Adjacent to Project Area	Use (None – Direct, Temporary, or Constructive)	*De Minimis* (Yes/No)
California Coastal Trail	Adjacent	Use – None	No
Cruise Ship Promenade	Adjacent	Use – None	No
Harbor Boulevard Parkway Promenade	Adjacent	Use – None	No
Knoll Hill Park	Adjacent	Use – None	No

Source: Compiled by Caltrans (2023).

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Appendix B. Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
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September 2022

1.1.1.1 NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

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Appendix C. Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

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Environmental Commitments Record (ECR)

DIST-CO-RTE: 07 – LA - 047 **PM/PM:** 0.430/2.000 **EA/Project ID.:** 07-39020_/0722000334
Project Description: Replace bridge deck and seismic sensors. This project is under the Construction Manager/General Contractor (CMGC) Program
Date (Last modification):
Environmental Planner: Alex Brown **Phone No.:** 213-310-2590
Construction Liaison: **Phone No.:**
Resident Engineer: **Phone No.:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
CEQA Review	California Department of Fish and Wildlife						
Coastal Development Permit - Local	Coastal Commission						
Fully Protected Species Technical Assistance	California Department of Fish and Wildlife						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
Hazardous Waste	The Office of Environmental Engineering (OEE) reviewed the State Resources Water Control Board GEOTRACKER and the California Department of Toxic Substance Control (DTSC) ENVIROSTOR environmental databases to identify potential Recognized Environmental Conditions (RECs) with respect to potential soil, soil vapor, and groundwater related to planned improvements when a more detailed scope of work with project limit and boundaries is provided. The objective of the environmental research is to evaluate and determine if there are reported REC sites that exist that may impact the proposed improvements.	Preliminary Hazardous Waste Reassessment Env Doc Section 2.12		OEE						
Hazardous Waste	**PF-HW-3:** SP 14 11.13, Disturbance of Existing Paint Systems on Bridge, will be required during Plans, Specifications, and Estimates (PS&E).	Preliminary Hazardous Waste Assessment Env Doc Section 2.12	SSP	General Contractor						
Energy	**AM-E-1:** The final design plans shall incorporate the use of energy-efficient lighting, such as light emitting diodes, to the extent feasible. Light-emitting diode bulbs cost $60 to $70 each but last 5 to 6 years, compared to the 1-year average lifespan of the incandescent bulbs previously used. The light-emitting diode bulbs themselves consume ten percent of the electricity of traditional lights.	Energy Analysis Report Env Doc Section 2.15		General Contractor						

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
Air Quality	**AM-AQ-1:** The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9 (2023). • Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. • Non-Standard Special Provision (NSSP) 14-9.05 requires identification of the local air quality jurisdiction (i.e., South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).	Env Doc Section 2.13		General Contractor						
Air Quality	**AM-AQ-2:** The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter [PM] and nitrogen oxides [NOX]) during construction activities.	Env Doc Section 2.13	NSSP	General Contractor						
Air Quality	**PF-AQ-1:** Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114. • The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). • Diesel-powered, off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) “Regulation for In-Use Off-Road Diesel-Fueled Fleets” (Title 13, CCR, Section 2449). Diesel-powered, on-road vehicles and trucks shall limit idling in accordance with the CARB “Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling” (Title 13, CCR, Section 2485).	Env Doc Section 2.13		General Contractor						
Biology	**MM-BIO-1:** To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.	Natural Environment Study (NES) Chapter 4 Env Doc Section 2.19		Caltrans Environmental/General Contractor						

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
Biology	**MM-BIO-2:** A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).	NES Chapter 4 Env Doc Section 2.19		Caltrans Environmental/General Contractor						
Biology	**MM-BIO-4:** If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.	NES Chapter 4 Env Doc Section 2.19		Caltrans Environmental/General Contractor						
Biology	**MM-BIO-5:** A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.	NES Chapter 4 Env Doc Section 2.19		Caltrans Environmental/General Contractor						
Biology	**MM-BIO-7:** Compensatory Mitigation. Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.	NES Chapter 4 Env Doc Section 2.19		Caltrans Environmental/General Contractor						
Community Impact Assessment	Regular and ongoing community engagement will occur to address key concerns and develop strategies to reduce potential impacts to the community.	CIA Section 4.5.3 Env Doc Section 2.8		Caltrans PDT						
Community Impact Assessment	Regular and ongoing coordination with agencies will occur for projects within the CIA Study Area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.	CIA Section 4.5.3 Env Doc Section 2.8		Caltrans PDT						
Hazardous Waste	**PF-HW-2: Material Containing Asbestos Containing Materials (ACMs).** Any demolition/alteration and/or modification work on a bridge, regardless of whether it contains ACM, triggers United States Environmental Protection Agency (USEPA) National Emission Standards for Hazardous Air Pollutants (NESHAP) regulation that requires notification to the delegated air quality district. The delegated air quality district in Southern California is the South Coast Air Quality Management District (SCAQMD). SCAQMD requires an ACM survey to accompany the notification of proposed work at least 15 days prior to the start of bridge renovation/modification work. The ACM survey shall be performed by a certified asbestos consultant (CAC). If ACM is found, it must be removed and	Preliminary Hazardous Waste Reassessment Env Doc Section 2.12	SSP							

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
	disposed of at an appropriate disposal facility by a licensed asbestos abatement contractor. Pursuant to State regulations, the contractor that performs the ACM survey must not be the same contractor that performs the asbestos abatement. OEE recommends project-specific site investigation (SI) as required to evaluate and determine the extent of ACM and lead-based paint at the proposed work area. The handling and managing of materials suspected to contain asbestos in bridges when the quantity or area of material being disturbed is less than the regulatory notification requirements for asbestos shall be in accordance with Standard Special Provision (SSP) 14 11.16 Asbestos Containing Construction Materials in Bridges.									

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
Air Quality	Senate Bill 1 2030(e) directs Caltrans "To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise." In response, the Caltrans Division of Environmental Analysis, Office of Environmental Management, developed a GHG Reduction Measures Toolbox (https://enc.onramp.dot.gov/downloads/env/managedfiles/caltrans-ghg-reduction-measures-jun-2021-a11y.pdf) for use in project development. It is recommended that the PDT review, evaluate, and consider project measures in Tables 1 and 3 of the Toolbox in the link above and that the project commit to include all feasible and relevant measures identified from the tables. If any measures are proposed outside the tables in the Toolbox, the PDT shall ensure that those measures are biddable and can be successfully implemented. All identified reduction measures shall be carried forward in the ECR. Based on the currently proposed scope, the project therefore appears to be exempt from all requirements of Rule 403.2. The AQMD will evaluate the project in PS&E to determine the applicability of Rule 403.2. In order to help address public health disparities in underserved communities, consistent with one of the action items of Caltrans' Strategic Plan Goal to "Advance Equity and Livability in All Communities," Caltrans now requires use of Tier 4 engines for offroad diesel-fueled vehicles. The AQMD will coordinate with HQ for approval of nonstandard special provisions (NSSPs) to mandate contractors to use Tier 4 engines during construction. The coordination and approval of NSSPs will be completed as part of a review of PS&E. Construction of the proposed project shall comply with all applicable air quality management district rules. Objectionable odors should also be minimized by conducting	Env Doc Section 2.13		Caltrans Environmental Department	RE Report to Caltrans					

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
	certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.									
Biology	**MM-BIO-3:** A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.	NES Chapter 4 Env Doc Section 2.19		Caltrans Environmental/Biologist						
Biology	**MM-BIO-6:** If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.	NES Chapter 4 Env Doc Section 2.19		Caltrans Environmental/Biologist						
Community Impact Assessment	**PF-UES-1:** Regular coordination with emergency service providers for ramp or road closures.	CIA Section 1.4.1.2 Env Doc Section 2.9		Caltrans PDT						
Cultural Resources	**PF-CR-1:** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Env Doc Section 2.11		General Contractor/Caltrans Environmental						
Cultural Resources	**PF-CR-2:** If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Caprice “Kip” Harper, Project PQS Principal Investigator-Prehistoric Archaeology so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Env Doc Section 2.11		General Contractor/Caltrans Environmental						
Hazardous Waste	The General Contractor shall develop a task-specific Lead Compliance Plan and Excavation Transportation Plan for special handling and management of aerially deposited lead (ADL) contaminated soil as stipulated in Standard Special Provisions (SSPs) Standard Specifications, 8 California Code of Regulations (CCR), Section 1532.1, “Lead” and the California Division of Occupational Safety and Health (Cal-OSHA) Construction Safety Order. Refer to attached SSP 14-11.08 Regulated Material Containing Aerially Deposited Lead. The Contractor is required to adhere to the requirement stipulated in the SSPs and to prepare a project specific Lead Compliance Plan (LCP) with lead awareness training in conformance with 8 CCR, Section 1532.1 “Lead,” Cal-OSHA Construction Safety Order and Caltrans Standard Specifications prior to commencement of work. The LCP shall be prepared/signed/stamped by a Certified Industrial Hygienist (CIH). Refer to attached SSP 14-11.09, Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead. All soil disturbed must remain in the immediate area of disturbance and not be transported elsewhere, except for location 17004 Alburtis Avenue, Artesia, CA 90701. Health and safety	Preliminary Hazardous Waste Reassessment Env Doc Section 2.12	Std Spec	Caltrans Environmental Department	RE Report to Caltrans					

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
	precautions and dust control for hazardous waste must be implemented. Location: 17004 Alburtis Avenue, Artesia CA 90701: Based on the available information and close distance from project site, groundwater depth, and excavation depth of 48”, this recognized environmental condition (REC) may have adversely affected the project site. An NSSP is likely needed to ensure proper handling and disposal. Coordination with HW is ongoing.									
Hazardous Waste	**PF-HW-1:** Use Standard Special Provision (SSP) 14-11.04, Minimal Disturbance of Material Containing HW Concentrations of ADL.	Preliminary Hazardous Waste Reassessment Env Doc Section 2.12	Yes	General Contractor						
Hazardous Waste	**PF-HW-4:** Use Standard Special Provision (SSP) 14-11.07, Remove Yellow Traffic Stripe and Pavement Making with HW Residue.	Preliminary Hazardous Waste Reassessment Env Doc Section 2.12	Yes	General Contractor						
Hazardous Waste	**PF-HW-5:** Use Standard Special Provision (SSP) 14-11.10, Disposal of Electrical Equipment Requiring Special Handling.	Preliminary Hazardous Waste Reassessment Env Doc Section 2.12	Yes	General Contractor						
Energy	**AM-E-2:** The Build Alternative shall incorporate the following Best Available Control Technologies related to energy use: • Use cement blended with the maximum feasible amount of flash or other materials (i.e., limestone); • Use lighter-colored pavement where feasible to increase albedo; • Use recycled water or grey water for fugitive dust control; • Employ energy- and fuel-efficient vehicles and equipment, zero- and/or near-zero emission technologies; and • Encourage ride-sharing and carpooling for construction crews.	Energy Analysis Report Env Doc Section 2.15		General Contractor						
Other	**MM-TR-1: Temporary Restriping and Signal Synchronization of Identified Intersections.** The Traffic Operations Analysis Report (TOAR) (2024) outlines potential improvements that can been developed at 13 intersections within the Community Impact Assessment (CIA) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 13 intersections can be found in the TOAR (2024) and is available upon request. The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.	Env Doc Section 2.10		Caltrans/Jurisdictional Agencies						
Other	**MM-TR-2: Repairing Detour Routes.** Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.	Env Doc Section 2.10		Caltrans/Jurisdictional Agencies						
Other	**PF-TR-1: Transportation Management Plan.** The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-	Env Doc Section 2.10		Caltrans						

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for Significant Impacts Under CEQA?
	time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2). a. **Changeable Message Signs (CMS):** Permanent overhead message signs are placed along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone. b. **Portable Changeable Message Signs (PCMS):** PCMS will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.									

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Appendix D. List of Abbreviations and Acronyms

°F	degrees Fahrenheit
AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
AB 32	California Global Warming Solutions Act
ABC	accelerated bridge construction
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACS	American Community Survey
ACTA	Alameda Corridor Transportation Authority
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
Alternative 1	No Build Alternative
Alternative 2	Build Alternative
AOI	area of interest
APE	Area of Potential Effects
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BIP	Bridge Investment Program
BIRIS Report	Bridge Inspection Records Information Search Report
BMPs	best management practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CAC	Community Advisory Committee
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Occupational Safety and Health Administration
CalEPA	California Environmental Protection Agency
California Register	California Register of Historical Resources

Caltrans	California Department of Transportation
CAPTI	California Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCA	California Coastal Act of 1976
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CE	Categorical Exclusion
CEC	California Energy Commission
Census Bureau	United States Census Bureau
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CEQA/NEPA	California Environmental Quality Act/National Environmental Policy Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane
CIA	Community Impact Assessment
CMGC Program	Construction Manager/General Contractor Program
CMS	changeable message sign
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CSO	Cultural Studies Office
CTP	California Transportation Plan
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	decibels

dBA	A-weighted decibels
Desk Guide	Desk Guide, Environmental Justice in Transportation Planning and Investments
DP-30	Director's Policy 30
DPM	diesel exhaust particulate matter
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIR/EA	Environmental Impact Report/Environmental Assessment
EIS	Environmental Impact Statement
EMS	emergency medical services
ENN	Enhanced Neighborhood Network
EO	Executive Order
EPA	United States Environmental Protection Agency
ESHA	Environmentally Sensitive Habitat Area
FAQs	Frequently Asked Questions
FEMA	Federal Emergency Management Administration
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FMS	Fenix Marine Services
FONSI	Finding of No Significant Impact
Fourth Assessment	Fourth Climate Change Assessment
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GPR	ground penetrating radar
Green LA Plan	Green LA – An Action Plan to Lead the Nation in Fighting Global Warming
Guidelines	Section 404 (b)(1) Guidelines
GWP	global warming potential
H&SC	California Health and Safety Code
H_2S	hydrogen sulfide
HCM	Highway Capacity Manual
HFCs	hydrofluorocarbons

HHS	Department of Health and Human Services
HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report
I-10	Interstate 10
I-110	Interstate 110
I-405	Interstate 405
I-605	Interstate 605
I-710	Interstate 710
IPaC	Information for Planning and Consultation
kWh	kilowatt-hours
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LBP	lead-based paint
LCP	Local Coastal Program
LCP	Lead Compliance Plan
LEDPA	least environmentally damaging practicable alternative
L_{max}	maximum instantaneous noise level
LOS	level of service
LST	localized significance threshold
MAP-21	Moving Ahead for Progress in the 21st Century Act
MASH	Manual for Assessing Safety Hardware
MBTA	Migratory Bird Treaty Act
MD	mid-day
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendant
MMA	multi-modal multi-class traffic assignment
MMBtu	million British thermal units
MMT	million metric tons
MOEs	Measures of Effectiveness
MOU	Memorandum of Understanding
MPCs	maximum practical capacities
mpg	miles per gallon
mph	miles per hour

MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MSAT	Mobile Source Air Toxins
MT CO_2e	metric tons of carbon dioxide equivalent
MW	megawatts
N_2O	nitrous oxides
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEMA	National Electrical Manufacturing Association
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOA	naturally-occurring asbestos
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NOD	Notice of Determination
NOP	Notice of Preparation
NO_X	nitrogen oxides
NSSP	Non-Standard Special Provision
O_3	ozone
O-D	origin-destination
OEE	Office of Environmental Engineering
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	ordinary high water mark
OPC SLR	Ocean Protection Council Sea-Level Rise
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
Pb	lead

PCBs	polychlorinated biphenyls
PCH	Pacific Coast Highway
PCMS	portable changeable message sign
PDT	Project Development Team
PEDs	Pedestrian Enhanced Districts
PHF	peak-hour factor
PLACs	permits, licenses, agreements, and certifications
PM	particulate matter
PM	Post Mile
PM_{10}	particulate matter less than 10 microns in size
$PM_{2.5}$	particulate matter less than 2.5 microns in size
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
PorTAM	Port Transportation Analysis Model
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PQS	Professionally Qualified Staff
PRC	Public Resources Code
project	Vincent Thomas Bridge Deck Replacement Project
PS&E	Plans, Specifications, and Estimates
RAP	Relocation Assistance Program
RAS	Rapid Automated Sounding
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
RSA	resource study area
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy

Section 106 PA	*January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council On Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highways Program in California*
SER	Standard Environmental Reference
SF_6	sulfur hexafluoride
SHMP	State Highway System Management Plan
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLTRP	2017 Power Strategic Long-Term Resource Plan
SM&I Office	Structure Maintenance and Inspection Office
SO_2	sulfur dioxide
SOIS	Secretary of the Interior's Standards for the Treatment of Historic Properties
SO_X	sulfur oxides
SR-103	State Route 103
SR-47	State Route 47
SR-91	State Route 91
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Technical Advisory Committee
TAC	Technical Advisory Committee
TACs	toxic air contaminants
TAZ	traffic analysis zone
TCE	temporary construction easement
Technical Advisory	FHWA Technical Advisory 6640.8A
TEU	twenty-foot equivalent
TMCs	turning movement counts
TMP	Transportation Management Plan
TOAR	Final Traffic Operations Analyses Report
TPSIS	Transportation Planning Scoping Information Sheet
Traffic Noise Analysis Protocol	Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects

TSCA	Toxic Substances Control Act
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USPS	United States Postal Service
VHD	vehicle hours of delay
VIA	Visual Impact Assessment
VMR	Virtual Meeting Room
VMT	vehicle miles traveled
VOCs	volatile organic compounds
VTB	Vincent Thomas Bridge
WDR	Waste Discharge Requirement

Appendix E. Notice of Preparation

Notice of Preparation

Notice of Preparation

To: Responsible and Trustee Agencies

(Address)

From: California Department of Transportation (District 7) Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (D7) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Jason Roach, Division of Environmental Planning at the address shown above. We will need the name for a contact person in your agency.

Project Title: Vincent Thomas Bridge Deck Replacement Project

Project Applicant, if any:

Date: 4/12/23

Signature: jason roach Digitally signed by jason roach Date: 2023.04.12 08:07:04 -07'00'

Title: Senior Environmental Planner

Telephone: (213) 310-2653

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

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Appendix F. Comments and Responses

Caltrans published a Notice of Availability for the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) on April 16, 2024. The publishing of the Notice of Availability began a 90-day public review and comment period from April 16, 2024, through July 15, 2024.

Agencies, neighborhood councils, elected officials, Native American, organizations, and members of the general public submitted comments. Each comment that was received was reviewed, and substantive comments were addressed. This Appendix includes the comments that were received during the public circulation period and the response to the comments. Table A.1 provides an index of all comments received while comment letters and responses are provided below.

Comments were categorized as follows:

- Agencies (A)
- Neighborhood Councils (NC)
- Elected officials (EO)
- Native Americans (NA)
- Organizations (O)
- General Public (GP)

Table A.1. Comment Index

Category	Commenter
Agencies	
A.1	Long Beach Unified School District, David Miranda
A.2	Wastewater Engineering Services Division (WESD), Bureau of Sanitation, Department of Public Works, City of Los Angeles, Rowena Lau
A.3	California Department of Fish and Wildlife
A.4	California Geological Survey, Judy Zachariasen
A.5	South Coast Air Quality Management District, Sam Wang
A.6	California Highway Patrol, Joseph Zizi
A.7	Port of Long Beach, Allyson Teramoto
A.8	Los Angeles Unified School District (LAUSD), Bryan Ramos
A.9	California Coastal Commission, Jordan Sanchez
A.10	City of Rancho Palos Verdes, Megan Barnes
A.11	Port of Los Angeles, Eugene Seroka
Neighborhood Councils	
NC.1	Wilmington Neighborhood Council, Gina Martinez
NC.2	Wilmington Neighborhood Council, Gina Martinez
NC.3	Central San Pedro Neighborhood Council, Matt Garland
NC.4	Wilmington Neighborhood Council, Gina Martinez
NC.5	Northwest San Pedro Neighborhood Council, Kristina Smith
NC.6	Northwest San Pedro Neighborhood Council, Ray Regalado
NC.7	Coastal San Pedro Neighborhood Council, Robin Rudisill
NC.8	Coastal San Pedro Neighborhood Council, Kristina Smith
Elected Officials	
EO.1	Joey King on behalf of Senator Lena Gonzalez
EO.2	Sergio Carillo on behalf of LA City Councilmember Tim McOsker

Table A.1. Comment Index

Category	Commenter
EO.3	Mark Fuentes on behalf of Assembly member Mike Gipson
EO.4	Mila Ramen on behalf of Senator Bradford
EO.5	Nicolas Chavez on behalf of LA City Councilmember Tim McOsker
EO.6	Esther Ogunrinu on behalf of Councilmember Al Austin
EO.7	Councilmember Tim McOsker
EO.8	Sergio Carillo on behalf of Councilmember Tim McOsker's Office
EO.9	Councilmember Tim McOsker
EO.7	Councilmember Tim McOsker
Native American	
NA.1	Yuhaaviatam of San Manuel Nation, Eunice Ambriz
NA.2	Santa Ynez Band of Chumash Indians, Eric Arredondo
NA.3	Santa Ynez Band of Chumash Indians Tribal Hall, Eric Arredondo
Organizations	
O.1	Western States Regional Council of Carpenters, Ray Lawson
O.2	Western States Regional Council of Carpenters, Ray Lawson
O.3	Holy Family Catholic Church, Lorena Soto
O.4	Greenbelt Neighborhood Watch, Irma Lara-Venegas
O.5	International Longshore Warehouse Union, Sal Dicostanzo
O.6	Random Length News, James Allen
O.7	ILWU Local 13, Sal Dicostanzo
O.8	Wilmington Chamber of Commerce, Monica Diaz
O.9	ILWU Local 13, Sal DiCostanzo
O.10	ILWU OVU, Gina Connelly
O.11	CAMS, Abigal Norman
O.12	CSUDH, Sherri Norman
O.13	Holy Family - Wilmington, Yema Horta Urza
O.14	Wilmington Cemetery District/ Holy Family Church, Lorie Geluz
O.15	ILWU OVU, Lorie Geluz
O.16	ILWU OVU, Annika Olin
General Public	
GP.1	Sonam D
GP.2	Kathie Lopez
GP.3	Joe Bilings
GP.4	Andrew Gerson
GP.5	Carlos Calvillo
GP.6	Guillermo
GP.7	Kurt Canfield
GP.8	Gregory Abille
GP.9	Andrew Carter
GP.10	James Erwin
GP.11	John Winkler
GP.12	Thair Peterson
GP.13	Tom Tran
GP.14	Cheryl Powell
GP.15	Elizabeth Murry
GP.16	Chris Barley
GP.17	Merrique Richelieu
GP.18	Patrick Di Bernardo
GP.19	Susan Prichard
GP.20	JacQuie R
GP.21	Edgar Furse
GP.22	Janice Nowinski
GP.23	Dave Hall
GP.24	Lucas Simmons
GP.25	Danny V

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Category	Commenter
GP.26	James Allen
GP.27	Patrick Bernardo
GP.28	Susan Medina
GP.29	Dave Hall
GP.30	Lisa Noble
GP.31	Richard Beaver
GP.32	Chris Barley
GP.33	Michael Dino
GP.34	Douglas Shiels
GP.35	Holly Torpley
GP.36	Lorie Dolce
GP.37	Nicole
GP.38	Leslie Huttunen
GP.39	Casey Allen
GP.40	Jennifer Celio
GP.41	Desiree Houghton
GP.42	Scott
GP.43	Craig Crichton
GP.44	Frances Onorato
GP.45	Wanda Rudd
GP.46	Otto Timmons
GP.47	Ryan Compton
GP.48	Jake Newcomb
GP.49	Karen Newitt
GP.50	Nick Pearson
GP.51	Denise Kelley
GP.52	Lance Nassau
GP.53	Ryan Carroll
GP.54	Janet Jensen
GP.55	Makoto Mizutani
GP.56	Valente Roman
GP.57	Jildardo Santos
GP.58	Traber Schroeder
GP.59	Vincent Fan
GP.60	Edward Bond
GP.61	Gabriela Cruz-Aedo
GP.62	Stephen Moore
GP.63	Robert Wendt
GP.64	Mira Womack
GP.65	Shelley Agrusa
GP.66	Derek Bougie
GP.67	Maria Lewis
GP.68	Dan Hoffman
GP.69	Tim Christensen
GP.70	Vance Morton
GP.71	Vance Morton
GP.72	Marcia Crabtree
GP.73	Michael Alexander
GP.74	John Peterson
GP.75	Vincent Chairez
GP.76	William Cutts
GP.77	Trisha Caal
GP.78	Heather
GP.79	Christian Solorzano
GP.80	Cynthia Woo

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Category	Commenter
GP.81	George Del Campo
GP.82	George Del Campo
GP.83	Russell Cola
GP.84	Marlo Cady
GP.85	Diane Stewart
GP.86	Sean Rotstan
GP.87	Tom Kessler
GP.88	Kendra Ard
GP.89	Jo Lynn Smith
GP.90	Robert Bustamante
GP.91	Kristina Guevarra
GP.92	Claudia Madrigal
GP.93	Jerry Chapman
GP.94	David Brown
GP.95	Tom Earnist
GP.96	Robert Morris
GP.97	Linda Abrams
GP.98	Susan Shedlow
GP.99	Arthur Armendariz
GP.100	Janan Johnson
GP.101	Jerry Duhovic
GP.102	Donald Wolf
GP.103	Patrick Di Bernardino
GP.104	Leah Marinkovich
GP.105	Sara Saxonberg
GP.106	Mark Rechtin
GP.107	Stephan Kolar
GP.108	Teri Phillips
GP.109	Nicole Denny
GP.110	Krystle Parmenter
GP.111	Stephen Brosnan
GP.112	L Gates
GP.113	Howard Freshman
GP.114	Clay Marshall
GP.115	Jeff Mangarpan
GP.116	James Allen
GP.117	Steve Gonzalez
GP.118	Dan Hoffman
GP.119	Donna Nicol
GP.120	Russell Cole
GP.121	Vladimir Mileant
GP.122	Vivian Dea
GP.123	Panagiotis Panagiotou
GP.124	Patrick Di Bernardo
GP.125	Leah Marinkovich
GP.126	James Otto
GP.127	Ivan Gonzalez
GP.128	Victor Christensen
GP.129	Elva Silva
GP.130	Melanie Labrecque
GP.131	Douglas Epperhart
GP.132	Barbara Steelman
GP.133	Cassie Tom
GP.134	John Winkler
GP.135	Jamie Bedolla

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Category	Commenter
GP.136	Olivia Fernandez
GP.137	Deborah Sedlachek
GP.138	Luis M
GP.139	Claire Betar
GP.140	Pat Nave
GP.141	Craig Louis
GP.142	Andrea Vona
GP.143	Jon Hildebrand
GP.144	Olivia Fernandez
GP.145	Mitch Tavera
GP.146	Elaine Wakayama
GP.147	Alabún'mí Jones
GP.148	Mona Sutton
GP.149	Monica Marshall
GP.150	Stephanie Milda Mardesich
GP.151	Darryl Battle
GP.152	Javier Gonzalez Camarillo
GP.153	Jackson Hurst
GP.154	Julie Louise
GP.155	Jorge Quintero
GP.156	Evelyn Alvarado
GP.157	Ray Regalado
GP.158	Maria Matthews
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GP.164	John Bogakis
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GP.166	Matt Garland
GP.167	Michael Ross
GP.168	Esther Hudak
GP.169	Lee Williams
GP.170	Jamie Bulach
GP.171	Eric
GP.172	Patrick Di Bernardo
GP.173	Leah Marinkovich
GP.174	Thomas James Norman
GP.175	Stu Woodward
GP.176	Luis Castaneda
GP.177	Christopher Michel
GP.178	Bob Gelfund
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GP.184	Medina
GP.185	Robert Trani
GP.186	Simie Seamon
GP.187	Steve Salas
GP.188	Estela Moll
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GP.190	Stephen Ayres

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GP.192	Roger Vermont
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GP.195	Veronica Vaca
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GP.197	Amir Zenhari
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GP.199	Alexandra Rodriguez
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GP.222	Sofia Martinez
GP.223	Jacob Haik
GP.224	Anonymous
GP.225	Anonymous
GP.226	Dave Hall

Comments from Agencies

Comment A.1: Long Beach Unified School District, David Miranda

LONG BEACH
UNIFIED SCHOOL DISTRICT
Excellence & Equity

Business Services Department
Facilities Development & Planning
2425 Webster Avenue
Long Beach, CA 90810
Phone: (562) 997-7550
Fax: (562) 595-8644

April 19, 2024

VIA EMAIL

California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012
caltransvtb@virtualeventroom.net

RE: VTB Deck Replacement Project

Dear California Department of Transportation,

The Long Beach Unified School District ("District") is in receipt of the California Department of Transportation's ("Caltrans") Draft Environmental Impact Report and Environmental Assessment, regarding the Vincent Thomas Bridge Deck Replacement Project. As detailed in the report, Caltrans is proposing to replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railing on the Vincent Thomas Bridge in the Port of Los Angeles, which will require its closure, leading to traffic disruptions. The District submits this letter to notify Caltrans of its comments and concerns, given the proximity of its schools to the project.

Of particular concern is the potential increase in travel time for students commuting to school. The report highlights a rise in travel time for both Cabrillo and Poly High Schools, with peak hour travel times indicating a 36% to 40% increase. The District urges Caltrans to ensure that alternative routes do no cause congestion during school drop-off and pickup times. Furthermore, if any routes pass through areas immediately surrounding the schools, the District requests that Caltrans consider rerouting them to alleviate traffic congestion and improve air quality for students. A.1.1

The District values the opportunity to review and comment on this project. We welcome the chance to engage in discussions with the California Department of Transportation to collaboratively address our concerns and find mutually beneficially solutions.

Please feel free to contact me at 562-997-7550 or DMiranda1@lbschools.net.

Sincerely,

David Miranda
Executive Director

Response to Comment A.1.1

The noted increase in travel time to Cabrillo High School is for a trip originating in San Pedro and traveling across the bridge to Cabrillo High School in Long Beach. The estimated 36% to 40% increase in travel time in the AM peak, or 5 - 6 minutes, is for the Single-Stage

Construction Option (Preferred) which requires a full bridge closure and detours. The estimated travel time for the construction options which keep one lane of traffic in each direction open results in an 14% to 20%, or roughly 2 - 3 minutes travel time increase, as shown in Table 2.10-15 of the Draft EIR/EA. Trips to Cabrillo or Poly High School coming from other areas which would not need to cross the bridge would experience even lower travel time increases. The proposed detour routes in the vicinity of the schools include Interstate (I)-710 and State Route (SR)-103 as identified in Section 1.4.7 of the Draft EIR/EA. These routes provide the most effective detour routes for traffic traveling north/south between the ports and I-405 and avoid those streets immediately adjacent the entrance to Cabrillo and Poly High Schools.

Comment A.2: Wastewater Engineering Services Division (WESD), Bureau of Sanitation, Department of Public Works, City of Los Angeles, Rowena Lau

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ROBERT POTTER
ASSISTANT DIRECTORS

HI SANG KIM
HYPERION EXECUTIVE PLANT MANAGER

WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

April 17, 2024

Jason Roach, Senior Environmental Planner
Division of Environmental Planning (Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Jason,

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT - NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL ASSESSMENT

This is in response to your April 16, 2024 Notice of Preparation of Draft Environmental Impact Report and Environmental Assessment for the Deck Replacement project on Route 47, San Pedro, CA 90731. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance where additional environmental review is necessary for this project. A.2.1

If you have any questions, please call Than Win at (323) 342-6268 or email at than.win@lacity.org.

Sincerely,

Rowena Lau, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

zero waste • zero wasted water
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File Location: CEQA Review\FINAL CEQA Response LTRs\FINAL DRAFT\Vincent Thomas Bridge Deck Replacement Project - NOP of dEIR & EA.docx

Response to Comment A.2.1

It is acknowledged that the proposed project would not impact City of Los Angeles sewer facilities and a hydraulic analysis is not required.

Comment A.3: California Department of Fish and Wildlife

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

July 15, 2024

Jason Roach
Caltrans, District 7
100 S. Main St., Ste. 100
Los Angeles, CA 90012
jason.roach@dot.ca.gov

Vincent Thomas Bridge Deck Replacement Project Draft Environmental Impact Report/Environmental Assessment, SCH #2023040301, Los Angeles County, CA

Dear Jason Roach:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR)/Environmental Assessment (EA) from the California Department of Transportation (Caltrans, Lead Agency) Vincent Thomas Bridge Deck Replacement Project (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish and Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish and Game Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish and Game Code, § 2050 et seq.), or CESA-

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listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish and Game Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code. A.3.1

PROJECT DESCRIPTION SUMMARY

Proponent: California Department of Transportation

Objective: The objective of the Project is to replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings. A No Build Alternative (Alternative 1) and Build Alternative (Alternative 2) were analyzed in the DEIR/EA. Alternative 2 has four construction staging options for the closure of the bridge:

- **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last 16 to 41 months with detour routes and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic and Pre-Cast deck types would lead to a construction timeline of approximately 16 months. A Cast-in-Place deck type would lead to a construction timeline of approximately 41 months.

- **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require the installation of a temporary support/bracing system, potentially reduced speeds of approximately 25 miles per hour (mph) due to narrowed lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

- **Three-Stage Construction:** This construction staging option would leave one lane open in each direction and would require installation of a temporary support/bracing system. One lane would be open in each direction for each stage, and multiple weekend (55- hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.

- **Nighttime Bridge Closure:** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m. to 7:00 p.m.). The work would require the installation of a temporary support/bracing system and fully close the bridge during nighttime hours (7:00 p.m. to 6:00 a.m.) every day. Construction would last approximately 48 months.

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Location: The Project is on the Vincent Thomas Bridge, which is in the Port of Los Angeles, in the City of Los Angeles, Los Angeles County. The Vincent Thomas Bridge is part of State Route (SR) 47, and the Project begins at PM 0.4 and ends at PM 2.0.

Timeframe: Construction and demolition activities within the Project area are anticipated to commence in fall 2025. The timeframe for each construction staging option is as follows:

- Single-Stage Construction: 16 or 41 months
- Two-Stage Construction: 25 months
- Three-Stage Construction: 32 months
- Nighttime Bridge Closure: 48 months

Biological Setting: The Vincent Thomas Bridge deck crosses the Los Angeles Channel and developed land used for storage and parking. The Los Angeles Channel connects the Port of Los Angeles and Port of Long Beach to the Pacific Ocean and is mostly saltwater, with some freshwater input from the Dominguez Channel and urban runoff. The channel is generally 50 to 58 feet deep under the Vincent Thomas Bridge. Peregrine falcon (*Falco peregrinus*) inhabit the bridge year-round; it nests and roosts on the bridge soffit and forages in the Project vicinity. The bridge soffit may provide suitable night roosting habitat for bats, including pallid bat (*Antrozous pallidus*), which is a Species of Special Concern (SSC).

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately avoiding and/or mitigating the Project's impacts on fish and wildlife (biological) resources. Additional comments or other suggestions may also be included to improve the document. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Public Resources Code, § 21081.6; CEQA Guidelines, § 15097).

A.3.2

COMMENT #1: Peregrine Falcon Protections

Issue: The proposed mitigation measures for peregrine falcons may not adequately reduce impacts to a less than significant level.

Specific impacts: Demolishing the bridge deck could cause nest failure, increased noise and human activity could disturb peregrine falcons, and the debris catchment system could impede their access to nesting areas.

Why impact would occur: Peregrine falcon inhabit the bridge year-round; it nests and roosts on the bridge soffit and forages in the Project vicinity. The DEIR states that if there are nests on the bridge at the time of Project commencement, demolition of the existing bridge deck would cause debris to fall onto and around nests, which could

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cause nest failure (page 2.22-3). Adequate protective measures are necessary to prevent nest failure.

The Project will also increase noise and human activity levels, which would disturb the peregrine falcons. Human activity close to the nest would also cause peregrine falcon to expend excess energy on nest defense (page 2.22-3) instead of spending that energy on hunting, reproduction, and tending to eggs. Additionally, the Project's debris catchment system would block access to nesting areas (page 2.22-3).

While the Natural Environment study goes into about peregrine falcon surveys (page 6), Mitigation Measure (MM)-BIO-3 of the DEIR/EA does not specify a timeframe for surveying for bird nests prior to construction. If the surveys were conducted one month prior to construction, a nest could be established between the survey and construction starting. MM-BIO-2 states "Caltrans would remove existing nesting materials that are on the bridge when they are encountered prior to the nesting season" (page 2.19-5). Peregrine falcons are known to reuse nests. Removing nesting materials would require peregrine falcons to expend energy to build new nests. Therefore, less energy would be available for other nesting requirements. This may lead to a reduced probability of nesting success. A.3.3

Evidence impacts may be significant: Caltrans is responsible for complying with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections afford protective measures as follows: 1) section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto; 2) section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto; and 3) section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. § 703 et seq.). Peregrine falcons are part of the order Falconiformes, so it is unlawful to take, possess, or needlessly destroy their nests. A.3.4

Recommended Potentially Feasible Mitigation Measure(s):

To ensure compliance with all applicable laws related to nesting birds and birds of prey, CDFW recommends that Caltrans revise their Mitigation Measures as provided below (additions underlined, deletions in strikethrough).

Mitigation Measure #1: Nesting Exclusionary Devices. CDFW recommends Caltrans revise MM-BIO-1 by incorporating the underlined language: A.3.5

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To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed a minimum of 2 months prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until 30 days after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. A.3.5

Mitigation Measure #2: Nesting Material Removal. CDFW recommends Caltrans remove MM-BIO-2. A.3.6

~~To prevent the project from interrupting nesting and causing nest failure, Caltrans would remove existing nesting materials that are on the bridge when they are encountered prior to the nesting season (generally February 1 to September 1, but when including the peregrine falcon season, it is January 15 to September 1). This would discourage peregrine falcon and other species that reuse nests from using the bridge for nesting and reduce the likelihood that falcons and other birds, their eggs, and nest would be injured or destroyed by construction activities such as concrete demolition.~~

Mitigation Measure #3: Artificial Nest Platform. CDFW recommends Caltrans revise MM-BIO-6 by incorporating the underlined language:

Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion. A.3.7

Mitigation Measure #4: Surveys and Nest Buffer. CDFW recommends Caltrans revise MM-BIO-3 by incorporating the underlined language and removing the language with strikethrough:

A qualified biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings at least three days prior to construction to establish a behavioral baseline of all identified nests ~~verify that birds are not nesting on the bridge prior to construction~~. Once Project activities begin, CDFW recommends having the qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the A.3.8

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work causing that change and consulting with CDFW for additional avoidance and minimization measures. A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting nesting on the bridge, then a no-work buffer of 500 feet around the nest shall ~~would~~ be implemented, and Caltrans shall ~~would~~ conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). If peregrine falcon are nesting on the Vincent Thomas Bridge, work shall not occur in a 500 ft buffer around the nest until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. A.3.8

Mitigation Measure #5: Nest monitoring. If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send these reports to CDFW. After Project completion, a qualified biologist shall monitor the nest(s) monthly for three years and shall send these reports to CDFW. A.3.9

COMMENT #2: Impacts to Bats

Issue: Bats may be impacted by Project activities.

Specific impacts: Construction activities, such as bridge deck removal and increased lighting for night work may prevent bats from night roosting at the Project site.

Why impact would occur: Caltrans performed a bat habitat assessment and concluded that the bridge soffit does not provide day roosting habitat. However, the DEIR/EA states that while the bridge soffit does not provide day roosting habitat for bats, it may be used for night roosting (page 2.16-2). The Biogeographic Information and Observation System's[1] bat habitat suitability databases show that the Project area has a medium habitat suitability for pallid bat. Construction will create light and noise that may temporarily impact these species' night roosting and foraging in the Project area. Eliminating a night roost can increase the energetic costs of bats commuting to foraging areas, which can cause them to abandon foraging habitat as well (Johnston et al., 2004). This can negatively affect bats' fitness and survival. Furthermore, increased light can reduce bat activity and affect foraging behavior (Stone et al., 2009; Cravens et al., 2019). Without more protective minimization measures, the Project may negatively impact the local populations. A.3.10

Evidence impacts may be significant: Bats are considered non-game mammals and are protected by state law from take and/or harassment (Fish & G. Code, § 4150, Cal. Code Regs., tit. 14, § 251.1). Pallid bat may utilize the bridge for night roosting, and they are an SSC, which meets the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines §15065). CDFW considers adverse impacts to an SSC, for the purposes of CEQA, to be significant without mitigation. Mitigation is not just

[1] https://apps.wildlife.ca.gov/bios6/

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exclusion from maternity roosts, wintering sites, night roosts, mating roosts and foraging sites, but providing similarly functioning habitat to what is impacted.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #6: Hours of operation and lighting. If night work is necessary, it shall be limited, and light shall be shielded from the Los Angeles Channel and adjacent habitat. Lighting shall be directed away from non-active work areas. A.3.11

ADDITIONAL COMMENTS

Mitigation and Monitoring Reporting Plan. CDFW recommends the Project's environmental document to include mitigation measures recommended in this letter. CDFW provides comments to assist Caltrans in developing feasible mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Caltrans is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation Monitoring and Reporting Plan (Attachment A). A.3.12

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by Caltrans and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final (California Code of Regulations, title 14, § 753.5; Fish and Game Code, § 711.4; Public Resources Code, § 21089). A.3.13

CONCLUSION

CDFW appreciates the opportunity to comment on the Project to assist Caltrans in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to

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our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)].

Questions regarding this letter or further coordination should be directed to Victor Torres, Environmental Scientist at 858-203-5873 or victor.torres@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Heather A. Pert
DE4B949B1484441...
Heather A. Pert
Environmental Program Manager
South Coast Region

cc: Office of Planning and Research, State Clearinghouse, Sacramento

ec: California Department of Fish and Wildlife

Erinn Wilson-Olgin, Regional Manager
Erika Cleugh, Senior Environmental Scientist (Supervisory)
Jennifer Turner, Senior Environmental Scientist (Supervisory)
Victor Torres, Environmental Scientist

California Department of Transportation

Paul Caron, paul.d.caron@dot.ca.gov

REFERENCES

California Department of Fish and Wildlife [CDFW] (2013). Appendix I: CDFW's Conservation Measures for Biological Resources That May Be Affected by Program-level Actions.

Cravens, Z.M. & Boyles, J. G. (2019). Illuminating the physiological implications of artificial light on an insectivorous bat community. *Oecologia, 189*(1), 69-77.

H. T. Harvey & Associates. (2019). Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions. H. T. Harvey & Associates. https://dot.ca.gov//media/dot-media/programs/environmental-analysis/documents/env/caltrans-bat mitigation-guide-a11y.pdf

Johnston, D., Tatarian, G., & Pierson, E. (2004). California bat mitigation techniques, solutions, and effectiveness. H. T. Harvey & Associates. https://www.researchgate.net/publication/328600738_CALIFORNIA_BAT_MITIATION_TECHNIQUES_SOLUTIONS_AND_EFFECTIVENESS

Stone, E.L., Jones, G., & Harris, S. (2009). Street lighting disturbs commuting bats. *Current Biology, 19*, 1123-1127.

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Attachment A: Mitigation Monitoring and Reporting Plan
CDFW recommends the following language to be incorporated into a future environmental document for the Project.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
MM 1 – Nesting Exclusionary Devices	CDFW recommends Caltrans revise MM-BIO-1 by incorporating the underlined language: To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. <u>These devices shall be installed a minimum of 2 months prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until 30 days after the last young leave the nests.</u> The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge.	Prior to finalizing CEQA document	Lead Agency
MM 2 – Nesting Material Removal	CDFW recommends Caltrans remove MM-BIO-2. ~~To prevent the project from interrupting nesting and causing nest failure, Caltrans would remove existing nesting materials that are on the bridge when they are encountered prior to the nesting season (generally February 1 to September 1, but when including the peregrine falcon season, it is January 15 to September 1).~~	Prior to finalizing CEQA document	Lead Agency

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	~~This would discourage peregrine falcon and other species that reuse nests from using the bridge for nesting and reduce the likelihood that falcons and other birds, their eggs, and nest would be injured or destroyed by construction activities such as concrete demolition.~~		
MM 3 – Artificial Nest Platform	CDFW recommends Caltrans revise MM-BIO-6 by incorporating the underlined language: Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.	Prior to finalizing CEQA document	Lead Agency
MM 4 – Surveys and Nest Buffer	CDFW recommends Caltrans revise MM-BIO-3 by incorporating the underlined language and removing the language with strikethrough:	Prior to finalizing CEQA document	Lead Agency

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	A qualified biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings at least three days prior to construction to establish a behavioral baseline of all identified nests ~~verify that birds are not nesting on the bridge prior to construction~~. Once Project activities begin, CDFW recommends having the qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures. A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting nesting on the bridge, then a no-work buffer of 500 feet around the nest shall ~~would~~ be implemented, and Caltrans shall ~~would~~ conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). If peregrine falcon are nesting on the Vincent Thomas Bridge, work shall not occur in a 500 ft buffer around the nest until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival.		
MM 5 – Nest monitoring	If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send these reports to CDFW. After Project completion, a qualified biologist shall monitor the	During Project activities/After completion of Project activities	Lead Agency

Docusign Envelope ID: F6718306-3B0C-4CBB-9709-539E87D60251

	nest(s) monthly for three years and shall send these reports to CDFW.		
MM 6 – Hours of operation and lighting	If night work is necessary, it shall be limited, and light shall be shielded from the Los Angeles Channel and adjacent habitat. Lighting shall be directed away from non-active work areas.	During Project activities	Lead Agency

Response to Comment A.3.1

If required, Caltrans will obtain appropriate authorizations for the project.

Response to Comment A.3.2

The recommended measures that are feasible have been incorporated into the Final EIR/EA in the Environmental Commitments Record (ECR).

Response to Comment A.3.3

Mitigation measure MM-BIO-3 (from the Draft EIR/EA) has been updated for the Final EIR/EA (MM-BIO-2 in Final EIR/EA) to incorporate survey timeframes. Peregrine falcon surveys will be conducted prior to construction if it is to occur during the bird nesting season (February 1st to September 1st).

Response to Comment A.3.4

Caltrans will comply with all applicable laws protecting nesting birds and birds of prey.

Response to Comment A.3.5

Mitigation measure MM-BIO-1 has been updated for the Final EIR/EA to include the following language: These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests.

Response to Comment A.3.6

Mitigation measure MM-BIO-2 (from the Draft EIR/EA) has been removed from the Final EIR/EA as suggested. MM-BIO-2 in the Final EIR/EA is what was MM-BIO-3 in the Draft EIR/EA.

Response to Comment A.3.7

Mitigation measure MM-BIO-6 (from the Draft EIR/EA) has been updated for the Final EIR/EA (MM-BIO-7 in Final EIR/EA) as suggested.

Response to Comment A.3.8

Mitigation measure MM-BIO-3 (from the Draft EIR/EA)has been updated for the Final EIR/EA (MM-BIO-2 in Final EIR/EA) with additional language taking into account the comment provided. The peregrine falcon is known to nest underneath the bridge and nesting behavior has been observed where the horizontal I-beams run along the catwalk of the bridge (Peregrine Falcon Survey Report 2024). In the event of a nesting activity, a qualified biologist will determine an appropriate buffer, typically 300-500 feet. The buffer will

be determined taking into account the behavior of the nesting birds as well as factors such as high ambient noise from the top of the bridge and surrounding port.

Response to Comment A.3.9

A new mitigation measure has been added to the Final EIR/EA to incorporate aspects of the suggested measure, specifically, a qualified biologist shall monitor active nests weekly during the construction of the project and send these reports to California Department of Fish and Wildlife (CDFW). No nest monitoring will occur after project completion as it is not required by California Environmental Quality Act (CEQA).

Response to Comment A.3.10

Additional measures to protect bats have been added to the Final EIR/EA ECR. Night lighting installed within the project areas will be shielded and downcast and will be avoided in these areas so as not to disturb bat species.

Response to Comment A.3.11

A new mitigation measure has been added to the Final EIR/EA ECR to incorporate the suggested measure.

Response to Comment A.3.12

The mitigation measures recommended by CDFW that are feasible have been incorporated into the Final EIR/EA.

Response to Comment A.3.13

The appropriate filing fees will be paid when the Notice of Determination (NOD) is filed.

Comment A.4: California Geological Survey, Judy Zachariasen

VTB Deck Replacement Project - SCH No. 2023040301

Zachariasen, Judith@DOC <Judith.Zachariasen@conservation.ca.gov>
Fri 6/21/2024 1:43 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:OLRA@DOC <OLRA@conservation.ca.gov>;OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>

Dear Jason Roach,

The California Geological Survey (CGS) has received the Draft Environmental Impact Report (DEIR) for the Vincent Thomas Bridge Deck Replacement Project. This email conveys recommendations from CGS concerning geologic issues related to the project area as addressed in the DEIR.

We note that, despite CGS providing a list of geologic issues that should be considered in development of the DEIR in our response to the Notice of Preparation (NOP), the DEIR has not addressed any of them but instead states that there is no impact to the project from any listed geologic conditions. However, the DEIR describes the project as including "the approach" to the bridge span, and the project map shows the beginning and end points as extending into the land on either side of the span proper. Consequently, several of the geologic hazards that CGS pointed out in our response to the NOP may affect the project. The DEIR should have addressed them and demonstrated whether there is an impact, rather than asserting *a priori* that there is no impact. A.4.1

CGS, therefore, reiterates the recommendations made in the response the NOP regarding geologic issues related to the project area:

1. Liquefaction Hazards

   The bridge abutment area – "the approach" – is located within an earthquake zone of required investigation (ZORI) for liquefaction mapped by CGS. The DEIR and supporting documents should address this hazard as it relates to the design of the proposed structures. Additional information is available at the links below: A.4.2

   https://maps.conservation.ca.gov/cgs/EQZApp/app/

   https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

2. Ground Shaking Hazards

The project area is not located in an Earthquake Fault Zone mapped by CGS. However, several active faults are nearby, and the site could be subject to significant ground shaking. The DEIR and supporting documents shouldaddress this hazard as it relates to the design of the proposed structures. Additional information about ground shaking hazard can be obtained at the following sites: A.4.3
https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=14d2f75c7c4f461993 6dac0d14e1e468

https://earthquake.usgs.gov/scenarios/catalog/bssc2014/

3. Surface Fault Rupture Hazard

   The project area is not located in an Earthquake Fault Zone mapped by CGS. However, the Latest Quaternary (less than 15,000 years) Palos Verdes Fault Zone has been mapped at or near the abutments of the bridge. CGS will be evaluating this fault for possible inclusion in an Earthquake Fault Zone of Required Investigation in the near future. The DEIR and supporting documents should address potential surface fault rupture hazard as it relates to the design of the proposed structures. Additional information about surface faults can be obtained at the following site: A.4.4

   https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf

If you have any additional comments or questions, please feel free to call or email.

Thank you,

Judy Zachariasen

6/24/24, 10:02 AM Mail - Caltrans VTB - Outlook



Judith Zachariasen, PhD, PG, CEG

Senior Engineering Geologist

Fault Zoning Unit Supervisor

Seismic Hazards Program

California Geological Survey

California Department of Conservation

715 P Street, MS 1900, Sacramento, CA 95814

T: (916) 879-2844

E: judith.zachariasen@conservation.ca.gov

Response to Comment A.4.1

Based on the project scoping and environmental analysis it was determined that the proposed project would not result in impacts associated with geologic hazards, as stated at the beginning of Chapter 2 as no new structures are proposed as part of the deck replacement. The geologic hazards mentioned in the California Geological Survey comment on the Notice of Preparation (NOP) have been addressed in a 1996 seismic retrofit of the bridge. Liquefaction and fault rupture hazards identified in 1996 reports have been confirmed to be current. Ground shaking hazards have been studied and a new report is in preparation.

Response to Comment A.4.2

A comprehensive geotechnical and geological investigation was performed in 1996 as part of the Seismic Retrofit Program for the Vincent Thomas Bridge. The investigation program addressed liquefaction potentials, geology, seismic ground shaking, fault rupture, and foundation modeling.

Response to Comment A.4.3

As a part of current Vincent Thomas Bridge Deck Replacement project, the existing steel finger joints for expansion will be replaced with seismic joints. To support this effort, the seismic ground motions are being updated to bring the earthquake ground motion criteria to current state of practice.

Response to Comment A.4.4

A comprehensive geotechnical and geological investigation was performed in 1996 as part of the Seismic Retrofit Program for the Vincent Thomas Bridge. The investigation program addressed liquefaction potentials, geology, seismic ground shaking, fault rupture, and foundation modeling.

Comment A.5: South Coast Air Quality Management District, Sam Wang

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
caltransvtb@virtualeventroom.net
Jason Roach, Senior Environmental Planner
Division of Environmental Planning (Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

July 11, 2024

Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the Proposed SR 47 Vincent Thomas Bridge Deck Replacement Project (Proposed Project) (SCH No.: 2023040301)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The California Department of Transportation (Caltrans) is the Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments organized by topic of concern.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR/EA

Based on the Draft EIR/EA, the Proposed Project consists of replacing the bridge deck, median concrete barrier, and guardrails, and upgrading seismic sensors to enhance the bridge's safety.[1] The Proposed Project is located at the southern end of State Route (SR) 47 in Los Angeles County at the Port of Los Angeles (POLA).[2] The Proposed Project evaluates the No Build Alternative (Alternative 1) and the Buil Alternative (Alternative 2) scenarios.[3] Under Alternative 2, four construction staging options would be evaluated, with a construction period spanning between 16 to 48 months.[4] Construction is scheduled to begin in Fall 2025.[5]

South Coast AQMD Staff's Comments on the Draft EIR/EA

Assembly Bill 617 (AB 617)-designated Wilmington, Carson, /West Long Beach (WCWLB) Community

The Proposed Project area includes the AB 617-designated WCWLB community and is heavily impacted by air pollution generated from sources such as ports, refineries, the oil and gas industry, heavy-duty diesel trucks, warehouses, and railroad activities. As part of the AB 617 process, South Coast AQMD is required to work with a Community Steering Committee (CSC) to develop a Community Emission Reduction Plan (CERP) that identifies air quality priorities and related

[1] Draft EIR/EA. Page 1-7.
[2] *Ibid.* Page S-3.
[3] *Ibid.*
[4] *Ibid.*
[5] *Ibid.* Page 1-12.

actions to reduce air pollution in the community. The South Coast AQMD Governing Board adopted the WCWLB CERP on September 6, 2019. South Coast AQMD staff recommends that the Lead Agency review the actions to reduce air pollution in the community included in Chapter 5 of the WCWLB CERP, which can be found at https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf (page 125). A.5.1

South Coast AQMD staff also recommends that the Lead Agency continue working with South Coast AQMD to explore whether additional measures to mitigate or further reduce emissions can be implemented at the Proposed Project to support actions in the WCWLB CERP. In addition, the Lead Agency is recommended to review the related WCWLB CERP Objectives listed below: A.5.2

1) Chapter 5d, Objective 2: Reduce Emissions from Heavy-Duty Trucks

2) Chapter 5g, Objective 3: Reduce Exposure to Harmful Air Pollutants in Homes

Completion of CEQA/NEPA Air Quality Impacts Analysis During Construction and Operation Activities

The air quality analysis section in the Draft EIR/EA mentions that "*…Although the project will have a temporary impact on traffic volumes during construction, the detour traffic is anticipated to generate an incremental increase in concentrations of particulate matter less than 10 microns in size (PM10) that are less than the applicable threshold. Deck replacement activities would last 16 to 48 months depending on the scenarios, but are anticipated to generate less temporary emissions than an applicable regional mass emissions threshold, except for Scenario 8 (Overnight Closure with Pre-Cast Bridge Deck) …* [6]" However, no emissions calculations have been provided in the Draft EIR/EA to support the discussion stated above. Hence, South Coast AQMD staff is concerned about the conclusion of being "less than the applicable thresholds" and "less emission than an applicable regional mass emission threshold" without any supporting evidence. A.5.3

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[7] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the California Emission Estimator Model (CalEEMod)[8] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association. In addition, South Coast AQMD has developed both regional and localized significance thresholds (LSTs); hence, staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional air quality significance thresholds[9] and LSTs[10] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling. The Lead Agency should identify any potential adverse air quality impacts A.5.4

[6] *Ibid.* Page 3-6.
[7] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
[8] CalEEMod is available free of charge at www.caleemod.com
[9] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf
[10] South Coast AQMD's guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from area sources (e.g., solvents and coatings) and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine the level of significance. If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment.[11]

A.5.5

A.5.6

A.5.7

Therefore, South Coast AQMD staff recommends that the Lead Agency revise the air quality analysis section to include:

1) Estimated the maximum daily on-site construction emissions using CalEEMod land use emissions software and compare these emissions against the South Coast AQMD LSTs.

2) Quantify criteria pollutant emissions during construction and operation, as well as GHG emissions, using CalEEMod land use emissions software and compare the emissions to South Coast AQMD's CEQA regional air quality significance thresholds.

A.5.8

It is important to note that the localized analysis can be conducted either by using the LST screening tables or by performing dispersion modeling. This analysis will provide a preliminary assessment of the potential air quality impacts, both at the regional and localized levels, arising from the Proposed Project.

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR/EA. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR/EA. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

[11] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis

Jason Roach July 11, 2024

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:DN
LAC240416-04
Control Number

Response to Comment A.5.1

Implementation of the project would not introduce any new, permanent sources of air pollutant emissions to the Wilmington, Caron, West Long Beach (WCWLB) community area following the completion of bridge deck replacement activities. Any change in local and/or regional pollutant emissions during construction of the project would be temporary in nature and would not persist beyond the construction period. Therefore, responses are provided, focusing on the short-term emissions that would occur while bridge deck replacement activities are ongoing.

Response to Comment A.5.2

All heavy-duty trucks utilized to support construction of the project would be required to comply with the California Air Resources Board (CARB) Truck and Bus Regulation and the Advanced Clean Truck Regulations. Construction of the project would not impede or interfere with implementation of these regulations. Long-term operation of the project would not generate additional heavy-duty truck trips to the project area. Caltrans will coordinate with South Coast Air Quality Management District (SCAQMD) and local community organizations to ensure that the provisions of the WCWLB Community Emissions Reduction Plan (CERP) are adhered to throughout the construction process.

Response to Comment A.5.3

The discussion of construction-related emissions has been added to Section 2.13.3 in the Final EIR/EA. Tables 2-13.9 through 2-13.16 present maximum daily emissions that would occur during construction of the eight different scenarios assuming that construction equipment have engines meeting Tier 4 emissions standards. As shown in Tables 2-13.9 through 2-13.16, maximum daily emissions of pollutants for which the SCAQMD has established regional mass daily thresholds of significance, would remain below the corresponding screening threshold values except for Scenario 8.

Results of the regional emissions analyses without Tier 4 engines are presented in Table 4-1 through Table 4-8 of the Air Quality Report. Table 4-1 through Table 4-8 present maximum daily emissions of pollutants, including Greenhouse Gas (GHG), that would occur during construction of the project assuming that off-road construction equipment are

sourced from the available regional fleet without any specific restriction on emissions standards.

Caltrans is voluntarily implementing a minimization measure requiring that all off-road equipment used by construction contractors be outfitted with engines that meet Tier 4 emissions standards as a baseline condition.

Response to Comment A.5.4

The Air Quality Report was prepared in accordance with the Caltrans Standard Environmental Reference and utilized methodologies recommended by the SCAQMD for estimating pollutant emissions. The Caltrans Construction Emissions Tool (CAL-CET) model that was used for the analysis of construction emissions contains the same off-road equipment emissions factors as CalEEMod as well as the same on-road vehicle emissions factors from the CARB EMFAC model. The project is not a standard land use development project and would have no long-term operational emissions. Therefore, CalEEMod is no more appropriate for quantifying emissions that would occur during construction of transportation projects than the CAL-CET model.

The discussion of construction-related emissions provided on page 2.13-17 of the Draft EIR/EA acknowledges that the Air Quality Report is available upon request and includes a regional emissions analysis. The maximum daily emissions of particulate matter with a diameter of 10 microns or less (PM10) and particulate matter with a diameter of 2.5 microns or less (PM2.5) from onsite sources would be minimized through the use of equipment meeting Tier 4 emissions standards. The bridge deck replacement would involve minimal ground disturbance activities that would generate fugitive dust emissions, and would not require the use of graders, dozers, or scrapers that are associated with the greatest amount of fugitive dust emissions. Furthermore, maximum daily emissions of PM10 and PM2.5 from sources located on the construction site would remain below the lowest Localized Significance Threshold (LST) for mass daily emissions within the South Coast Air Basin (4 pounds per day and 3 pounds per day for PM10 and PM2.5, respectively), as demonstrated by the emissions estimates summarized in the Air Quality Report and the Draft EIR/EA. Therefore, emissions that would be generated during construction of the project were adequately characterized, and no further analysis is warranted.

Response to Comment A.5.5

The project would not result in any changes to operational emissions, as its implementation would not induce travel or introduce any new, permanent source of air pollutant emissions into the project area. As noted in the comment, the Air Quality Report Appendix B presents construction emissions that are quantified by such sources as on-road, off-road, area-wide fugitive dust, and painting and asphalt application, and by operations or activities including paving, structure concrete, structural excavation/removal, etc.

Response to Comment A.5.6

The analysis of construction-related emissions accounted for diesel-fueled trucks that would be utilized to deliver materials for the bridge deck replacement as well as dispose of materials of the existing bridge structure that would be removed during the construction process. Implementation of the project would not induce travel or result in any long-term operational emissions, as the capacity of the Vincent Thomas Bridge would remain unchanged. Therefore, all sources of emissions involved in implementing the project have been adequately accounted for, and no further analysis is required.

With regards to off-site air pollutant emissions resulting from diverted traffic during bridge closure, the air quality analysis for the project included an assessment of the maximum incremental increase in 24-hour average PM10 concentrations along likely detour routes while Vincent Thomas Bridge would be either partially or fully closed. The results of this diverted traffic PM10 emissions analysis are disclosed in Table 2.13-17 of the Final EIR/EA, which was populated based on results presented in Table 4-17 of the Air Quality Report. As demonstrated by the air dispersion modeling results in Table 2.13-17, maximum incremental increases in PM10 concentrations would not approach or exceed the established SCAQMD localized significance threshold of an incremental increase of 10.4 ug/m3 in any of the community areas surrounding the project site.

Response to Comment A.5.7

The (Preferred) Build Alternative Single-Stage construction staging option has a construction timeline of approximately 16 months. Following the completion of construction activities, operational vehicular activity would remain unchanged from the No-Build scenario, as the project would not introduce any new or permanent long-term source of emissions to the project area and would not increase capacity on the Vincent Thomas Bridge. Therefore, a mobile source health risk assessment beyond the localized near-road PM10 and emissions analyses is not warranted.

Response to Comment A.5.8

See responses A.5.3, A.5.4, and A.5.5. Furthermore, construction of the project would involve minimal ground disturbance and the bridge deck replacement would not employ the use of construction equipment that would generate substantial fugitive dust emissions (i.e., graders, scrapers, or bulldozers).

Additionally, following the completion of construction activities, vehicular travel along and surrounding the Vincent Thomas Bridge would result in no appreciable difference from the baseline No-Build conditions, as implementation of the project would not increase capacity on the bridge or accommodate a permanent increase in mobile source emissions. Furthermore, as presented in Section 4.2.1 of the Air Quality Report and summarized in Table 2.13-17, Caltrans quantified PM10 emissions from diverted traffic during bridge closure; and assessed the maximum incremental increase in 24-hour average PM10 concentrations along likely detour routes through the communities using a dispersion modeling tool, AERMOD. The resulting PM10 concentrations would not approach or exceed the established SCAQMD localized significance threshold as summarized in Table 2.13-17.

Comment A.6: California Highway Patrol, Joseph Zizi

From: OPR State Clearinghouse
To: Meng Heu
Subject: FW: Environmental Document Review – SCH # 2023040301- Due to Lead Agency by 7/15/2024
Date: Monday, June 24, 2024 4:00:00 PM

From: Zizi, Joseph@CHP <JZizi@chp.ca.gov>
Sent: Monday, June 24, 2024 9:24 AM
To: Brown, Alex@DOT <Alex.Brown@dot.ca.gov>; OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Cc: Narvaez, Lidia@CHP <Lidia.Narvaez@chp.ca.gov>; White, Shannon@CHP <Shannon.White@chp.ca.gov>; Fibrow, Michael@CHP <MFibrow@chp.ca.gov>
Subject: Environmental Document Review – SCH # 2023040301- Due to Lead Agency by 7/15/2024

You don't often get email from jzizi@chp.ca.gov. Learn why this is important

Good afternoon:
The California Highway Patrol, South Los Angeles Area Office, is in receipt of the Notice of Environmental Impact document. We have reviewed all documentation provided, including on the website, and determined there is significant impact to CHP operations.

Please note, CHP is involved in discussions with the lead agency, Caltrans, on a monthly basis. Caltrans is aware of all of our concerns about traffic, emergency routes, emergency response times, and roadway incursions. These concerns have been noted in minutes of meetings hosted by Caltrans. A.6.1

Should you require any further information, please contact Sergeant Michael Fibrow (by email or phone) at MFibrow@chp.ca.gov, or (424) 551-4000.

Regards,
Joe Zizi

CAPTAIN J. A. ZIZI | Commander | South Los Angeles Area
19700 Hamilton Avenue – Torrance - 90502
P: 424.551.4000 E: jzizi@chp.ca.gov

Response to Comment A.6.1

Regular coordination with the affected agencies and jurisdictions, including California Highway Patrol (CHP), will continue through the completion of construction. Topics such as traffic, emergency response times, and roadway incursions will be discussed, and collaboration will be encouraged to develop solutions to minimize potential temporary construction related impacts including potential impacts to CHP operations.

Comment A.7 Port of Long Beach (POLB), Allyson Teramoto

Port of
LONG BEACH
THE GREEN PORT

July 12, 2024

Mr. Jason Roach
Senior Environmental Planner
Division of Environmental Planning (Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012
Via email: caltransvtb@virtualeventroom.net

Subject: **Port of Long Beach Comments on the Draft Environmental Impact Report/ Environmental Assessment for the Proposed Vincent Thomas Bridge Deck Replacement Project**

Dear Mr. Roach:

The Port of Long Beach (POLB, Port) appreciates the opportunity to submit comments to the California Department of Transportation (Caltrans) District 7 on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the proposed Vincent Thomas Bridge Deck Replacement Project. Overall, the Port is supportive of the proposed project (Build Alternative) to replace the deck of the Vincent Thomas Bridge (Bridge) to preserve its lifespan and ensure the safety of the traveling public. The Port urges Caltrans to complete the project as expeditiously as possible, and approve the Single-Stage Construction staging option. In addition, to ensure public safety and minimize impacts to the movement of cargo in and around the San Pedro Bay Ports, it is requested that Caltrans convene a task force comprised of representatives of affected agencies and jurisdictions to ensure the development of a comprehensive Transportation Management Plan. Our general comments regarding the construction duration and development of a Transportation Management Plan are provided herein, while specific comments on the Draft EIR/EA are provided as an attachment to this letter.

A.7.1

A.7.2

Construction Duration

In order to minimize impacts to goods movement, the Port recommends the *Single-Stage Construction* staging option which would consist of the full closure of the Bridge with detour routes, during which time construction activities would occur 24 hours a day, 7 days a week for a period of 16 to 41 months, depending on the type of replacement deck (orthotropic and pre-cast versus cast-in-place). While Caltrans identifies a minimum of 16 months for construction activities, the Port strongly urges Caltrans to expeditiously complete the project in less time, due to the significance of the Bridge and in anticipation of the 2028 Olympics Games to be hosted by Los Angeles, and for which several events are to be held in the City of Long Beach. We encourage Caltrans to consider all options to minimize the construction duration such as, but not limited to: construction methods; construction hours and shifts (e.g., 2 shifts per day and weekends); and construction contract incentives/disincentives (e.g., liquidated damages for any delays).

A.7.3

A.7.4

Port of
LONG BEACH
THE GREEN PORT

Transportation Management Plan

The development of a comprehensive Transportation Management Plan is important to minimize impacts to public safety and ensure safe, continuous cargo mobility within and around the construction area. It is imperative that effective collaboration between our agencies remains a top priority for the successful execution of our respective projects; Therefore, it is essential that a comprehensive Transportation Management Plan is coordinated well in advance of the start of construction activities. We urge Caltrans to establish a task force for affected agencies and jurisdictions to be able to provide concurrent and on-going input/recommendations throughout the development, installation, and operation of the Transportation Management Plan. The Transportation Management Plan must be adaptable to address any unexpected changes in traffic patterns that may arise during implementation of the Vincent Thomas Bridge Deck Replacement Project and must address, at a minimum: traffic control measures, traffic control devices, a public information and outreach plan, and emergency/incidence response plan. A.7.5 A.7.6

Furthermore, it is imperative that we carefully synchronize the schedules of the Bridge Deck Replacement at the Union Pacific Overhead (NO. 53-2626) and the Vincent Thomas Deck Replacement project to avoid any overlap or conflicting timelines. Additionally, mitigation measures, particularly physical intersection modifications surrounding the project areas, should be fully implemented before the start of construction. A.7.7 A.7.8

Thank you for the opportunity to provide comments on the Draft EIR/EA for the Vincent Thomas Bridge Deck Replacement Project. If there are any questions, please contact Allyson Teramoto, Manager of CEQA/NEPA Practices, Environmental Planning Division at Allyson.Teramoto@polb.com or (562) 283-7100.

Sincerely,

James Vernon
Acting Director of Environmental Planning

Attachment – Port of Long Beach Specific Comments

Port of LONG BEACH
THE GREEN PORT

ATTACHMENT
Port of Long Beach Specific Comments
Draft EIR/EA for the Vincent Thomas Bridge Deck Replacement Project
Prepared by State of California Department of Transportation (Caltrans), Dated February 2024

Comment Number	Draft EIR/EA Section, Page Number(s)	Specific Comment	
POLB-1	Global	There are inconsistencies in the issued Notice of Preparation (NOP) and the Draft EIR/EA. The NOP identifies Alternative 1 as the Programmable Project Alternative and Alternative 2 as the No Build Alternative. The Draft EIR/EA interchanges the identification of the alternatives considered with Alternative 1 identified as the No Build Alternative and Alternative 2 as the Build Alternative. In addition, the NOP describes three construction staging options (Single-Stage, Two-State, and Three-Stage). However, the Draft EIR/EA identifies an additional construction staging option, the Nighttime Bridge Closure. It is recommended that additional clarification be provided as to why the Nighttime Bridge Closure construction staging option was included in the Draft EIR/EA.	A.7.9
POLB-2	Global	It is recommended that the Draft EIR/EA clarify whether the construction staging options are indeed "options" versus "alternatives". For example, Table S-1 separates the construction staging options as if they are alternatives, while Section 2.14.3.1 refers to the construction staging options as alternatives.	A.7.10
POLB-3	Global	The project's disturbance areas should be clearly defined. It is recommended that a figure be included in the EIR/EA that shows the project's permanent and temporary disturbance areas, including all permanent and temporary striping, grading, potential staging areas, and signage. It would be helpful if any permanent or temporary signage or lighting that would be installed within or in the vicinity of the POLB is also depicted in the figure.	A.7.11
POLB-4	Global	The Draft EIR/EA indicates that the Bridge Permit will be required. However, a Bridge Permit was not amongst the permits listed in the Permit section of the Environmental Commitments Record.	A.7.12
POLB-5	Summary, Page S-3	It is recommended that the EIR/EA include discussion of the potential frequency of lane and overnight bridge closures for the Two-Stage Construction and Three-Stage Construction options. This information is provided for the Single-Stage and Nighttime Bridge Closure construction options.	A.7.13
POLB-6	Summary, Page S-6	It is recommended that Table S-1 clearly state whether a determination is a CEQA Determination or a NEPA Determination. It should be noted that under NEPA, "significance" is defined for the project as a whole.	A.7.14

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POLB-7	Summary, Page S-6	Table S-1 only seems to list a few environmental topics/resource areas. It is recommended that all resources that were evaluated in the analyses be summarized in Table S-1.	A.7.15
POLB-8	Chapter 1, Introduction, Page 1-2	According to the 2023 Federal Transportation Improvement Program (FTIP), the RTP ID for LALS04 projects is REG0701. Please see: https://scag.ca.gov/sites/main/files/file-attachments/f2023-ftip-project-listing-a.pdf?1664401536.	A.7.16
POLB-9	Table 1-1; Section 2.12.3 Environmental Consequences, Page 2.12-3	With regard to PF-HW-3: Lead Based Paint, there is no mention of the methodology to remove, contain and collect lead paint from the structure, particularly potions above water and how those impacts will be mitigated.	A.7.17
POLB-10	Introduction, Section 1.4.7, Figure 1-5; Global	Figure 1-5 should specifically identify and depict the "three detour routes" described in Section 2.14 (Noise). The detour routes should be discussed/described consistently throughout the document.	A.7.18
POLB-11	Introduction, Section 1.47, Page 1-13.	Anaheim Street is considered a detour but only a very small segment is shown as a possible detour route. Traffic from the 710 and 110 will likely travel down the entire length of Anaheim as a detour. This will increase trash and debris and other pollutants associated with vehicle traffic in the harbor district along the Anaheim corridor.	A.7.19
POLB-12	Chapter 2 Topics Considered but not Determined to be Not Relevant; Chapter 3 CEQA Evaluation, Section 3.2.10 (Hydrology and Water Quality)	The Draft EIR/EA CEQA Determinations for hydrology and water quality indicate that no impacts would occur because the proposed Project consists of replacing the bridge deck, guardrail, and median barrier. Based on Appendix F. List of Technical Studies, no Stormwater Data Report was conducted for the proposed Project and no additional information regarding stormwater conveyance has been provided in the Draft EIR/EA. The Los Angeles/Long Beach Inner Harbor is on the 2020-20222 303(d) List. Please explain how stormwater is currently conveyed on the bridge and whether the Project would permanently or temporarily (i.e., during construction) modify any existing stormwater conveyance on the bridge or approaches.	A.7.20
POLB-13	Chapter 2, Topics Considered but Determined to Not be Relevant; Chapter 3 CEQA Evaluation, Section 3.2.10 (Hydrology and Water Quality)	Chapter 2 of the Draft EIR/EA states, "Caltrans will oversee the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Caltrans water pollution control manuals provide direction on how to prepare a SWPPP." The EIR/EA should identify whether the disturbed soil area for the build alternative is over 1.0 acre, requiring compliance with the National Pollutant Discharge Elimination System Construction General Permit and preparation of SWPPP. In addition, the EIR/EA should include a discussion of best management practices that Caltrans may implement to protect water quality during construction. It should be noted that if a SWPPP is required, then the statement in the Draft EIR/EA that there would be no impacts to water quality may not be correct, as the purpose of the SWPPP is to ensure that there are BMPs in place so that construction activities are not significant. In addition, the Draft EIR/EA identifies that aerially deposited lead may be present within the Project site and that all soil disturbed must remain in the immediate area of disturbance.	A.7.21

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POLB-14	Chapter 2.1 Existing and Future Land Use, Section 2.1.1.2 and 2.1.1.3	Section 2.1.1.2 provides a summary of the planning areas identified in the Port of Los Angeles adopted Port Master Plan. It is recommended that Section 2.1.1.3 be expanded to provide additional discussion and detail of the POLB planning districts. The POLB certified Port Master Plan, as amended is available on the Port's website at: https://polb.com/port-info/mission-vision/#master-plan-update (scroll down to "Final Port Master Plan 1990").	A.7. 22
POLB-15	Chapter 2.1 Existing and Future Land Use, Section 2.1.1.5	The Draft EIR/EA states, "As shown on Figure 2.1-2, existing POLB land uses within the CIA Study Area consist mainly of transportation, communications, and utilities." The POLB is within the City of Long Beach. According to the City of Long Beach, POLB is zoned Industrial. Figure 2.1-4 does not appear to show the POLB within the City of Long Beach. Figure 2.1-2 and Figure 2.1-4 also appear to use Southern California Association of Governments (SCAG) data and not land use data from the Long Beach General Plan, which is available at https://maps.longbeach.gov/datasets/zoning-and-land-use. However, please note that responsibilities for planning within the boundaries of the Long Beach Harbor District are with the Long Beach Board of Harbor Commissioners.	A.7. 23
POLB-16	Chapter 2.1 Existing and Future Land Use, Section 2.1.1.8/ Chapter 2.23 Cumulative Impacts, Section 2.23.1.4	The Planned Project List sources do not include POLB or POLA as sources on which Figure 2.1-7 or Table 2.1-1 are based. Several large transportation projects appear to be excluded from the list, including the Pier B On-Dock Support Facility, the Shoemaker Bridge Replacement Project, and the SR-710/I-710 Corridor Project. These projects are all located within the Study Area boundaries identified in Figure 2.1-7 with implementation potentially overlapping with the construction period for the proposed Project. It is recommended that Caltrans coordinate with the Port for an up-to-date listing of planned projects. In addition, there appears to be discrepancies between the projects listed in Table 2.1-1 and Table 2.23-1. For example, the Shoemaker Bridge Replacement Project not listed in Table 2.1-1, but is listed in Table 2.23-1.	A.7. 24
POLB-17	Chapter 2.1 Existing and Future Land Use, Section 2.1.2.2	The Draft EIR/EA states, "the final location of the temporary easement would be determined prior to the start of construction on a site that would be compatible for the temporary storage of equipment and materials." It is recommended that the environmental document include the potential location of this temporary easement as well as any other temporary construction easements, utility easement, and/or staging area that may be necessary for the project. It is further recommended that the final location of easements be determined during final design subject to negotiation with landowners prior to construction. It is unclear whether any easements would be required from the POLB or work activities would otherwise impact access to the POLB.	A.7. 25
POLB-18	2.2 (Global)	The Draft EIR/EA states, "Port of Long Beach Revised Draft Master Plan (released 2022) ... The Revised Draft Master Plan is an update to the 1990 Master Plan." It is recommended that Caltrans update the environmental document and supporting technical studies accordingly, including the consistency table to reflect the current status of the POLB PMP Update. Please	A.7. 26

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		see the latest Port Master Plan Update at https://polb.com/port-info/mission-vision/#master-plan-update. As provided on the POLB's website, work has concluded on the POLB Comprehensive PMP Update as of October 2023 with the following statement provided: *"The Port of Long Beach began updating the Port Master Plan in 2017, with the intent of developing a comprehensive land-use planning document that would guide future port development and improve efficiency in the planning process. Unfortunately, we were not able to formulate a satisfactory document that would achieve these goals. We are therefore concluding work on the comprehensive PMP Update at this time and will continue to implement updates on an as-needed basis in compliance with the California Coastal Act. We appreciate the interest and participation we received in the process. The input we received will help to continue to inform our ongoing planning efforts."*	A.7. 26 Cont
POLB-19	Chapter 2.3 Coastal Zone	It is recommended that coastal resources mentioned in this section either be shown on Figure 2.3-1, Coastal Zone Map, or the text cross-references to other figures/sections of the environmental document where more information is available.	A.7. 27
POLB-20	Chapter 2.4 Parks and Recreational Facilities	According to Coastwalk (see https://californiacoastaltrail.org/southern-california/los-angeles/#map), California Coastal Trail is planned or proposed to continue south along SR 47 through the POLA and POLB.	A.7. 28
POLB-21	Chapter 2.4 Parks and Recreational Facilities	It is recommended that Caltrans disclose whether there are Section 4(f) properties in the vicinity of the Project and whether the Project would result in a use of any Section 4(f) property in Section 2.4 as required by Caltrans' EIR/EA Annotated Outline, which says, "If there are Section 4(f) resources within the project vicinity but no use of these resources, clearly state that here and document in Appendix A under the heading "Resources Evaluated Relative to the Requirements of Section 4(f)." As currently written there is no mention of Section 4(f) properties in this chapter. There is adequate documentation in Appendix A which does include Section 4(f) Use Determinations for the proposed Project. At minimum, a summary statement should be added to this chapter indicating that a Section 4(f) analysis has been conducted, Section 4(f) use determinations provided, and that additional details are provided in Appendix A of the Draft EIR/EA.	A.7. 29
POLB-22	Chapter 2.8 Environmental Justice	It is recommended that Caltrans clearly state whether the project would or would not result in a disproportionate high and adverse effect on which communities with and without mitigation.	A.7. 30
POLB-23	Chapter 2.8 Environmental Justice, Section 2.8.4	Section 2.8.4 states "practicable mitigation measure or practicable alternative that would avoid or reduce the disproportionately high and adverse effect(s). The proposed action will be approved only if it is determined that no such practicable measures exist." The discussion indicates that there are no practicable alternatives. However, the Draft EIR/EA seems to imply in previous	A.7. 31

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		text that only the Full Bridge Closure Option would result in disproportionately high and adverse cumulative effects. Further clarification is needed.	A.7. 31 Cont
POLB-24	Introduction, Section 1.4.7; Chapter 2.10 Traffic and Transportation	It is recommended that the EIR/EA include a discussion and commitment from Caltrans to work with various affected agencies and jurisdictions to development a comprehensive Transportation Management Plan to designate the most appropriate detour routes to minimize disruptions to local residents, businesses, and the ports during construction activities.	A.7. 32
POLB-25	Introduction; Section 1.4; Section 2.10 Traffic and Transportation	It is not clear as to why PF-TR-1 (Transportation Management Plan is not included in Table 1-1, however is listed and identified as an Avoidance and Minimization Measures in Section 2.10.4 and in the Environmental Commitments Record (ECR). The document should describe the differences between and distinguish "Project Features", "Avoidance Measures", and "Mitigation Measures". It is recommended that Table 1-1 include all standard measures and project features.	A.7. 33
POLB-26	Introduction, Section 1.4.7; Chapter 2.10	The City of Los Angeles does not appear to identify State Route (SR) 1 or Sepulveda as established routes for trucks with cargo considered to be too heavy for many of the streets. Please see: https://geohub.lacity.org/datasets/lahub::truck-route-weight-limit/about). It is recommended that additional coordination occur with the ports and local communities regarding viable detours and the detour figure distinguish potential truck and passenger vehicle routes as well as any indirect impacts on pedestrian and bicycle routes.	A.7. 34
POLB-27	Table 2.10-2 Study Segment Locations	The following signalized intersections, maintained by the City of Long Beach, are missing from the study. It is important to note that the City of Long Beach has only provided comments on the signalized intersections it owns and does not provide comments on those outside its jurisdiction. Therefore, the following intersections need to be included in the Level of Service (LOS) study: A. PIER S AVE & NEW DOCK ST B. PIER S AVE & FIRE STATION #24 C. PICO AVE & PIER E ST D. PICO AVE & W OCEAN BLVD E/B E. PICO AVE & W OCEAN BLVD W/B F. MATSON & PIER C ST G. HARBOR AVE & W PACIFIC COAST HWY H. JUDSON AVE & W PACIFIC COAST HWY I. HARBOR AVE & W ANAHEIM ST J. SANTA FE AVE & W 9TH SN K. SANTA FE AVE & W WILLARD ST L. SANTA FE AVE & W 21ST ST M. SANTA FE AVE & W HILL ST N. SANTA FE AVE & W 23RD ST O. SANTA FE AVE & W BURNETT ST P. SANTA FE AVE & W 25TH ST Q. EASY AVE & W WILLOW ST	A.7. 35

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		R. REGWAY AVE & W WILLOW ST S. SANTA FE AVE & W COLUMBIA ST	A.7. 35 Cont
POLB-28	Table 2.10-2 Study Segment Locations	The following road segments need to be included in this study. Please note that these road segments are major arterials of the City of Long Beach, and any changes in traffic could severely impact residents and businesses. • Santa Fe Ave from 9th St to Wardlow Ave Rd • PCH (CA-1) Between Alameda St and 710 FWY • Willow St Between Magnolia St and Terminal Island FWY • Anaheim St Between Pacific Ave to Alameda Street	A.7. 36
POLB-29	Section 2.10 Traffic and Transportation/Pedestrian and Bicycle Facilities	No Volume-to-Capacity (V/C) ratio Level of Service (LOS) analysis has been conducted on the roadway segments to assess the potential impacts resulting from the proposed construction options, whether they involve full or partial closures. According to the detour plan proposed by Caltrans, three major road segments will be affected by the construction activities: Harry Bridges Boulevard, Pacific Coast Highway (CA-1), and Sepulveda Boulevard, specifically the sections between Alameda Street and the 110 Freeway. These impacts necessitate a thorough analysis to understand the extent of congestion and delays that might occur as a result of the detour implementation.	A.7. 37
POLB-30	Section 2.10.2.2, Alternatives Studied, Page 2.10-6	In consideration of potential increased activity at night and off-peak hours, as well as the possibility of expanded night operations, it is recommended that the traffic operational analysis be conducted for the night period after 7 p.m., in addition to the daytime analysis.	A.7. 38
POLB-31	Section 2.10.2.3 Traffic Development Volume and Data Collection, Page 2.10-6	The Draft EIR/EA identifies typical AM peak hours as 7 a.m. to 9 a.m., Mid-day peak hours from 1 p.m. to 3 p.m., and Afternoon peak hours from 4 p.m. to 6 p.m. It is recommended that the Draft EIR/EA identify whether the peak periods were confirmed in the collected traffic counts, or reference the appropriate document from which the peak periods were based. Of note, POLB typically identifies the Afternoon peak period as 2 p.m. to 6 p.m.	A.7. 39
POLB-32	Figure 2.10-8 Bicycle Facilities Map, Page 2.10-26	There is a proposed protected bike lane linking the Long Beach International Gateway Bridge with the Vincent Thomas Bridge. Please clarify whether this bike lane is still in the works and whether it will extend on to the Vincent Thomas Bridge. In addition, there is an existing Class I Bike Lane along I-710 in the POLB (Mark Bixby Memorial Bike Path) according to the City of Long Beach, https://www.longbeach.gov/goactivelb/resources/interactive-bike-map/. Figure 2.10-8 shows this as a proposed Class IV facility.	A.7. 40
POLB-33	Section 2.10.2.15 Pedestrian and Bicycle Facilities	Many bikeway facilities, as depicted in Figure 2-10-8 of the Bicycle Facilities Map, will be affected by the proposed construction activities, whether through full or partial closures. It is essential to conduct an analysis of the Level of Traffic Stress (LTS) for the bicycle facilities within the impacted area. This analysis should provide a comprehensive evaluation of how the construction will influence the current biking conditions. Bicycle detours must provide similar levels of protection to the closed facility. For example, closures of a Class I route should result in detours on a similar Class I or Class IV facility using temporary separation elements if necessary. Detours from an existing	A.7. 41

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		Class IV facility may follow Class II or volume-controlled Class III Bike Boulevard routes as described in the City's Bicycle Master Plan.	A.7.41 Cont
POLB-34	Section 2.10.4 Avoidance, Minimization, and/or mitigation measures	Additional mitigation measures could be considered for managing traffic during the construction period of the Vincent Thomas Bridge, including: A. Enhanced Public Transit Options: Increase the frequency and capacity of public transportation services in the affected area. B. Coordination with Freight and Delivery Services: Work with freight and delivery companies to adjust delivery schedules and routes to minimize traffic during peak hours. C. Park-and-Ride Facilities: establish temporary park-and-ride facilities near major transit hubs to encourage commuters to use public transportation and ridesharing services. D. Monitoring: Implement a continuous monitoring and evaluation system to assess the effectiveness of the mitigation measures. E. Community Engagement and Feedback Mechanism: Establish a platform for community engagement where residents and commuters can provide feedback during construction, request or report congestion and other issues, and demand modifications in detour planning and overall project planning. F. Additional Traffic Enforcement: Assign patrol resources along detour routes to enforce speed limits and other regulatory signs like turn restrictions.	A.7.42
POLB-35	Global	A Community Impact Assessment (2024) is referenced throughout the Draft EIR/EA. However, the assessment is not listed or provided as an Appendix to the EIR/EA, nor is a reference listed.	A.7.43
POLB-36	Chapter 2.12 Hazardous Waste/Materials	Given the size and development of the study area associated with the proposed Project, the identification of only three (3) RECs is questionable. It is recommended that this section include a figure in the EIR/EA showing the search radius and sites, particularly the location of any REC in relation to the project. Any potential permanent or temporary right-of-way or easement should also be identified.	A.7.44
POLB-37	Chapter 2.12 Hazardous Waste/Materials	Given the age of the Bridge, it is not clear as to why the Bridge itself is not considered a REC. According to the ASTM E 1527-13, a REC is "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property."	A.7.45
POLB-38	Chapter 2.12 Hazardous Waste/Materials	Section 2.12 does not clearly identify the potential impact of the project on hazardous waste or materials or the RECs. This section also does not appear to include boilerplate text required for ADL. It is recommended that Caltrans revise this section in accordance with Caltrans EIR/EA Annotated Outline. In addition, although the discussion identifies three RECs, Section 2.12 does not appear to include any impact analysis nor does it include measures to address potential contamination from the previously identified RECs.	A.7.46
POLB-39	Chapter 2.14 Noise, Section 2.14.2.1	The Draft EIR/EA states, "Activity Category C: This activity category includes several parks.... Activity Category D: There are no land use activities under this	A.7.47

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		activity category." The description of land uses along detour routes appear incomplete. For example, a quick Google search will show that Banning High School is along State Route (SR) 1, Rodriguez Cabrillo High School and Elizabeth Hudson are adjacent to 103, LAUCSD is along I-110, Harbor Park Golf Course is along I-110, there are also a few places of worship along SR 1. It is recommended that Caltrans clarify what radius from detour routes was used to identify sensitive receptors and provide figures.	A.7. 47 Cont
POLB-40	Chapter 2.14 Noise, Section 2.14.2	The location of short-term and long-term noise measurement location is not readily identifiable in the environmental document. Per the comment above, it is recommended that the location of sensitive receptors be shown on a figure or figure set.	A.7. 48
POLB-41	Chapter 2.14 Noise, Section 2.14.3	This section identifies noise increase range for detour routes. For example, "The nighttime noise increase range along Sepulveda Boulevard for all alternatives (A and D) is from -7 dBA to 5 dBA." To understand the different impacts between the design options, it is recommended that the difference in dBA be broken out by design option/alternative. In addition, the discussion in the EIR/EA should clearly identify whether dBA is being compared to the No-Build or Existing Conditions.	A.7. 49
POLB-42	Chapter 2.14 Noise, Section 2.14.4	Will a Noise Control Plan (NCP) be prepared in accordance with Caltrans' Standard Specifications 14-8.02 to "Control and monitor noise resulting from work activities". If so, will the NCP include the detour routes?	A.7. 50
POLB-43	Chapter 2.22 Construction Impacts	Construction impacts are discussed in prior sections. It is unclear why there is a separate section on construction impacts. Per the Annotated Outlines, "If construction impacts have not been discussed above and/or the project is likely to have many construction impacts, consider adding a separate Construction Impacts section." Please see previous comments regarding the content of this section. In addition, this section only discusses a few resource topics; for example, it does not discuss Hazardous Waste/Materials.	A.7. 51
POLB-44	Chapter 3 CEQA Evaluation, Section 3.2.1 (Aesthetics)	Will a Lighting Plan be prepared for the Project during final design?	A.7. 52
POLB-45	Chapter 3 CEQA Evaluation, Section 3.2.7 (Geology and Soils)	The Draft EIR/EA states, "The proposed project is a bridge deck replacement located entirely along the approach and suspended spans of the Vincent Thomas Bridge." This statement seems to contradict other sections of the Draft EIR/EA that discuss a temporary easement and other work that may be required off the bridge.	A.7. 53
POLB-46	Chapter 3 CEQA Evaluation, Section 3.2.9 (Hazards and Hazardous Materials)	The Draft EIR/EA states, "PF-UES-1, provided in Section 2.9, would require coordination with emergency service providers for ramp or road closures" What ramp closures are being proposed and for how long? Was a Ramp Closure Study prepared for the project? Please see General Comments regarding the preparation of a comprehensive Transportation Management Plan.	A.7. 54
POLB-47	Chapter 3 CEQA Evaluation, Section 3.2-10	The POLB is a responsible party required to comply with the Harbor Toxics Total Maximum Daily Load (TMDL). The receiving water for the project and	A.7. 55

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	(Hydrology and Water Quality)	channel located directly below the bridge span has TMDL listing for metals including lead, zinc and copper all of which will be present during the project, but particularly during demolition. There is no mention of the Harbor Toxics TMDL in the document and how these pollutants will be mitigated to prevent water quality impairments during the project. While the majority of the project and bridge span is on the POLA side, the POLB can be impacted during demo activities when concrete dust which contains TMDL listed metals is tracked from construction equipment.	A.7. 55 Cont
POLB-48	Chapter 3 CEQA Evaluation, Section 3.2-10 (Hydrology and Water Quality), Page 3-18	There is no mention in the Draft EIR/EA of NPDES permit, stormwater pollutant impacts during construction and demolition activities, protection of receiving waters from runoff or the TMDL impaired receiving water, how demolition debris (both rubble and dust) from the deck demo will be contained and not impact TMDL receiving waters.	A.7. 56
POLB-49	Chapter 3 CEQA Evaluation, Section 3.2.11 (Land Use and Planning)	The POLB Port Master Plan is not discussed in this CEQA section. Please see previous comment number POLB-17 on the status of the Port of Long Beach Port Master Plan.	A.7. 57
POLB-50	Air Quality Analysis Report – Section 1.5	Construction durations descriptions should be consistent between the Air Quality Analysis Report and the Draft EIR/EA sections. Construction options do not line up with the 2.5 years stated in the first sentence of this section or the Air Quality section in the EIR/EA. (Section 3.5 says the longest construction scenario is up to 5 years and Section 3.6 says 29 months to 5 years). In addition, the Two-Stage Construction and Three-stage Construction staging options have similar descriptions. Provide a better explanation of how these alternatives stack up against the Final Traffic Operations Analysis Report (TOAR). The TOAR alternatives versus Air Quality alternatives should be listed for clarity.	A.7. 58
POLB-51	Air Quality Analysis Report – Table 1-1	Why is only change in ADT but not the actual ADT shown? It would help to provide more context to show the difference and how it is used to calculate the local PM concentrations.	A.7. 59
POLB-52	Air Quality Analysis Report – Section 2.2	The regulatory setting is missing mention of GHG related plans and regulations. The San Pedro Bay Ports Clean Air Action Plan seems misplaced in the Affected Environment Section 3.2.3 GHG and Climate Change.	A.7. 60
POLB-53	Air Quality Analysis Report – Table 4-1 to 4-16	It is recommended to show another row stating "Exceed Threshold" on Tables 4-1 to 4-16 should include identify whether the thresholds are exceeded, as well as a conclusion of findings for all 8 scenarios following the implementation of mitigation measures. For example, all scenarios exceed the thresholds for NOx. However, with the implementation of Tier 4 equipment, the emissions levels are below the thresholds.	A.7. 61
POLB-54	Air Quality Analysis Report – Table 4-13 to 4-16	It appears that Tables 4-13 and Tables 4-14 to 4-16 may be incorrectly titled. Table 4-13 summarizes the uncontrolled maximum daily and total emissions" to "Table 4-13 summarizes the controlled maximum daily and total emissions". This same error occurs for Table 4-14 to Table 4-16.	A.7. 62
POLB-55	Air Quality Analysis Report – page 52	It is recommended that a map be included to show the 5 community areas and receptor locations where dispersion analysis was conducted.	A.7. 63

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POLB-56	Air Quality Analysis Report – page 52	It is recommended that a discussion of the methodology used for the dispersion and MSAT emissions be included in the report.	A.7.64
POLB-57	Air Quality Analysis Report – page 52	It is recommended that a discussion of MSAT emissions be included following Table 4-21 since there is no threshold— just values, for these pollutants. In addition, it is not clear as to why cancer risk is not calculated.	A.7.65
POLB-58	Air Quality Analysis Report – Section 4.3.4	It is recommended that the report indicate what level of analysis this project falls under for MSAT.	A.7.66
POLB-59	Air Quality Analysis Report – Section 4.4	The Cumulative Impacts discussion does not include any nearby projects that would be under construction at the same time.	A.7.67
POLB-60	Air Quality Analysis Report – Section 5	It should be clarified as to whether Tier 4 equipment is considered a minimization measure. It is used as the difference between the controlled and uncontrolled emissions tables. However, Section 5 says no Air Quality construction minimization measures are identified.	A.7.68

Response to Comment A.7.1

Your support for the Single-Stage Construction (Preferred) option and request for the expeditious completion of the project is appreciated.

Response to Comment A.7.2

Caltrans Vincent Thomas Bridge Deck Replacement Project formed a Technical Advisory Committee (TAC) in July of 2023 that has met on a monthly basis. The TAC is comprised of subject matter and technical experts from affected agencies and jurisdictions to collaborate, obtain multi-jurisdictional expertise, and address key concerns to reduce project related impacts with the Caltrans design team. The TAC coordination will continue throughout the life of the project and future discussions would include development of the Transportation Management Plan (TMP). The TAC includes representatives from multiple agencies of various levels of government likely to be affected by the project, such as cities, the county, public works agencies, councils of government, law enforcement, and the ports. In addition, representatives from the Vincent Thomas Bridge Deck Replacement Project Community Advisory Committee (CAC) and elected officials or their representatives attend.

Response to Comment A.7.3

As stated above, your preference for the Single-Stage Construction (Preferred) Option and expeditious completion of the project is acknowledged. The Vincent Thomas Bridge Deck Replacement Project construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is anticipated that the bridge would open to traffic in the Spring of 2027 prior to the start of the 2028 Olympics.

Response to Comment A.7.4

Caltrans will encourage the construction contractor to use all options to maintain and to minimize the construction duration as feasible.

Response to Comment A.7.5

Early and ongoing coordination with affected agencies and jurisdictions has taken place on a monthly basis since the formation of the TAC in July 2023. Conceptual detour routes, high level results of the traffic study, advanced signage and traffic management during construction have been topics of discussion at the TAC. The TAC meetings will continue on a regular basis throughout the life of the project, allowing for ongoing coordination with multiple agencies and jurisdictions during the development of the TMP.

Response to Comment A.7.6

The TMP would be adaptable to address unexpected changes in traffic patterns that may arise during implementation of the Vincent Thomas Bridge Deck Replacement Project and will include traffic control measures, traffic control devices, a public information and outreach plan, and an emergency/incidence response plan.

Response to Comment A.7.7

Coordination with area projects is ongoing to reduce potential construction schedules conflicts and minimize potential project impacts and is an ongoing topic of discussion at the monthly TAC meetings for the Vincent Thomas Bridge Deck Replacement Project.

Response to Comment A.7.8

Mitigation measures to modify intersections prior to construction have been proposed in the Draft EIR/EA. Please see measure MM-TR-1 Temporary Restriping and Signal Synchronization of Identified Intersections which outlines potential improvements that could be developed at 13 intersections within the Community Impact Assessment Study Area see Figure 1-1: Regional Location Map of the Draft EIR/EA. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 13 intersections can be found in the Traffic Operations Analysis Report (TOAR 2024). The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

Response to Comment A.7.9

Caltrans acknowledges the POLB's comment regarding the identification of the Build and No Build Alternatives in the Notice of Preparation and Draft EIR/EA. The Nighttime Bridge Closure Option was added after input was received during the scoping period of the Draft EIR/EA from April 2023 to July 2023.

Response to Comment A.7.10

The Draft EIR/EA section 1.4.2 correctly identifies construction staging options as options not alternatives. Section 2.14.3.1 (Noise) of the Draft EIR/EA relies on information contained in the Traffic Operations Analysis Report (TOAR 2024) which evaluated a range of construction staging options including Alternatives A (full closure) and D (partial closure) as explained under section 2.14.3 Environmental Consequences in the Noise section.

Response to Comment A.7.11

The Vincent Thomas Bridge Deck Replacement Project limits extend from the start of the west approach span to the end of the east approach span of the bridge and due to the nature of the project, replacement of an existing bridge deck and upgrades to existing bridge components, the temporary and permanent disturbance areas would be limited to the bridge. The Draft EIR/EA Section 1.4.4 indicates staging for proposed construction work would be located within Caltrans right-of-way or in temporary construction easements near the project limits. Specific staging locations would be determined by the construction contractor during the design phase.

Response to Comment A.7.12

The Bridge permit has been added to the Environmental Commitments Record in the Final EIR/EA.

Response to Comment A.7.13

Table 1-2 of the Draft EIR/EA shows the frequency of lane and overnight bridge closures for two stage and three stage construction options: one lane would be open in each direction for each stage (two stages) and one lane would be open in each direction for each stage (three stages). The three-stage construction staging option would have reduced lane widths compared to the two-stage construction staging option. Both options would require full overnight bridge closures on weekends and weekdays to be determined by the construction contractor.

Response to Comment A.7.14

Caltrans acknowledges the POLB's comment regarding CEQA and National Environmental Policy Act (NEPA) determinations in Table S-1 of the Draft EIR/EA. Table S-1 has been updated in the Final EIR/EA.

Response to Comment A.7.15

Table S-1 Anticipated Project Impacts of the Draft EIR/EA is a summary of environmental topic/resource areas that would have anticipated project impacts; therefore, if the resource was evaluated but there were no impacts it was not included in the table.

Response to Comment A.7.16

The Final EIR/EA has been updated to identify the Regional Transportation Plan (RTP) ID as REG0701

Response to Comment A.7.17

PF-HW-3 indicates disturbance of existing paint system of the bridge may be required. If disturbance is required, then a project specific site investigation would be recommended to evaluate and determine the extent of lead-based paint at the proposed work area and include recommendations for proper removal and disposal. Methodology to remove, contain, and collect lead paint from the structure will be outlined in the specifications during the Design phase.

Response to Comment A.7.18

Section 2.14 (Noise) of the Draft EIR/EA evaluated the following detour routes: Harry Bridges Boulevard/Alameda Street, Pacific Coast Highway, and Sepulveda Boulevard, where noise sensitive land uses were identified.

Response to Comment A.7.19

The full length of Anaheim Street is not one of the proposed detour routes. Only the short segment of Anaheim Street in a non-residential area, between Henry Ford Avenue and Alameda Street is included as part of the route from I-110 to SR-47 and Terminal Island via Harry Bridges Boulevard/Alameda Street.

Response to Comment A.7.20

A Short Form Stormwater Data Report (2024) was prepared for the project as part of the Draft Project Report. A Short Form Stormwater Data Report is prepared when a project does not disturb five or more acres of soil, does not disturb one or more acre of soil (and) does not qualify for the Rainfall Erosivity Waiver, does not require treatment best management practices (BMPs), or impact existing BMPs. The Vincent Thomas Bridge Deck Replacement Project meets all of these requirements; therefore, a Long-Form Stormwater Data Report was not prepared. Currently the stormwater flows directly off the bridge deck. The new deck would not change the existing stormwater conveyance and would not include any permanent BMPs. Currently, the disposal of the runoff for the approach spans is done through deck drains which will be replaced in kind. Currently runoff flows longitudinally along the vertical slope for the suspension span of the bridge and will not be modified.

Response to Comment A.7.21

The total disturbed soil area is 0.138 acre with no new impervious surface created as a result of the deck replacement. Since there is some disturbed soil area, the contractor will

be required to prepare either a stormwater pollution prevention plan (SWPPP) or a water pollution control program (WPCP) in accordance with Section 13, "Water Pollution Control," of the Standard Specifications, Caltrans' Stormwater Quality Handbooks. The SWPPP or WPCP will outline the measures that the contractor would implement to prevent construction activities from polluting the waters of the United States. The discussion of Water Quality and Stormwater Runoff in Chapter 2 and Section 3.2.10 of the Final EIR/EA was revised to identify potential BMPs employed to protect water quality during construction.

Response to Comment A.7.22

Additional discussion of the POLB planning districts has been included in the Final EIR/EA.

Response to Comment A.7.23

For purposes of the land use discussion, the analysis of the ports was separated from City of Los Angeles and City of Long Beach since the majority of the Vincent Thomas Bridge traverses these unique areas. Therefore, POLB was not included in the land use discussion of the City of Long Beach and Figure 2.1-4 only showed the City of Long Beach land use. However, Figure 2.1-4 has been revised for the Final EIR/EA to include the POLB within the City of Long Beach. In addition, both Figure 2.1-2 and Figure 2.1-4 have been updated with data from the Long Beach General Plan.

Response to Comment A.7.24

Figure 2.1-7 and Table 2.1-1 have been updated in the Final EIR/EA to include POLB and Port of Los Angeles (POLA) as sources and the project list will be updated. The initial list and figure in the Draft EIR/EA were developed based on information available at the time of the NOP and preparation of technical studies.

Response to Comment A.7.25

As stated in Section 1.4.4 of the Draft EIR/EA, specific staging locations would be determined by the construction contractor during Final Design. If staging is needed outside of the Caltrans right-of-way, it would likely occur on Terminal Island and would be determined through coordination with the POLA. At this time, construction staging and easements on POLB property is not anticipated but should this change based on the contractor's final design and approach, Caltrans will coordinate with the Port.

Response to Comment A.7.26

Project consistency with the Port of Long Beach Master Plan has been updated to reflect the current status of the plan and that the POLB continues to operate under the 1990 Port Master Plan as amended.

Response to Comment A.7.27

Section 2.3.2 of the Final EIR/EA has been revised to add cross reference to Section 2.4 for additional information on adjacent recreational coastal zone resources. Section 2.3.2 of the Final EIR/EA has been revised to add cross reference to Section 2.4 for additional information on adjacent recreational coastal zone resources.

Response to Comment A.7.28

The Coastwalk website shows a proposed or planned portion of the California Coastal Trail along SR-47, although the site includes a disclaimer which states that the locations of the California Coastal Trail segments shown are approximate with no guarantees as to the

accuracy of the data. It should be noted, the Vincent Thomas Bridge is a limited access facility which does not allow pedestrians or bicycles, nor does it have the capacity to accommodate a new pedestrian/bicycle facility.

Response to Comment A.7.29

Appropriate language from the Caltrans EIR/EA Annotated Outline referencing the Section 4(f) properties and analysis provided in Appendix A has been included in Section 2.4 of the Final EIR/EA.

Response to Comment A.7.30

The discussion of Environmental Justice and the evaluation of "disproportionately high and adverse effects" is a NEPA topic not a CEQA topic. NEPA does not require discussion of impact determinations with and without mitigation.

Response to Comment A.7.31

It should be noted that there are two alternatives under consideration, the No Build Alternative and Build Alternative. As discussed in Section 1.4.8 of the Draft EIR/EA, several other alternatives were considered but were found not practicable or feasible and therefore were eliminated from consideration. The Build Alternative includes several construction staging options. Of these construction staging options, only the Single-Stage Construction Option (Preferred) with a full bridge closure would result in a temporary disproportionately high and adverse effect due to cumulatively considerable traffic and air quality impacts from all traffic being diverted from the bridge to the detour routes when combined with reasonably foreseeable projects in construction at the same time. The other staging options that were under consideration, the Two and Three -Stage Construction Options and the Nighttime Bridge Closure Construction Option would allow traffic to continue using a portion (a single versus double lane) of the bridge therefore reducing the number of vehicles that would use the detour routes through the Environmental Justice Communities. Therefore, while all construction staging options would impact the same geographical area, the Single-Stage Construction Option (Preferred) would result in greater intensity of effects due to all the bridge traffic requiring diversion on the proposed detour routes. The diversion of traffic under a full closure would divert the most traffic from the bridge and would result in a temporary disproportionately high and adverse cumulative impact when considered with other reasonably foreseeable projects in construction at the same time, as discussed in Section 2.23.1.7 Environmental Justice.

Response to Comment A.7.32

To supplement PF-TR-1 TMP, the Section 2.8.5 of the Draft EIR/EA includes the following commitment through mitigation measures: MM-EJ-1 Regular and ongoing coordination with agencies will occur for projects within the Community Impacts Assessment Study Area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts. MM-EJ-2 Regular and ongoing community engagement will occur to address key concerns and develop strategies to reduce potential impacts to the community. These mitigation measures and the Caltrans TAC and a CAC that that has met monthly since July 2023 discuss topics of concern such as: proposed detour routes and strategies to minimize disruptions to local residents, businesses, and the ports during construction. These discussions are ongoing and would continue throughout the development of the TMP and through the end of project construction.

Response to Comment A.7.33

Table 1-1 has been updated in the Final EIR/EA to include PF-TR-1.

Response to Comment A.7.34

State Route 1 also known as Pacific Coast Highway (PCH) is under the jurisdiction of Caltrans. The section of PCH within the Vincent Thomas Bridge Deck Replacement Project study area is a designated Terminal Access Surface Transportation Assistance Act (STAA) Route and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. Sepulveda Boulevard within the Vincent Thomas Bridge Deck Replacement Project study area is within the City of Carson. According to the City of Carson General Plan Update (April 2000) Chapter 3.2 Circulation, Sepulveda Boulevard is designated as a major highway and a truck route in the City of Carson. In response to comments received during the scoping period of the project (April 2023 to July 2023), Caltrans formed a TAC and CAC that met with Caltrans on a monthly basis to discuss the preliminary detour routes and strategies to reduce conflicts. The TAC is comprised of representatives from the Ports, affected agencies, jurisdictions, CAC and elected official representatives. The CAC is comprised of representatives from Neighborhood Councils, the Harbor Trucking Association, Unions, Chamber of Commerce, and neighborhood organizations. For transparency, all the TAC and CAC meetings, attendees list, presentations are recorded, and meeting minutes are published on the project website at: https://virtualeventroom.com/caltrans/vtb/.

Response to Comment A.7.35

The Level of Service (LOS) analysis completed for the Vincent Thomas Bridge Deck Replacement Project focused on major intersections anticipated to be affected by construction closures. They are mostly on the potential detour routes and other intersections that are expected to see increases in traffic due to drivers selecting alternative routes, primarily for traffic going from west to east and entering Terminal Island. The POLA travel demand model was used to identify changes in traffic volumes, for each construction scenario, with focus on the intersections with highest changes in volumes. While there may be changes in traffic turning volumes at some intersections within the vicinity of the project, including the ones cited in the comment, the operational effects are anticipated to be much lower at those intersections compared to the major intersections that have been analyzed in the Draft EIR/EA. The Traffic Operations Analysis Report (2024) focused on determining the temporary closure impacts at those major intersections and suggested potential mitigations. The intersections cited are not anticipated to provide further insights or show sizable impacts due the construction closure, for the following reasons:

- **A, B:** Four other intersections (#16,17,25,26) near A&B have been analyzed that fall directly along the detour route;
- **C, D, E, F:** These are not along potential detour routes;
- **G, H:** Six major intersections along the PCH, west of SR-103 were included in the study, with the closest major intersection (falls between G and H) is PCH/Santa Fe intersection; which showed minimal changes in traffic turning volumes. Additionally, all intersections of I-710 with PCH (full clover lead interchange) was modeled as well; the demand model shows most traffic using PCH as an alternate route would likely utilize SR-103 to travel south;

- **I:** Anaheim Street between the I-110 and Harry Bridges Boulevard is not a potential detour route;

- **J to P, S:** Santa Fe is a north-south route and not a potential detour route. The main intersections along Santa Fe are at PCH and then at Anaheim Street (both included in the TOAR), traffic diversion north/south to Santa Fe is anticipated to be low;

- **Q, R:** Willow Street in the City of Long Beach between SR-103 and I-710 is not part of potential detour route due to truck restriction. The Final EIR/EA removed Willow Street from Figure 1-5;

Response to Comment A.7.36

Similar to the previous response (A.7.35), the roadway segment analysis completed for the Vincent Thomas Bridge Deck Replacement Project focused on those segments anticipated to be affected by the preliminary detour routes that would be signed and designated as detours within the Vincent Thomas Bridge Deck Replacement Project study area.

Response to Comment A.7.37

Intersection analysis was used as the primary tool for assessing changes in traffic operations. Volume/Capacity (V/C) segment analysis is more of a planning-level tool and is not a particularly accurate predictor of changes in travel time or delay.

Response to Comment A.7.38

To provide a conservative estimate of existing and future traffic volumes under build and no build conditions, Caltrans uses peak hour traffic which has the highest traffic volumes was used; therefore, nighttime and off-peak hours which have lower traffic volumes were not included.

Response to Comment A.7.39

Peak periods were determined using Streetlight data, which provided 24-hour traffic observations. Peak traffic at the POLB is heavily influenced by Port traffic (generally commercial vehicles), but the traffic patterns in the broader study area include substantial volumes of passenger vehicle traffic.

Response to Comment A.7.40

According to the Southern California Association of Governments regional bicycle dataset there are plans for a Class IV protected bikeway to be located somewhere between the Vincent Thomas Bridge and the Long Beach International Gateway Bridge. The Build Alternative would maintain the existing configuration of the Vincent Thomas Bridge. Pedestrian and/or bicycle access is not allowed on the bridge and there are no plans to extend a bikeway over the bridge. The location of the existing Class I Bike Lane along I-710 in the POLB (Mark Bixby Memorial Bike Path) has been added to the Figure 2.10-8 in the Final EIR/EA.

Response to Comment A.7.41

As stated in the Draft EIR/EA Section 2.10.2.15 Pedestrian and Bicycle Facilities, access to pedestrian and bicycle facilities along detour routes and within the Project study Area would be maintained. Therefore, the Build Alternative would result in no impact to pedestrian or bicycle facilities.

Response to Comment A.7.42

Caltrans will consider your suggestions and will continue to collaborate with the port through the project TAC and the CAC until completion of Project construction to implement solutions to reduce project related impacts, including to manage traffic impacts, monitor effectiveness, keep the community informed and listen to community feedback during construction.

Response to Comment A.7.43

All the technical studies, including the Community Impact Assessment, are available upon request. The analysis provided in the EIR/EA is taken from the technical reports that were prepared in support of the project. The list of these reports is provided in Appendix G of the EIR/EA.

Response to Comment A.7.44

There are no permanent easements or right-of-way acquisition required for the project. Caltrans owns easement rights, which extends 25 feet beyond the deck drip line and cross section limits of suspended spans. The search radius of the Recognized Environmental Concern (REC) is 500 feet and the (3) RECs are referring only to the open assessments.

Response to Comment A.7.45

While not specifically identified as a REC, Section 2.12 of the Draft EIR/EA acknowledges that existing hazardous materials could be encountered within the project footprint, including aerially deposited lead (ADL), asbestos-containing materials (ACM), lead-based paint (LBP), and electrical waste. The bridge structure itself has potential for LBP and ACM which would be identified during a site investigation.

Response to Comment A.7.46

Section 2.12 of the Final EIR/EA has been revised to include appropriate boilerplate text required for ADL. Measures to address potential contamination from RECs will be addressed in specifications provided during the Design phase and dependent upon if the Project will be disturbing any soil. Currently, the Project Build Alternative does not propose soil excavation.

Response to Comment A.7.47

Freeway traffic noise impacts generally occur within 500 feet of a typical 8-10 lane freeway. This translates to first or second rows of homes perpendicular to the freeway. However, since the detour routes are local streets with a completely different traffic pattern and volumes and speeds, it is difficult to determine such a distance/radius. However, primary concern has been to address exterior traffic noise impacts along these detour routes within Activity Category C. Additionally, since this is not a typical Type I project as defined by the Noise Protocol, the primary focus of the study has been to address potential nighttime temporary operational noise impacts for residential areas. As such, although the baseball field of Banning High School abuts the SR-1 (PCH), the main campus where classes/learning takes place are situated further away from PCH. In the Noise Study Report (2023) Banning High School has been represented by Site #E5, where the daytime noise increase would be in the 1-2 dBA range, with absolute noise levels well below the 67 dBA threshold for noise impacts. Both Rodriguez Cabrillo High School and Elizabeth Hudson Academy are situated very far from the PCH to be impacted by noise. The represented Site #G1 that is closest to these schools reveals that there would be no noise impact to these schools. As for the places of worship, there is one First Baptist Church building located at the corner of PCH and Broad Avenue. This church is represented by Site #E1. Good News

Church of God is located on Harbor Avenue near the SR-1 and is represented by Site #G3. No noise impacts have been identified based on the set criteria in the Noise Study Report at these churches.

Response to Comment A.7.48

The Final EIR/EA has been updated to provide more information regarding the monitoring locations and sensitive receptors have been provided as aerial photographs in Section 2.14.3 Environmental Consequences.

Response to Comment A.7.49

The dBA comparisons presented represent the increase in the Build Alternative to the existing conditions. Please refer to Section 2.14.3 Environmental Consequences that discusses in detail the differences in dBA for design options and for each detour separately.

Response to Comment A.7.50

The Noise Control Plan would be prepared specifically for the work activities associated with the deck replacement work so work activities do not exceed 86 dBA Lmax at 50 feet from the equipment between the hours of 9:00 p.m. to 6:00 a.m. As stated in Section 2.14.4 of the Draft EIR/EA, there are no substantial noise increases along the detour routes to cause significant temporary noise impacts to noise-sensitive land uses, therefore specific noise control measures are not needed.

Response to Comment A.7.51

The guidance provided in the Caltrans Standard Environmental Reference EIR/EA Annotated Outline allows for discussion of construction related impacts under the Draft EIR/EA Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, and/or Mitigation Measures under each resource as applicable, placement at the end of the Chapter 2 is optional. Due to the Project's impacts being primarily construction related, construction impacts were emphasized at the end of each resource topic discussion in Chapter 2.

Response to Comment A.7.52

No new lighting is proposed, and it is not anticipated that a Lighting Plan will be prepared. The only proposed change to the existing bridge lighting is to upgrade the electroliers and light fixtures to LED160 along the suspended spans.

Response to Comment A.7.53

Section 3.2.7.1 of the Final EIR/EA has been revised to clarify that all construction and deck replacement work will occur within the existing approach and suspended spans of the Vincent Thomas Bridge and that temporary construction easements on Terminal Island for staging would be required.

Response to Comment A.7.54

No local roadway closures on detour routes are planned; however, full closure of the bridge would require closures to portions of roadway approaching the bridge or ramps providing direct access to the Vincent Thomas Bridge. These types of closures would be included in the comprehensive TMP. The TMP will include a messaging campaign that includes advertisements, social media outreach, and use of portable and fixed changeable signage to adequately inform motorists of all the detour routes and closures well in advance of project

construction. All bridge and ramp closures were studied in the Traffic Operations Analysis Report (2024).

Response to Comment A.7.55

The contractor will be required to prepare either a SWPPP or a WPCP in accordance with Section 13, "Water Pollution Control," of the Caltrans Standard Specifications. The SWPPP or WPCP will outline the measures that the contractor would implement to prevent construction activities from polluting the waters of the United States. In addition, the contractor will be required to comply with the provisions of SCAQMD Rule 403 and implement all applicable BMPs for fugitive dust control.

Response to Comment A.7.56

The contractor will be required to prepare either a SWPPP or a WPCP in accordance with Section 13, "Water Pollution Control," of the Standard Specifications. The SWPPP or WPCP will outline the measures that the contractor would implement to prevent construction activities from polluting the waters of the United States.

Response to Comment A.7.57

The POLB Master Plan has been included in Section 3.2.11.1 of the Final EIR/EA. In addition, project consistency with the Port of Long Beach Master Plan has been updated to reflect the current status of the plan in Section 2.2.

Response to Comment A.7.58

Table 1-2 of the Air Quality Report (2024) as well as Table 2.13-8 of the Draft EIR/EA provide a consistent summary of closure options and construction scenarios that were analyzed as part of the air quality analysis. Some construction timelines in the Air Quality Report and Section 2.13 are referring to the additional months it will take to prepare the bridge for construction (installation of elevators, protective shielding, etc.) and remove construction equipment/shielding, however these activities will not impact vehicular travel on the bridge. Bridge traffic closures would follow the timelines presented in Table 2.13-8. Alternative A (full bridge closure), Alternative D (one lane open in each direction), and the nighttime closure analyzed in the TOAR and in Section 2.10 of the Draft EIR/EA include all eight construction scenarios presented in Table 2.13-8 of the Draft EIR/EA and Table 1-2 of the Air Quality Report.

Response to Comment A.7.59

The SCAQMD localized significance threshold methodology focuses on assessing the incremental change in localized Particulate Matter (PM)10 concentrations that are specific to effects of the project, as the region is already designated nonattainment of the state ambient air quality standard for PM10. The existing ADT on the subject roadway corridors is therefore irrelevant as the analysis sought to characterize the incremental increase in mobile source PM10 emissions and the resulting concentrations at near-road sensitive receptor locations resulting from diverted traffic during the partial or full bridge closure scenarios. Performing two separate emissions and localized concentrations analyses using the existing Average Daily Traffic (ADT) and the existing ADT plus the diverted traffic volumes and subtracting the difference would yield the same results as those presented in the Air Quality Report but would require additional computational time to complete multiple air dispersion modeling runs using the AERMOD software. The methodology was devised to directly address the project-specific incremental effect on localized PM10 concentrations.

Response to Comment A.7.60

The Air Quality Report and discussion of the regulatory setting is based on the latest information and requirements Caltrans was aware of at the time of preparation in March 2024, following the latest available Caltrans guidance. Section 3.2.3 Greenhouse Gas and Climate Change discusses the Regional Transportation Plan and other local climate action plans for the project, as transportation, primarily on-road travel, is the single largest source of CO2 in the state. The San Pedro Bay Ports Clean Air Action Plan, along with other regional and local plans, is included in this section to describe and establish the current planning environment under Section 3.2 Existing Air Quality.

Response to Comment A.7.61

The Air Quality Report provides summary tables with construction emissions estimates and respective significance thresholds for easy comparison. Discussion that precedes each of Tables 4-9 through 4-16 provides a brief narrative summary of changes in estimates with implementation of the measure; and also describes estimated emissions in comparison to the air quality significance thresholds. The same summary tables and discussion for Tier 4 (controlled) construction emissions are present in Section 2.13.3 of the Final EIR/EA.

Response to Comment A.7.62

The comment accurately acknowledges that the table titles do not match the first sentence of ensuing text describing the data presented; however, the table titles are accurate, and the preceding text should be updated to say, "summarizes the controlled maximum daily emissions." This correction has been made in the Final EIR/EA.

Response to Comment A.7.63

The Air Quality Report contains aerially projected maps that show the locations of emission sources and receptors along with contours of 24-hour PM10 concentrations resulting from dispersion modeling in Appendix E of the Air Quality Report. This Appendix also provides dispersion modeling emission rate calculations within each of the five different communities and for each of the three different closure options.

Response to Comment A.7.64

Following the summaries of controlled and uncontrolled construction emissions for eight staging Scenarios, the Air Quality Report provides narrative description of methodology applied in establishing and conducting dispersion modeling for 24-hour PM10 within the noted five communities. The dispersion modeling involved in establishing emissions along the arterials as line-volume sources and setting up receptors in areas of nearby sensitive land use.

Incremental emissions of Mobile Source Air Toxics (MSAT) pollutants for diverted traffic throughout the project area were quantified using CT-EMFAC with compound speciation profiles provided by CARB. The traffic data used was derived from the Port's Travel Demand Model (TDM), and traffic differences were calculated by comparison to the 2027 baseline (no closure) scenario. Segments for analysis were then selected by identifying the corridor segments that showed the greatest anticipated traffic increases along predicted detour routes for the three closure options.

Response to Comment A.7.65

Implementation of the project would have no long-term effect on MSAT emissions as the project is not expected to alter traffic patterns or induce travel; and operational mobile

source emissions would result in no appreciable difference between the Build Alternative and No-Build Alternative. Incremental emissions of MSAT are only temporary in nature from the traffic diverted away from the bridge closure; and are expected to last only during the deck replacement activities with durations of 16 months for the full bridge closure option.

Response to Comment A.7.66

The project is exempt from transportation conformity requirements; and would have no potential for meaningful MSAT effects because implementation of the project would not increase capacity on the Vincent Thomas Bridge nor induce vehicular travel associated with potential increase in operational MSAT effects.

Response to Comment A.7.67

Cumulative Impacts and nearby projects are thoroughly discussed in Section 2.23 of the Final EIR/EA. Additional projects have been added to the Final EIR/EA from the Draft EIR/EA.

Response to Comment A.7.68

Caltrans elected to require that the construction contractor(s) exclusively employ off-road equipment meeting Tier 4 final emissions standards as a baseline condition to protect public health and the environment. Section 5 of the Air Quality Report does indicate in the bullet list that the construction contractor shall use equipment that complies with United States (US) Environmental Protection Agency (EPA) Tier 4 emission standards in accordance with Caltrans nonstandard special provision (NSSP) 5-1.33 and 7-1.02c. The Final EIR/EA identifies the use of Tier 4 emissions standards as minimization measure (AM-AQ-2) in Section 2.13.4 of the Final EIR/EA.

Comment A.8: Los Angeles Unified School District (LAUSD), Bryan Ramos

Los Angeles Unified School District

Office of Environmental Health and Safety

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July 15, 2024

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PROJECT LOCATION: Vincent Thomas Bridge
PROJECT: VTB Deck Replacement Project EA 07-39020

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the Vincent Thomas Bridge Deck Replacement Project. LAUSD is concerned about the potential negative impacts of the project on our students, staff, and parents and guardians of students attending the following schools close to the project site. The Project's study area includes more than 30 District sites and schools located in the cities of Los Angeles, Carson, and unincorporated Los Angeles County. Closest to the Project sites are located at the western approaches to the bridge:

- Harbor Occupational Center, 740 N. Pacific Avenue, San Pedro, CA – 550 feet
- Barton Hill Elementary School (353 K-5 students), 423 N. Pacific Avenue, San Pedro, CA – 0.39 mi.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community may occur. Since the project may have an environmental impact on LAUSD schools, recommended measures and conditions designed to help reduce or eliminate potential impacts are included in this response.

The Proposed Project would replace the bridge deck, median concrete barrier and guardrails, and upgrade seismic sensors on the Vincent Thomas Bridge. The total length of the Vincent Thomas Bridge is 6,062.25 feet. The width of the bridge is 59.5 feet. The proposed project would not change the length of the bridge; however, the suspended span of the bridge would be widened by 9 inches on each side to accommodate the new guardrail barrier. The proposed project would not limit access to trails, parking lots, or any other public access components, nor would it remove any vegetation. Construction activities have an anticipated timeline between 16 to 41 months and include partial to full bridge closure to accommodate the schedule.

The District requests that our schools and housing sites be recognized as sensitive receptors and that the analysis in the EIR specifically addresses potential impacts to our school communities. Specific areas of concern where the Project's construction and operation would have a significant effect on District's sites include Air Quality, Hazards, Noise, and Transportation/Traffic (including pedestrian safety). Based on the extent/location of the proposed development, it is our opinion that environmental impacts on the surrounding area will likely occur. Since the project may have an environmental impact to students and residents recommended measures designed to help reduce or eliminate potential impacts are included in this response. A.8.1

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Our Mission: To ensure a safe and healthy environment for students to learn, teachers to teach, and employees to work.
Our Vision: To eliminate all environmental health and safety risks at schools.

There are District school sites that are in the Community Impact Area excluded from the list of schools in the Draft EIR (Table 2.6-12: Educational Facilities Within the CIA Study Area) that should be included for environmental impact analysis:

- San Pedro Adult Learning Center, 950 W. Santa Cruz Street, San Pedro, CA
- Olguin Campus of San Pedro HS, 3210 S. Alma Street, San Pedro, CA
- South Shores ES Performing Arts Magnet, 2060 W. 35th Street, San Pedro, CA
- Ernest P. Willenberg Special Education Center, 308 Weymouth Avenue, San Pedro, CA (unincorporated Los Angeles County)
- 7th Street ES, 1570 W. 7th Street, San Pedro, CA
- Dr Richard A. Vladovic Harbor Teacher Preparation Academy, 1111 Figueroa Place, Wilmington, CA
- Wilmington Skills Center, 217 S. Island Avenue, Wilmington, CA

A.8.2

Work with LA Unified

Project proponents must coordinate any construction activities with LA Unified to ensure safety of students and their families and minimize disruptions to school activities and access to campus. Effective strategies of avoiding significant impacts on school operations include:

- Completing construction activities such as demolition and excavation when the schools are not in session (summer and winter breaks, holidays, weekends, and after hours).
- Including school and District representatives to review construction management plans, construction outreach plans, and participation in weekly construction meetings.
- Ensure implementation of MM-EJ-1 and MM-EJ-2 is coordinated with District and school representatives.
- Obtaining prior authorization from the District for any easements and project activities on or surrounding District properties.
- Working with the District in identifying appropriate construction mitigation programs.

A.8.3

Air Quality

District students and school staff should be considered sensitive receptors to air pollution impacts. To ensure that effective measures are applied to further reduce construction air pollutant impacts, we ask that the City incorporate into the project's conditions or mitigation measures the following language:

- Implement all applicable provisions of Rule 403 for fugitive dust control during construction of the Project.
- Implement all applicable provisions of Rule 1446
- Utilize low emission "clean diesel" equipment with new or modified engines manufactured to meet Tier 4 specifications or retrofitted to comply with CARB's verified diesel emission control strategy (VDECS).
- Construction vehicles shall not idle in excess of five minutes.
- Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications.
- Water/mist soil as it is being excavated and loaded onto the transportation trucks.
- Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site.
- Minimize soil drop height into transportation trucks or stockpiles during dumping.
- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.

A.8.4

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- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- Install wheel washers (or steel shaker plates) where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session.

A.8.4

CERP

As required by the CEQA Guidelines (Appendix G), the Draft EIR must evaluate the Project's impacts that conflict with or obstruct implementation of the applicable air quality plan, which includes the Wilmington, Carson, West Long Beach Community Emissions Reduction Plan (CERP). The CERP identifies reducing exposure to air pollution at schools, childcare centers, and homes as one of the plan's six priorities. The Draft EIR should provide adequate evaluation of air quality impacts by evaluating the Project's conformity and consistency with the CERP and its implementation of reducing exposure to air pollution at schools.[1]

A.8.5

Hazards and Hazardous Materials

The Project has the potential to transport hazards and hazardous materials during construction and operation. The following language is recommended for potential impacts related to hazards and hazardous materials.

- During construction, ingress/egress routes to the construction site should be designed to ensure that trucks and construction vehicles carrying hazards and hazardous materials are routed away from District school sites. Additional recommendations are provided in this letter under the Transportation/Traffic section.
- Coordinate with the District's Office of Environmental Health and Safety (OEHS) to implement PF-HW-2 and PF-HW-3 regarding asbestos containing materials and removal of lead-based paint of bridge structure.

A.8.6

Noise and Vibration

Noise and vibration created by construction and operation activities may impact District schools that are adjacent to the Project corridor. CEQA requires that such impacts be quantified and eliminated or reduced to a level of insignificance. LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective measures are employed to reduce construction related noise impacts on the campus, we ask that that the City incorporate into the project's conditions or mitigation measures the following language:

A.8.7

- Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when noise impacts to the schools exceed the District's noise standards.
- All pile driving equipment shall be equipped with noise control devices and/or shall implement noise buffers with minimum quieting factor of 10dBA, to the extent feasible. If possible, drilled piles are preferred to driven piles.
- Demolition activities shall be scheduled for when school is not in session.

1 WCWLB CERP (2019), https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf?sfvrsn=8

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In addition, to ensure that effective measures are employed to reduce construction and operation related noise impacts on District sites, LAUSD asks that the following language be included in the control measures for noise impacts:

- A temporary noise barrier capable of reducing construction noise levels on all campuses located along the proposed rail ROW and Randolph Street to 67 dBA Leq shall be installed between the rail corridor and the schools.
- Provisions shall be made to allow school administrators and/or their designated representative(s) to notify the contractor if construction noise levels are adversely impacting the learning environment. In this event, the contractor must implement additional noise attenuation measures or reschedule noise-generating activities to a time when school is not in session

A.8.8

Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1,000 or more daily vehicle trips, we ask that the following language be included in the recommended conditions for traffic impacts:

A.8.9

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents/guardians dropping off their children must have access to the passenger loading areas.

A.8.10

During construction, detour route(s) will be necessary to divert traffic from the project area and continue to provide access to Terminal Island and east/west corridors for the traveling public. The EIR should evaluate the impact of additional vehicular and truck traffic to District sites that are located along detour routes. Adequate impact analysis should incorporate discussion on school pedestrian safety and potential disruptions to school operations and access to schools.

A.8.11

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the City incorporate into the project's conditions or mitigation measures the following language:

A.8.12

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.

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- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards and flaggers at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

A.8.12

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending schools, their teachers and staff, as well as to inform parents and guardians of these students.

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210 or at cp-bryan.fernandez@lausd.net.

Sincerely,

Bryan Ramos Fernandez, AICP
CEQA Project Manager
Los Angeles Unified School District (LAUSD)
Office of Environmental Health and Safety (OEHS)
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Response to Comment A.8.1

As identified in the Draft EIR/EA, all potential project impacts are temporary in nature, lasting for the duration of construction. The impacts are primarily associated with the temporary detours which avoid area schools with the exception of a portion of Banning High School located along PCH. Replacement of the Vincent Thomas Bridge deck would not result in new or changed conditions, therefore no permanent or operational impacts would occur. Caltrans is committed to maintaining ongoing coordination with LAUSD throughout project construction to obtain input and implement strategies to minimize impacts to District schools.

Response to Comment A.8.2

Table 2.6-12 has been updated in the Final EIR/EA to include the identified schools within the Project study area.

Response to Comment A.8.3

Caltrans will maintain coordination with LAUSD through the Project TAC and CAC until construction of the Project is complete. Construction activities and updates will be provided regularly to minimize potential disruptions to school operations within the Project study area.

Response to Comment A.8.4

Caltrans understands the concerns expressed by LAUSD regarding the reduction of air pollutant impacts during construction of the project. LAUSD properties were considered as sensitive receptors when a geospatial survey was performed to identify sensitive receptors in proximity to the project's construction zone. The SCAQMD has established 1,000 feet as a screening buffer distance for school siting near substantial sources of air pollution. There are no LAUSD facilities located within 1,500 feet of the primary areas where construction activities, equipment staging, and haul truck queuing would occur in the vicinity of the Vincent Thomas Bridge. Therefore, there is an extremely low likelihood that emissions from construction activities on and near the Vincent Thomas Bridge would pose potentially significant air quality concerns to LAUSD students and staff. Furthermore, the Final EIR/EA and the Air Quality Report clearly state that construction of the project would be conducted in accordance with BMPs and best available control measures that are provisions of all applicable SCAQMD Rules including Rule 403. As an extra precaution, construction contractors would be required to employ off-road equipment that are outfitted with engines meeting Tier 4 emissions standards as a baseline condition.

With regards to off-site air pollutant emissions resulting from diverted traffic during possible bridge closure, the air quality analysis for the project included an assessment of the maximum incremental increase in 24-hour average PM10 concentrations along likely detour routes while Vincent Thomas Bridge would be either partially or fully closed. The results of this diverted traffic PM10 emissions dispersion analysis are disclosed in Table 2.13-17 of the Final EIR/EA, which was populated based on results presented in Table 4-17 of the Air Quality Report. As demonstrated by the air dispersion modeling results in Table 2.13-17, maximum incremental increases in PM10 concentrations would not approach or exceed the established SCAQMD localized significance threshold of an incremental increase of 10.4 ug/m3 in any of the community areas surrounding the project site.

Response to Comment A.8.5

Caltrans and the project's environmental team have reviewed the Actions to Reduce Air Pollution Emissions or Exposures outlined in Chapter 5 of the WCWLB Community CERP. The CERP review determined that the most relevant categories of actions to reduce

emissions and community exposures are discussed in Chapter 5d: Neighborhood Truck Traffic and Chapter 5g: Schools, Childcare Centers, and Homes - Exposure Reduction. Caltrans does not have jurisdiction to administer or enforce Actions pertaining to emissions from and community exposures to Refineries (Chapter 5b), Ports (Chapter 5c), Oil Drilling and Production (Chapter 5e), or Railyards (Chapter 5f). Actions outlined in Chapter 5d and 5g have been taken into consideration in the development of the project construction logistics. Caltrans is committed to the goals in the CERP. Caltrans will explore potential strategies to advance CERP goals and will continue to coordinate with other agencies, including SCAQMD, and the local community through the CAC as necessary to ensure that the provisions of the WCWLB CERP are adhered to throughout the construction process and to update the community as steps are taken.

Response to Comment A.8.6

The transport of any hazardous materials generated during project construction would adhere to applicable laws and regulations. Off hauling of construction related materials to the appropriate offsite disposal facilities would occur via state highways and would not require use of local streets adjacent schools. Any hazardous materials associated with the project would only occur during construction, not operations.

Response to Comment A.8.7

The closest educational facilities to the construction activities on the Vincent Thomas Bridge are the Harbor Occupational Center in San Pedro, located approximately 0.26 mile to the west and Barton Hill Elementary School in San Pedro located approximately 0.39 mile to the west. Based on the distance between the schools and construction activities on the bridge deck, including demolition of the existing deck would not result in substantial noise increases at any school. It should be noted that pile driving is not proposed as part of the deck replacement work. Ongoing communication and coordination with LAUSD will continue through the construction as part of the CAC.

Response to Comment A.8.8

The Randolph Street and railroad right-of-way referenced in the comment is outside of the Vincent Thomas Bridge Project study area. Impacts associated with construction noise in this area is not part of Vincent Thomas Bridge Deck Replacement Project.

Response to Comment A.8.9

Caltrans will continue to coordinate with LAUSD through the Technical and CACs to avoid and minimize impacts to existing school bus routes and will provide advance notification of expected start and ending dates for project construction for portions of the project that may affect nearby schools.

Response to Comment A.8.10

Caltrans appreciates your suggestions and will continue to work collaboratively with LAUSD and other affected agencies and stakeholders through the Project CAC and TAC to obtain input, implement, and monitor strategies to avoid and minimize impacts to bus operations and school access along or adjacent to detour routes within the study area. As stated in the Final EIR/EA Section 2.6.6.3 Build Alternative, during construction, there would be no impacts to community facilities due to their distance from the Project Area construction activities and access to community facilities would be maintained. Section 2.6.2.3 of the Final EIR/EA defines Community Facilities to include schools, libraries, health providers, emergency services, community centers, senior centers, and other similar institutions.

Response to Comment A.8.11

Caltrans appreciates your suggestions and will continue to work collaboratively with LAUSD and other affected agencies and stakeholders through the Project Technical and CACs and public engagement process to obtain input, implement, and monitor strategies to avoid disruptions to school bus operations and school access for LAUSD sites located along detour routes within the study area during construction of the project.

Response to Comment A.8.12

Caltrans will continue to collaborate with the LAUSD and affected agencies, jurisdictions, and communities through the Project Technical and CACs until completion of project construction to address concerns and implement strategies to reduce temporary project related impacts and work collaboratively with other agencies and stakeholders to collaborate on other suggested strategies that are outside of Caltrans jurisdiction.

Comment A.9: California Coastal Commission, Jordan Sanchez

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY GAVIN NEWSOM, *Governor*

CALIFORNIA COASTAL COMMISSION
SOUTH COAST DISTRICT OFFICE
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VOICE (562) 590-5071

July 15, 2024

Jason Roach
Senior Environmental Planner
Caltrans District 7
100 S. Main Street, Suite MS 16A
Los Angeles, CA 90012

RE: Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Vincent Thomas Bridge Deck Replacement Project

Mr. Roach:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Vincent Thomas Bridge Deck Replacement Project (Project). The project proposes to replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge on State Route 47 (SR-47), within the Port of Los Angeles (Port). As noted in the DEIR, the project is located with the certified Port of Los Angeles Port Master Plan (PMP) and requires a Harbor Development Permit from the Port. A.9.1

Commission staff is generally supportive of the Vincent Thomas Bridge Deck Replacement Project and its objectives. The following summarizes Commission staff's comments on the proposed project alternatives and analysis presented in the DEIR:

1. **Public Access and Recreation.** A pillar of the Coastal Act is the protection and provision of public access to, and along, the coast. Maximum opportunities for public access and recreation are required by the Coastal Act to be provided in new development projects, consistent with public safety, private property rights, and natural resource protection. Construction impacts associated with the Vincent Thomas Bridge Deck Replacement Project can have temporary impacts to public access that Caltrans should minimize. The DEIR/EA provides a clear analysis of the four potential construction staging options 1) Single-Stage (full closure lasting 16 or 41 months[1]), 2) Two-Stage (one lane open lasting 25 months with some weekend and overnight closures), 3) Three-Stage (one lane open but with multiple weekend and night time closures lasting 32 months), 4) Nighttime Bridge Closure (closed from 7 p.m. to 6 a.m. lasting 48 months). Per the analysis in the DEIR, it appears that adequate detour routes exist to maintain access around the project site, and travel times would increase by 5-20 min. on average depending on the origin and

[1] The project will last 16 months if a Orthotropic and Pre-cast deck type is chosen. The project will last 41 months if a Cast-in-Place deck type is chosen.

destination. Commission staff believes the Two-Stage construction option appears to strike the best balance between maintaining access through the Port and limiting the proposed closures to weekend and night time hours. A.9.2

The Coastal Act provisions on public access generally include support for multi-modal and non-vehicular access, as does Caltrans' own policies requiring complete street elements in all projects. Additionally, the PMP states that development should provide multimodal access connections to visitor serving waterfront areas of the Port and also provide connections to the California Coastal Trail.[2] Furthermore, the PMP requires that bicycle access connectivity be provided throughout the Port and recognizes the potential to connect the Port's bike paths into a network that ultimately reaches Long Beach[3]. Lastly, the PMP also requires that new development should maintain and enhance public access through such actions as facilitating transit service, improving multimodal transit options, and providing adequate parking. Implementing the PMP policies noted above is critical because the California Coastal Trail is particularly disconnected in this area of the coast, especially as compared to the wealthy areas of Palos Verdes. As such, this Project presents an opportunity to provide Coastal Trail access to the environmental justice communities of San Pedro, Wilmington, Harbor City, and Long Beach. In meetings with Port and Caltrans staff over the years, Commission staff have advocated for such Coastal Trail connections to be constructed. A.9.3

Caltrans and the Commission have worked together on numerous bridge rehabilitation projects statewide to expand multi-modal access on bridges. In our Notice of Preparation comment letter dated May 9, 2023 we requested that the DEIR/EA provide an analysis of how access to the coast would be maximized, including options for bicycles and pedestrians after construction. However, no such analysis was undertaken, rather the DEIR/EA states that "SR-47 is classified as a State highway with two travel lanes in each direction. Currently, there are no pedestrian or bicycle facilities on the bridge." The recently constructed Gerald Desmond Bridge within the Port of Long Beach contains a separated path for bicycles and pedestrians which was an important start to providing continuous multimodal access on SR-47 through the ports of Long Beach and Los Angeles. The proposed bridge deck replacement project presents an opportunity to construct similar multimodal improvements on the Vincent Thomas Bridge and in doing so, these project elements would be a significant additional step toward improving multimodal access on SR-47, which as noted above, is a stated goal of PMP Section 5.2.2. Thus, we request that the Final EIR/EA include a comprehensive analysis of how access to the coast would be maximized, including options for bicycles and pedestrians after construction, or a substantive explanation of why these options are not proposed. A.9.4

2. **Biological Resources.** SR-47 either bisects or is located directly adjacent to open coastal waters that contain sensitive marine and biological resources. The Port of Los Angeles provides habitat to many marine and aquatic animals including dolphins, harbor seals, sea lions, least terns, pelicans, raptors, and cormorants.[4] Impacts to

[2] See Port of Los Angeles PMP Policy 3.2.4 Goal 1
[3] See Port of Los Angeles PMP Policy 5.2.2 Bike Paths
[4] See https://laharborhabitats.org/

these resources are restricted by Coastal Act policies.[5] The DEIR/EA analyzed the potential impacts to marine and biological resources and the consistency of proposed development with Coastal Act policies and it appears that the only species that may be affected during construction are nesting birds including the peregrine falcon. The project will place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel. These platforms will act as a deterrence to nesting birds due to their physical presence as well as the ongoing disturbance of falling debris and the associated construction noise. Caltrans also proposes to use exclusionary devices under the bridge deck to prevent the falcon and other birds from attempting to nest on the bridge. However, Caltrans has not provided any information on the various exclusionary devices being considered. Therefore, we request that Caltrans provide specifications on the various exclusionary devices that may be used under the bridge so we can evaluate their efficacy and safety. Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. Currently the DEIR states that artificial nest platform(s) will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform(s). Ideally Caltrans will confirm a location(s) where the artificial platforms will be erected within the vicinity of the Vincent Thomas Bridge for the reasons provided. Finally, the DEIR identifies that new bridges in the area have included suitable nesting surfaces and artificial nesting platforms for peregrine falcons to use. Is there an opportunity with this project to add suitable nest surfaces and/or artificial nesting platforms for peregrine falcons?

A.9.5

A.9.6

3. **Water Quality.** The Coastal Act requires the protection of coastal water quality by controlling runoff. Permitted development should employ water quality Best Management Practices throughout the life of the project. In order to minimize impacts to coastal water quality, the Final EIR should analyze whether or not there is an opportunity to install permanent BMPs within the project site to treat stormwater before it discharges into the San Pedro Bay.

A.9.7

4. **Visual Resources.** The Coastal Act requires that the scenic and visual qualities of coastal areas should be considered and protected as a resource of public importance. Permitted development should be sited and designed to protect views to and along the ocean and scenic coastal areas. We are pleased to see that the visually permeable ST-75 bridge rails from the Commission and Caltrans developed Bridge Rails and Barriers Guidance, and with color matching were selected as a replacement of the existing rails which we believe will preserve and enhance visual resources and scenic views, of the coastal environment from SR-47 and scenic roadways adjacent to the coast, including from the newly constructed viewpoints of the Gerald Desmond Bridge.

A.9.8

Thank you again for the opportunity to comment. Addressing these comments in this phase will help streamline later processing of your harbor development permit application for this project.

[5] See Coastal Act Sections 30230 and 30231.

These comments represent our preliminary comments. We will review the Final EIR for this project and depending on the particular details of the finalized project, there may be additional comments or issues to be addressed. If you have any questions regarding these comments, please contact me at Jordan.Sanchez@coastal.ca.gov.

Sincerely,

Jordan Sanchez
Senior Transportation Program Analyst

Response to Comment A.9.1

Confirmation that the project will require a coastal development permit is appreciated.

Response to Comment A.9.2

Support of the two-stage construction option is appreciated.

Response to Comment A.9.3

The construction of Coastal Trail connections is outside of the scope of the Vincent Thomas Bridge Deck Replacement Project.

Response to Comment A.9.4

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. Widening of the bridge to accommodate new bicycle and/or pedestrian lanes is not feasible as the existing bridge structure and geometry would not support the additional widening that would be required.

Response to Comment A.9.5

Mitigation measure MM-BIO-1 has been updated in the Final EIR/EA to identify potential exclusionary devices to be installed. Exclusionary devices include exclusionary netting that would be installed where historical nesting has occurred on the Vincent Thomas Bridge. Specifications of the exclusionary netting will be determined during the Design phase of the project in coordination with CDFW and United Stated Fish and Wildlife Service (USFWS) to ensure efficacy and safety.

Response to Comment A.9.6

Potential locations for artificial platforms will be identified during the design phase of the project after further consultation with CDFW.

Response to Comment A.9.7

Currently, stormwater flows directly off of the bridge deck on the suspension span and into drains on the approach spans that will be replaced in kind during construction. The new deck would not change the existing stormwater conveyance and would not include any permanent BMPs. The contractor will be required to prepare either a SWPPP or a WPCP in accordance with Section 13, "Water Pollution Control," of the Standard Specifications. The SWPPP or WPCP will outline the measures that the contractor would implement to prevent construction activities from polluting the waters of the United States.

Response to Comment A.9.8

Caltrans concurs with the Commission with the use of the visually permeable ST 75 bridge railings.

Comment A.10: City of Rancho Palos Verdes, Megan Barnes

CITY OF RANCHO PALOS VERDES
ADMINISTRATION DEPARTMENT
CITY MANAGER'S OFFICE

July 15, 2024

Via Email
caltransvtb@virtualeventroom.net

Jason Roach
Senior Environmental Planner
Division of Environmental Planning (Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

SUBJECT: Comments on the Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA) for the Vincent Thomas Bridge Deck Replacement Project (Project EA 07-39020)

Dear Mr. Roach,

The City of Rancho Palos Verdes has reviewed the Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA) for the Vincent Thomas Bridge Deck Replacement Project (Project EA 07-39020) and offers the following comments for your consideration.

It is clear that none of the proposed staging options is desirable, as each will result in long-term detours and delays along major traffic routes in the Harbor Area. However, the City recognizes the urgency of the repair work needed to ensure the bridge can continue to serve the 53,000 vehicles that cross it daily, including those commuting between the Palos Verdes Peninsula and Long Beach/Orange County.

If the City must identify a preferred staging option, we would opt for the one with the shortest duration: the single-stage proposal lasting 16 months with 24/7 work using orthotropic or pre-cast construction. Whether a full or partial bridge closure is implemented, we remain concerned about the traffic and air quality impacts that will result from the project. It is critical that every measure be taken to ensure the project is on or ahead of schedule and to minimize disruptions and quality-of-life impacts to commuters and neighborhoods along detour routes. This is especially important because the region will be affected by other ongoing and future construction projects.

A.10.1

A.10.2

A.10.3

30940 Hawthorne Blvd. / Rancho Palos Verdes, CA 90275-5391 / (310) 544-5207 / FAX (310) 544-5291 / WWW.RPVCA.GOV

We echo Los Angeles City Councilmember Tim McOsker's comments that mitigation measures should include repairing and resurfacing each of the selected detour routes before the commencement of the project to prepare each area for the massive increase in traffic, and after completion to return it to the pre-detour condition. We also continue to support his previous proposal of exploring using a potential ferry or water taxi service during construction. A.10.4 A.10.5

The City appreciates the creation of advisory committees for the project and hopes regular meetings will continue throughout construction to keep lines of communication open with the stakeholders who will be impacted for months if not years. A.10.6

We urge Caltrans to make every effort to ensure robust public outreach and transparency for this project, since many residents and commuters may not be as familiar with Caltrans' public process as their local municipality. This was observed recently with both this project and another along our City's border with San Pedro, the Caltrans Western Avenue Bicycle Pedestrian Improvement Project, which caught many by surprise. A.10.3

Thank you for the opportunity to comment on the Draft EIR/EA, and we hope the final analysis will thoroughly address our concerns.

Sincerely,



Ara Mihranian, AICP
City Manager
City of Rancho Palos Verdes

cc: Ben Allen, Senator, 24th State Senate District
Steven Bradford, Senator, 35th State Senate District
Al Muratsuchi, Assembly Member, 66th Assembly District
Mike Gipson, Assembly Member, 65th Assembly District
Janice Hahn, L.A. County Supervisor, 4th District
Tim McOsker, L.A. City Councilmember, 15th District
Rancho Palos Verdes City Council
Catherine Jun, Deputy City Manager

Response to Comment A.10.1

Support of the Single-Stage Construction option (Preferred) is appreciated.

Response to Comment A.10.2

As documented in the Draft EIR/EA, all impacts associated with the project would be temporary, lasting the duration of construction which varies by construction staging option. The Single-Stage Construction (Preferred) staging option schedule is approximately 16 months. The potential impacts are primarily associated with the temporary detours to be implemented, none of which are located in the City of Rancho Palos Verdes.

Response to Comment A.10.3

This project is being delivered via Construction Manager/General Contractor (CM/GC) delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated.

Response to Comment A.10.4

Mitigation measure MM-TR-2 requires Caltrans to partner with the City of Los Angeles to seek opportunities for repairing designated detour routes prior to and after project construction. It should be noted that work on roads outside the Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies.

Response to Comment A.10.5

Caltrans met with the POLA regarding numerous mitigation measures to alleviate traffic congestion to Terminal Island due to closures of the Vincent Thomas Bridge. One measure that was discussed was a ferry service that would run from San Pedro to Terminal Island during closures of the Bridge, similar to the service that was in place prior to the Vincent Thomas Bridge's completion in 1963. It was determined that a ferry service would be infeasible for a number of reasons including regulatory concerns of ferries crossing the Main Channel of the POLA interfering with other port traffic, the need to construct and operate points of origin and destination for ferries, acquisition of ferries, and the hiring ferry operators. Parking infrastructure would also be required for ferry patrons.

Response to Comment A.10.6

The Technical and Community Advisory Committees will continue throughout the life of the project.

Response to Comment A.10.7

Caltrans Vincent Thomas Bridge Deck Replacement Project has engaged in extensive public outreach for the project and will continue to do so throughout the project duration. Caltrans will maintain coordination efforts with the project Technical and CACs, project stakeholders, surrounding communities, and agencies to provide accurate information regarding closures and detours. As indicated by mitigation measure MM--EJ-1, Caltrans will continue regular and ongoing coordination with other agencies to coordinate projects with overlapping construction schedules to minimize potential traffic conflicts.

Comment A.11: Port of Los Angeles, Eugene Seroka

THE PORT OF LOS ANGELES
425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Karen Bass | *Mayor, City of Los Angeles*

Board of Harbor Commissioners | Lucille Roybal-Allard, *President*; Diane L. Middleton, *Vice President*; Michael Muñoz, *Commissioner*; Edward R. Renwick, *Commissioner*; I. Lee Williams, *Commissioner*

Eugene D. Seroka | *Executive Director*

July 15, 2024

Mr. Jason Roach, Sr. Environmental Planner
Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Subject: Vincent Thomas Bridge Deck Replacement Project (EA 07-39020)

Dear Mr. Roach,

The Port of Los Angeles, along with the other stakeholders herewith, submit the following comments and recommendations for the Vincent Thomas Bridge (VTB) Deck Replacement Project draft Environmental Impact Report/Environmental Assessment (DEIR/DEA) document and overall project:

- Construction Option: We support "Single-stage Construction" option with "orthotropic and pre-cast deck types" — A.11.1

- Construction Duration: Although the DEIR/DEA identified a duration of 16 months for this option, we urge Caltrans to complete the project in less time due to the significance of the facility and the forthcoming 2028 Olympics, during which numerous events will be held in Long Beach. As the Ports of Los Angeles/Long Beach (Ports) handle about 35% of all containers moving through ports in the nation, any delay in the completion of the project will certainly cause additional and unnecessary, economic, and potential security risks. Based upon the Port of Los Angeles (POLA) traffic model used for the DEIR/DEA and recent traffic counts, non-ports (POLA and Port of Long Beach) traffic comprises about 60% of all VTB traffic. Thus, the VTB is crucial for not only the movement of freight serving the region/State, but also non-port regional traffic. As such, we recommend Caltrans consider all options to minimize the duration such as, but not limited to: construction methods; construction hours such as 2-shifts/day and weekends; and contract incentives/disincentives (e.g.; liquidated damages for delays). — A.11.2, A.11.3

- Traffic Management Plan (TMP): We understand Caltrans has commenced collaboration with some of the affected adjacent jurisdictions to develop elements of the TMP. We urge Caltrans to establish a task force with all of the affected jurisdictions to develop the best possible TMP. Given the geographic proximity of several jurisdictions, we feel it's important and beneficial for all agencies to provide concurrent and on-going input/recommendations throughout the development, installation, and operations of the TMP. Also, we further stress the need for Caltrans to continue working diligently and vigilantly in completing every detour route construction project in the general vicinity of the bridge, such as the City of Los Angeles — A.11.4, A.11.5

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Department of public Works' Alameda Street South project and of course Caltrans' SR 103 overcrossing projects. It should also be noted that the Ports and their terminal operators will coordinate closely with the rail operators to minimize train crossing conflicts with longshore labor dispatch times at the ILWU 13 hall. At a minimum, the TMP should address the following: A.11.5

- Traffic Control Measures: temporary and even permanent (where appropriate) pavement widening, re-striping, signal modifications, etc.
- Traffic Control Devices: signage, use of existing and installation of temporary cameras throughout the TMP area; portable Changeable Message Signs (CMS) and use of existing fixed CMS A.11.6
  - ✓ The communities of San Pedro, Wilmington, and Long Beach will be severely impacted by the rerouting of traffic. As such, the TMP will be paramount to the safety and security of these communities.
  - ✓ Additional signage installed and/or CMS operated regionally during upcoming major events (such as 2026 World Cup) to direct tourists away from VTB detour routes

- Public Information/Outreach Plan:
  - Using the existing Caltrans VTB project website, provide directly or via hyperlink: CMS info, camera views, real-time speeds and estimated travel times via existing and temporary infrastructure (e.g.; roadside Bluetooth) A.11.7
  - Regular project updates through various platforms, including emails, newsletters, signage, social media, etc.

- Emergency/Incident Response:
  - The impact of potentially diminished emergency service response times also needs to be addressed. The City of Los Angeles (LAFD) and City Long Beach (LBFD) Fire Departments do not have ambulance services at their two respective stations located on TI. Hence, we urge Caltrans to collaborate with both LAFD and LBFD to ensure comprehensive and collaborative emergency response services throughout the construction duration.
  - Establish an emergency service provider task force of the affected jurisdictions, including California Highway Patrol, and develop plan/procedures for responding to emergencies/incidents A.11.8
  - Plan to include deployment of heavy-duty tow trucks at key locations
  - Task force should also work cooperatively on law enforcement (e.g.; parking restrictions, truck routes, etc.) to optimize traffic operations
  - Deployment of temporary traffic control officers on demand when/where appropriate (e.g.; excessive queuing of westbound traffic at Terminal Island Freeway/Ocean Boulevard frontage road interchange)

- Amenities: Terminal Island (TI) does not have any food service establishments. We recommend considering financial subsidies to local restaurateurs and/or food truck providers to enable them to provide meal hour service to workers on TI. Doing so will encourage workers to remain at the terminals for their full shift, rather than traveling on congested and circuitous detour routes back home or to food establishments off TI for their lunch breaks. A.11.9

SUBJECT: VTB Deck Replacement Project (EA 07-39020),DEIR/DEA Comments
Page 3

Thank you for considering our input on this matter. We look forward to continued collaboration throughout the Vincent Thomas Bridge Deck Replacement Project.

Sincerely,

EUGENE D. SEROKA
Executive Director

On behalf of:

Gary Herrera, President
Sal DiCostanzo, Port Liaison
ILWU Local 13

Danny Vilicich, President
ILWU Local 63

Danny Miranda, President
ILWU Local 94

Matt Schrap, Chief Executive Officer
Harbor Trucking Association

Michelle Grubbs, Vice-President
Pacific Merchant Shipping Association

Sean Marron, Vice-President
Pacific Maritime Association

Sean Gamette, Managing Director
Port of Long Beach

Los Angeles Department of Transportation

Response to Comment A.11.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment A.11.2

As noted in the Draft EIR/EA, the Vincent Thomas Bridge Deck Replacement Project construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is anticipated that the bridge would open to traffic in the Spring of 2027 prior to the start of the 2028 Olympics.

Response to Comment A.11.3

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment A.11.4

Caltrans Vincent Thomas Bridge Deck Replacement Project formed a TAC in July of 2023 that has met on a monthly basis. The TAC is comprised of subject matter and technical experts from affected agencies and jurisdictions to collaborate, obtain multi-jurisdictional expertise, address key concerns, and reduce project related impacts with the Caltrans design team. The TAC will continue throughout the life of the project and future discussions would include development of the TMP. The TAC includes representatives from multiple agencies of various levels of government likely to be affected by the project, such as cities, the county, public works agencies, councils of government, law enforcement, and the ports. In addition, representatives from the Vincent Thomas Bridge Deck Replacement Project CAC and elected officials or their representatives attend.

Response to Comment A.11.5

As required by mitigation measure MM-EJ-1, Caltrans will maintain the TAC and continue to engage in regular coordination with different agencies to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment A.11.6

With implementation of mitigation measure MM-TR-1, Caltrans will coordinate with local jurisdictional agencies regarding potential temporary intersection improvements including restriping, geometric reconfigurations, and signal phasing modifications. The TMP will include a robust messaging campaign to including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of all the detour routes and closures well in advance of project construction. Caltrans will continue coordination efforts with other agencies to ensure appropriate messaging and traffic control is in place for major events that will overlap with the Vincent Thomas Bridge work.

Response to Comment A.11.7

As part of the robust public outreach, Caltrans will continue to use the existing Vincent Thomas Bridge Deck Replacement Project website, in addition to methods such as advertisements, social media outreach, and use of portable and fixed signage.

Response to Comment A.11.8

Regular coordination with affected agencies and jurisdictions through the Project Technical and CACs to reduce temporary construction related impacts will continue until construction is complete. Coordination with first responders, including fire departments within the project study area will be a component of the TMP.

Response to Comment A.11.9

Caltrans met with the POLA regarding numerous mitigation measures to alleviate impacts due to closures of the Vincent Thomas Bridge. One mitigation measure that was discussed was food truck services on Terminal Island. Food trucks have previously operated on Terminal Island but with little economic success. The trucks are going to operate in locations that provide strong business. While Caltrans cannot subsidize food trucks or force them to operate on Terminal Island, through ongoing coordination with the CAC and local chambers of commerce, it can be made clear that there is an opportunity for local businesses to provide food services for workers on Terminal Island while the Vincent Thomas Bridge construction is occurring.

Comments from Neighborhood Councils

Comment NC.1: Wilmington Neighborhood Council, Gina Martinez

VTB Deck Replacement DEIR Public Comment

gina martinez <wnc.gina@gmail.com>
Thu 5/30/2024 12:18 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:tim.mcosker@lacity.org <tim.mcosker@lacity.org>;Moreno, Cecilia <cmoreno@portla.org>

1 attachments (460 KB)
Vincent_Thomas_Bridge_052824_Signed.pdf;

Mr. Roach,

On May 28th, 2024, the Wilmington Neighborhood Council took an official position with regard to the VTB Redecking DEIR. Attached please find the letter we have approved. We look forward to your response in this matter.

Sincerely
Gina Martinez
Chair, Wilmington Neighborhood Council

https://outlook.office.com/mail/inbox/id/AAQkAGE4YzQwNzVhLWJkMjgtNDdlMy1lMmI2LWE5M2M0OTBlZWJhYgAQAH%2FQAjESZtGu8CPcaMUP1o%3D

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Gina Martinez, Chair
Gayle Fleury, Co-Chair
Jaime Bedolla, Treasurer
Alicia Baltazar, Secretary
Trishie Salas, Parliamentarian

May 28, 2024

Caltrans
Attn: Jason Roach

Mr. Roach,

The Wilmington Neighborhood Council is grateful to be provided with the opportunity to provide comment on the Vincent Thomas Bridge Deck Replacement Project.

Upon our review of the Draft EIR/EA it is apparent that there was very little consideration given to the impact of how this project will affect the community of Wilmington. In fact, it is with great disappointment that it appears that the Wilmington community was the main focus and concentration with which to accommodate the bulk of the detoured traffic. NC.1.1

In summary the EIR proposes the following options for the project and the following detours:

- **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last approximately 16 months with detour routes and 24/7 work.
- **Two-Stage Construction**: This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.
- **Three-Stage Construction**: This construction staging option construction would leave one lane open in each direction and would require multiple weekend (55-hour)

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full bridge closures and full overnight bridge closures. Construction would last approximately 32 months.

- **Nighttime Bridge Closure**. This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m.–7:00 p.m.). The work would fully close the bridge during nighttime hours (7:00 p.m.–6:00 a.m.) every day. Construction would last approximately 48 months.

The DEIR the provides the following information with regards to detour routes

- During construction, detour route(s) will be necessary to divert traffic from the project area and continue to provide access to Terminal Island and east/west corridors for the traveling public. Detour route(s) will potentially include Harry Bridges Boulevard/Alameda Street, Anaheim Street, Highway 1 (Pacific Coast Highway [PCH]), Sepulveda Boulevard, and Interstate 405 (I-405)

Given the above information it is unambiguously, unequivocally, and undisputably clear that it is the goal of Caltrans to run virtually almost every truck and car that would have gone over the Vicent Thomas Bridge straight through Wilmington. This is a blatant disregard for this underprivileged and disadvantaged small community of color. NC.1.2

Given the options presented it is the position of this council that the best option for our community is the **Single Stage Construction** option. We do, however, present the following questions and recommendations . NC.1.3

Questions and Recommendations

Projects not listed in DEIR

1. Why isn't the MOTEMS project in Wilmington (Berths 148-151) listed or being considered when listing projects in the area? The start date for this project is within the next few months. During the VTB meetings in 2023, this was provided as a concern but is not listed or addressed in the DEIR. Why was it not considered or listed? NC.1.4

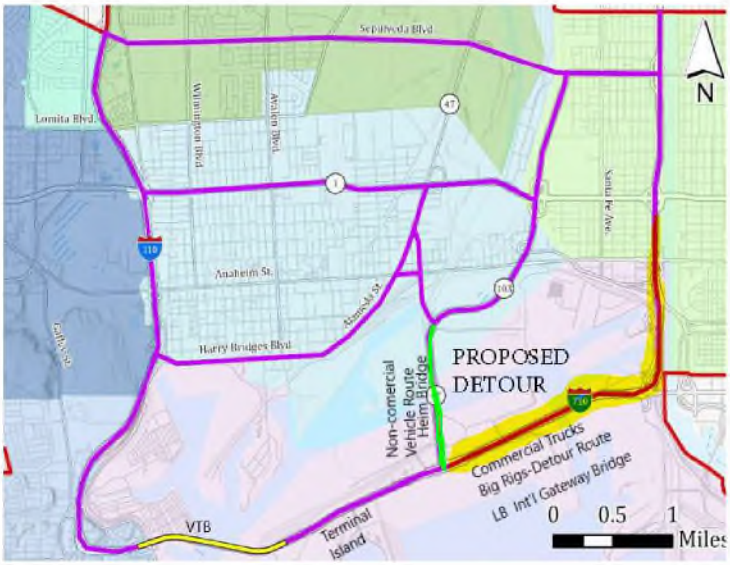
2. Has Caltrans consulted with the Port of LA regarding the ORCEM/Ecocem project (Berths 191-194) that is under consideration. The DEIR has it with a start date of 2024? During the VTB meetings in 2023, this was provided as a concern but is not listed or addressed in the DEIR. Why was it not considered or listed? NC.1.5

3. Has Caltrans consulted with the Port of LA regarding the John S Gibson Truck and Chassis parking lot that is currently under consideration and if approved what is the start date. During the VTB meetings in 2023, this was provided as a concern but is not listed or addressed in the DEIR. Why was it not considered or listed? NC.1.6

Traffic, Detours and Alternative Routes

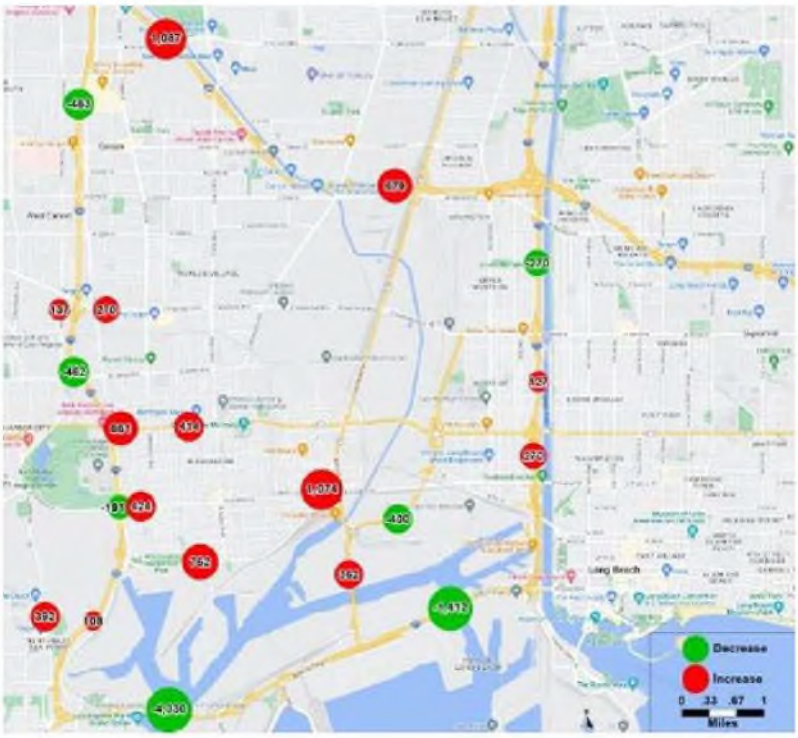
4. Although the map (Figure 1-5) shows that using the Long Beach International Gateway Bridge (replacement bridge for Gerald Desmond Bridge) Why is that Bridge being under-utilized as a detour and not mentioned in section 1.4.7 as a detour in the Detour Section of the DEIR? NC.1.7

5. Why hasn't Caltrans considered utilizing the retrofitted Shulyer Heim Bridge in Wilmington for noncommercial vehicle traffic that needs to go to and from Terminal Island and to utilize the Long Beach International Gateway Bridge for Commercial trucks only to go to and from Terminal Island as an option for a Detour? See Below NC.1.8



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6. Why isn't Long Beach mentioned in any of the options for Detours? They have a Bridge that can accommodate large amounts of traffic. That bridge directly flows into a freeway, and they also have surface streets located in industrial areas that can help with detour options. Figures 2.10-13 detail how there will be greater than 1400 decrease going over the Long Beach International Gateway Bridge. That decrease can be used to offset the increase of traffic within our community under the currently proposed detours. NC.1.9



7. Under the Traffic Study Segment (Table 2.10-2) it lists study segment #11 as PCH between Figueroa and Frigate. It is our understanding that this would be impossible as PCH and Frigate run parallel to each other. Can you please clarify what exactly was studied in Segment #11? NC.1.10

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8. Under the Traffic Study Segment (Table 2.10-2) it lists study segment #15 as Anaheim Street between Frigate and Hawaiian Avenue. It is our understanding that this would be impossible as Anaheim and Frigate run parallel to each other. Can you please clarify what exactly was studied in Segment #15? NC.1.11

9. Figure 2.10-13 that lists Peak traffic increases is of such poor quality (even when it is enlarged) that although we can see the increase and decrease amounts the actual intersections cannot be read, and a clear map needs to be included. Our community is entitled to know how we will be impacted and what areas. We are requesting that a clear and legible map be provided. NC.1.12

10. Tables 2.10-13 through 2.10-16 list the projected delays in travel time to and from a destination. We notice however that not a single one of these scenarios list forecasted delay times for travel in Wilmington. The DEIR lists delays for those in San Pedro, Torrance, Long Beach, Carson, and Harbor City but there isn't one forecasted delay for the community that is being forced to absorb this traffic. Why was Wilmington excluded in forecasted delays? Can we get forecasted delays for travelling up and down Pacific Coast Hwy from Figueroa to the 710 Fwy, Anaheim from Figueroa to the 710 Fwy, Figueroa from Sepulveda to Harry Bridges, and from Harry Bridges and Figueroa to Alameda? NC.1.13

Table 2.10-13: Origin-Destination Pairs #1 through #5 Travel Time Increase

No.	O-D Pair	Most Likely Route for No Construction/Alternative D (One Lane Open in Each Direction)	Most Likely Route for Construction Alternative A	Increase in Travel Time
1	San Pedro to/from Pier T	Gaffey Street/Vincent Thomas Bridge/Pier T Access Road	Gaffey Street/I-110/Harry Bridges Boulevard/Pier T Access Road	2 to 15 minutes
2	Palos Verdes Shores to/from Queen Mary	San Pedro Streets/Vincent Thomas Bridge/Seaside Freeway/ Ocean Boulevard/Harbor Scenic Drive/Queens Highway	San Pedro Streets/I-110/Harry Bridges Boulevard/Alameda Street/Anaheim Street/I-710/Harbor Scenic Drive/ Queens Highway	1 to 13 minutes
3	Harbor-UCLA Medical Center (Carson) to/from FMS Terminal	I-110/Vincent Thomas Bridge/Ferry Street	Vermont Avenue/Sepulveda Boulevard/ TIF/Seaside Freeway/Terminal Way	2 to 9 minutes
4	San Pedro to/from Cabrillo High School	Gaffey Street/Vincent Thomas Bridge/TIF/PCH	Gaffey Street/I-110/PCH	2 to 9 minutes
5	San Pedro to/from Long Beach Museum of Art	Gaffey Street/Vincent Thomas Bridge/Ocean Boulevard	Gaffey Street/I-110/Harry Bridges/ Alameda Street/Anaheim Street/Shoreline Drive/Ocean Boulevard	1 to 13 minutes

Source: Traffic and Operations Analysis Report (2023).

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Table 2.10-15: AM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (min)	Travel Time (min)	% Increase	Travel Time (min)	% Increase
1	San Pedro	Pier T	X → Y	11	22	100%	15	36%
			Y → X	9	20	122%	12	33%
2	West San Pedro	Queen Mary	X → Y	22	32	45%	25	14%
			Y → X	21	30	43%	23	10%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	12	19	58%	16	33%
			Y → X	14	21	50%	17	21%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	15	21	40%	18	20%
			Y → X	14	19	36%	16	14%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	18	27	50%	20	11%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	19	21	11%	19	0%
			Y → X	23	25	9%	24	4%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	12	13	8%	12	0%
			Y → X	14	16	14%	15	7%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	12	15	25%	13	8%
			Y → X	15	18	20%	16	7%
			Average	16	22	43%	18	15%
			Total	**249**	**346**	**39%**	**282**	**13%**

Source: Traffic and Operations Analysis Report (2023).

Table 2.10-16: PM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (minutes)	Travel Time (minutes)	% Increase	Travel Time (minutes)	% Increase
1	San Pedro	Pier T	X → Y	10	21	110%	14	40%
			Y → X	12	27	125%	17	42%
2	West San Pedro	Queen Mary	X → Y	21	31	48%	24	14%
			Y → X	24	37	54%	28	17%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	15	22	47%	18	20%
			Y → X	13	21	62%	19	46%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	14	20	43%	17	21%
			Y → X	17	26	53%	21	24%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	20	33	65%	24	20%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	23	25	9%	23	0%
			Y → X	22	25	14%	23	5%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	15	17	13%	16	7%
			Y → X	13	15	15%	14	8%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	15	18	20%	16	7%
			Y → X	15	18	20%	16	7%
			Average	17	24	47%	19	16%
			Total	**267**	**383**	**54%**	**311**	**25%**

Source: Traffic and Operations Analysis Report (2023).

11. Section 2.22.2.7 states Anaheim is to be used as a potential detour. Ironically under section 1.4.7 "Detours" Anaheim in not mentioned as a detour nor is it outlined in Figure 1-5 as a detour. Is Anaheim to be used as a detour? We remind Caltrans that Anaheim is not a truck route and any invitation to have trucks ride up and down Anaheim is not something we as a community can support. We request that Anaheim be excluded from the detour route all together. We further request that fines be imposed for trucks using Anaheim or any residential street as their own personal truck route during construction. We recommend using the same fee structure as a carpool violation with a minimum fine of $490.00 plus any penalty assessment fees to ensure that trucks use the proper route during construction. We also recommend that since Anaheim is mentioned several times throughout the DEIR as a possible detour that the road diet that was recently imposed be removed for the duration of the project. We request that Caltrans respond to the above referenced requests.

NC.1.14

NC.1.15

NC.1.16

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Mitigation and Equity

12. As outlined in the DEIR Section 2.22.2.12 MM-TR-2 Baseline repairs are recommended for detour routes. Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. We request that this be mandatory for any of the detour routes and ask that Caltrans respond to this request. To not do so goes against every Environmental Justice and Equity tenet. We request that Caltrans respond to this request with their position on the matter. NC.1.17

13. As Wilmington has a large Spanish speaking population, we request substantive outreach efforts in both English and Spanish with specific outreach to our schools in Wilmington for feedback. We request that Caltrans respond to this request with their position on the matter. NC.1.18

14. What feedback efforts were made to our local schools to ensure our students safety and potential hazards? NC.1.19

15. We request that multiple tow trucks that can accommodate large Big Rigs be available at all times to remove stalled or stranded commercial trucks. We request that Caltrans respond to this request with their position on the matter. NC.1.20

16. We request coordinated efforts between LAPD, Port Police, California Highway Patrol, LASD and LBPD be arranged to ensure the enforcement of all traffic laws along the detour routes and to provide monthly reports on opportunities of improvement and ask that Caltrans fund any additional patrols that will be required. We request that Caltrans respond to this request with their position on the matter. NC.1.21

17. We request that Caltrans take any and all measures, financial or otherwise to help reduce the time it takes for the City of Los Angeles to complete the Alameda Street Improvement project to help eliminate traffic congestion throughout the community of Wilmington that you so unfairly intend to flood with truck vehicles including but not limited to financial assistance in the completion of the Alameda project to assist with 24/7 shifts to complete the NC.1.22

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project. We request that Caltrans respond to this request with their position on the matter.

The Wilmington Neighborhood Council understand how important the redecking project is and are fully aware of its need for repair. However, we do not believe that Caltrans has fully taken into consideration the community of Wilmington's role or the burden that they are trying to put onto this community. This is evident with the numerous omissions and errors throughout the DEIR. When asked at the VTB Community Advisory Committee how many people who were making the decisions about the Vincent Thomas Bridge had ever been to Wilmington not a single person could answer in the affirmative. We invite Jason Roach and any Caltrans staff to come visit us here in Wilmington to allow us to show our concerns. We ultimately are the ones who have to live with the decisions made by Caltrans and to not afford us the opportunity to show you our concerns is not only not in alignment with the equity measures so proudly touted in the DEIR but is to turn your back on every resident of Wilmington. NC.1.23

We reserve the right to provide further comment and we look forward to your response in this matter.

Respectfully Submitted,

Gina Martinez

Gina Martinez
Chair, Wilmington Neighborhood Council
On Behalf of the Wilmington Neighborhood Council

Cc: Councilman Tim McOsker
Port of Los Angeles Gene Seroka
Los Angeles Port Commission

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Response to Comment NC.1.1

During the development of the project, all potential detour options were considered including Sepulveda Boulevard in the City of Carson and the 110 freeway and I-710 freeway which avoid the community of Wilmington. However, due to the location of the Vincent Thomas Bridge and the community of Wilmington adjacent to the project site, existing roadway network, and geographical constraints of the area, the majority of the proposed street detour

routes to divert traffic around the bridge traverse the Wilmington community. Understanding the potential impacts associated with the detour routes, numerous project features and mitigation measures have been identified to avoid or minimize impacts, see Appendix C of the Final EIR/EA for a comprehensive list of the environmental commitments. As stated in measure MM-EJ-2, throughout the duration of project construction, Caltrans will maintain regular and ongoing community engagement to address key concerns and develop strategies to reduce potential impacts to the community.

Response to Comment NC.1.2

It is not the goal of Caltrans to divert all traffic through the community of Wilmington. As noted in the response to comment NC.1.1, the unique location of the project and Wilmington's proximity results in the majority of potential detour routes crossing the community. However, other potential detour routes, such as Sepulveda Boulevard, the I-110, I-405, and I-710 freeways have also been identified as potential detour routes which avoid Wilmington. Additionally, Caltrans will develop and implement a robust TMP) including use of portable and fixed Changeable Message Signs at strategic locations to notify commuters well in advance and to encourage travelers to use freeways as feasible to minimize impacts to the community.

Response to Comment NC.1.3

Preference for the Single-Stage Construction option (Preferred) is appreciated.

Response to Comment NC.1.4

The list of planned projects included in the Draft EIR/EA represents the list of projects within the project area that were known at time of the Notice of Preparation for the Vincent Thomas Bridge Deck Replacement Project and preparation of the technical studies in the Spring and Summer of 2023. The Berths 149 - 151 (Phillips 66) Marine Oil Terminal and Wharf Improvements Project, which is currently preparing an EIR following the release of the Notice of Preparation/Initial Study in February 2023 has been included in the Final EIR/EA. Caltrans is meeting monthly with the POLA at the TAC meetings in an ongoing effort to reduce conflicts to the community. The list of projects has been appropriately updated in the Final EIR/EA to include this project.

Response to Comment NC.1.5

The Berths 191 - 194 (ECOCEM) Low-Carbon Cement Processing Facility Project released a Draft EIR in October 2023 which came after the NOP for this project and therefore was not included in the Draft EIR/EA. The list of projects has been appropriately updated in the Final EIR/EA to include this project.

Response to Comment NC.1.6

The John S. Gibson Truck and Chassis Parking Lot Project released an Initial Study/Notice of Preparation of a Draft EIR in October 2023 which came after the NOP for this project and therefore was not included in the Draft EIR/EA. The list of projects has been appropriately updated in the Final EIR/EA to include this project.

Response to Comment NC.1.7

The Long Beach International Gateway Bridge is part of I-710 and as noted is identified as a potential detour route on Figure 1-5 of the Draft EIR/EA. The text in Section 1.4.7 identifies the potential east-west connections between the major interstates (I-110 and I-710) all of which are shown on Figure 1-5. It should be noted that the detours are designed primarily to

get to/from Terminal Island. Therefore, motorists coming from the east could get to Terminal Island directly from I-710 not needing a specific detour, while those coming from the west would need to use one of the east-west routes to connect with SR-47, SR-103, or I-710 to get to Terminal Island.

Response to Comment NC.1.8

Both the Shulyer Heim Bridge on SR-47 and Long Beach International Gateway Bridge on I-710 are included with the potential detour routes as shown on Figure 1-5 of the Draft EIR/EA. Restricting trucks use of the Shulyer Heim Bridge and only allowing trucks to cross the Long Beach International Gateway Bridge during construction is not feasible because the SR-47 is a Terminal Access route. A Terminal Access route provides truck access between the National Network Routes and a freight terminal facility under the federal STAA.

Response to Comment NC.1.9

As shown in the updated Figure 1-5 of the Final EIR/EA, there are several potential detour routes identified in the City of Long Beach including I-710 and SR-103. The Final EIR/EA removed Willow Street in the City of Long Beach between SR-103 and I-710 as part of the detour routes from Figure 1-5 of the Draft EIR/EA. The 1,400 vehicles decrease shown on Figure 2.10-13 of the Draft EIR/EA represents the change in traffic volumes under the Single-Stage Construction (Preferred) Option with the full bridge closure during the PM peak. With the bridge being closed, those drivers heading west towards San Pedro that would normally take I-710/SR-47 and cross the Vincent Thomas Bridge would now divert their travel to one of the other east-west routes, hence the decrease in volume along this segment and increase on other east-west routes.

Response to Comment NC.1.10

Figueroa Street and Frigate Avenue are parallel north-south running streets which both intersect PCH. The study segment #11 is the portion of PCH between Figueroa Street to the west and Frigate Avenue to the east.

Response to Comment NC.1.11

Frigate Avenue is a north-south running street between Lomita Boulevard at the north end to the merge with Figueroa Street at the south end. The study segment #15 is the portion of Anaheim Street between Frigate Avenue to the west and Hawaiian Avenue to the east.

Response to Comment NC.1.12

A revised map has been included in the Final EIR.

Response to Comment NC.1.13

The sample of origin-destination pairs used to assess travel time changes was determined, based on professional judgment of Caltrans and its technical consultant. The goal was to have a wide range of trips addressed, and not every possible trip was included. However, there is other information in the Draft EIR/EA about the potential travel time increases for the main routes through Wilmington. Table 2.10-14 of the Draft EIR/EA provides these data, which show that the increases which range from 0 to 3 minutes. This anticipated delay would be experienced by Wilmington residents traveling along PCH or the short non-residential portion of Anaheim Street.

Response to Comment NC.1.14

The comment is in reference to Section 2.22.2.6 Traffic of the Draft EIR/EA. In addition, Anaheim Street is identified in Section 1.4.7 of the Draft EIR/EA while the short segment of Anaheim Street between Alameda Street and Henry Ford Avenue is shown on both Figure 1-5 and Figure 2.22.1 in the Draft EIR/EA. It is understood that the majority of Anaheim Street is not a viable detour route due to the recent roadway upgrades and residential areas, therefore only the short commercial non-residential segment between Henry Ford Avenue and Alameda Street is included. The Final EIR/EA removed Willow Street in the City of Long Beach between SR-103 and I-710 from Figure 1-5.

Response to Comment NC.1.15

As noted in the previous comment response, the majority of Anaheim Street through Wilmington is not residential and is not included as a proposed detour route. Additionally, Caltrans does not have the authority to enforce and penalize roadway violations.

Response to Comment NC.1.16

As previously noted, only a short segment of Anaheim Street to provide a connection between Alameda Street and Henry Ford Avenue is proposed as a detour route. The majority of Anaheim Street which was recently upgraded is not included as a possible detour route for this project.

Response to Comment NC.1.17

The requirements of mitigation measure MM-TR-2 are applicable to the detour route(s) identified as the formal route to divert traffic around the bridge.

Response to Comment NC.1.18

Chapter 4 of the Draft EIR/EA provides a comprehensive overview of the extensive outreach conducted by Caltrans for the project. On April 13, 2023, the NOP was published in the following three local newspapers: The *Daily Breeze, Long Beach Press Telegram*, and *La Opinion* (Spanish language). In addition, over 10,000 flyers in English and Spanish were distributed in surrounding communities. Ten social media posts were developed and published by Caltrans. Social media posts included details about the project and encouraged participation in the environmental process, public scoping meetings, and the comment period. Nine email notifications were distributed to the project's stakeholder database, including community organizations, businesses, elected officials, and stakeholders in the area surrounding the project. Caltrans also published four press releases to promote the project, announce the public scoping meetings (in-person and virtual), drive awareness and engagement via the Virtual Meeting Room (VMR), and create a call to action for comments from the community. Chapter 4 has been updated for the Final EIR/EA to provide a summary of the outreach efforts related to the public circulation and review of the environmental document.

Both public scoping meetings, one in-person and one virtual, provided Spanish-language translators. A recording of the virtual meeting was made available in English and Spanish and could be found on the VMR. The project fact sheet and meeting flyer (in both English and Spanish) were distributed to key community locations in Long Beach, San Pedro, and Wilmington to disseminate the project information at the start of scoping. Updated project fact sheets were distributed twice more to each location with the extended comment period information.

The outreach team attended local farmers markets in San Pedro, Wilmington, and Long Beach. The pop-up events at the farmers' markets provided a different venue/method to inform the public and engage communities, including environmental justice communities, within the project area. The outreach team shared with booth visitors the scoping meeting flyer and fact sheets in English and Spanish and had sign-in sheets to add to the project distribution database. Bilingual outreach team members attended all community pop-up events. These events promoted the upcoming public scoping meetings and comment period and encouraged community members to submit comments on the project. The Wilmington Farmers' Market event was attended primarily by Spanish-speaking community members.

Similarly, outreach efforts for notifying the public of the release of the draft environmental document included 3 newspaper advertisements (Long Beach Press Telegram, Daily Breeze, and La Opinion), mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with *Random Length News*, *Daily Breeze*, and *Long Beach Press Telegram*.

Response to Comment NC.1.19

On August 12, 2023, the outreach team attended the Wilmington Back to School event, provided fact sheets in English and Spanish, answered questions, and signed up members of the public who wished to stay informed about the project (approximately 30 people visited the booth and 22 people signed up).

Response to Comment NC.1.20

Current tow operations on major freeways, including I-110 and I-710 are provided by the Los Angeles (LA) County Metro Freeway Service Patrol. Caltrans will engage the county through the Project TAC to develop and implement solutions for enhanced towing services through the duration of project construction.

Response to Comment NC.1.21

Regular coordination with affected agencies and jurisdictions will continue through the Project Technical and CACs for the duration of project construction to address concerns and to develop solutions to minimize potential project related impacts including impacts to CHP operations.

Response to Comment NC.1.22

Table 2.1-1 in the Draft EIR/EA provides a list of Planned Projects in the Project Vicinity. The Alameda Street South Improvement Project is listed as number 12 in the table. It is understood that this project has a construction timeline which overlaps with the Vincent Thomas Bridge construction period. If Alameda Street is selected as a detour route, Caltrans will coordinate with the City of Los Angeles to ensure that the Alameda Street South Improvement Project will be completed prior to construction of the Vincent Thomas Bridge Deck Replacement Project, which is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026.

Response to Comment NC.1.23

Caltrans takes into consideration all of the affected communities in the project area and strives to avoid, minimize, or mitigate all potential project-related impacts experienced by these communities, particularly the community of Wilmington. Feedback and input from

Wilmington and surrounding communities through the CAC or to Caltrans directly is greatly appreciated in order to help deliver a project which fulfills the intended purpose with as little impact as possible.

Comment NC.2: Wilmington Neighborhood Council, Gina Martinez

Gina Martinez 5/30/24

Hi. I am with the Wilmington Neighborhood Council. And you're unable to provide additional time, I do have board members who are willing to yield their time for me. So I am hoping you're willing to indulge me at this time. The Wilmington Neighborhood Council is grateful to provide the opportunity to provide comment on the Vincent Thomas Bridge Deck Replacement Project. Upon our review, the draft DEIR, it is apparent that there's very little consideration given to the impact of how this project will affect the community of Wilmington. In fact, it's with great disappointment that it appears Wilmington community was the main focus and concentration with which to congregate the bulk of the detour traffic. In summary, the DEIR proposes the following options: Single-stage construction, two-stage construction, three-stage construction, nighttime bridge closures. The DEIR provides the following information with regards to detours. Detour construction routes include: Harry Bridges, Alameda, Anaheim, Pacific Coast Highway, Sepulveda, and Interstate 405. Given the above information as unambiguously, unequivocally, and undisputedly clear that is the goal of Caltrans to have virtually almost every truck and car that would have gone over the Vincent Thomas Bridge straight through Wilmington. This is a blatant disregard for this underprivileged of this disadvantaged small community of color. Given what they presented that the position of this council that is the best option for our community is single-stage construction. Doing one of the inconvenience for one year or four years. County good movements can't handle four years of delay. Also, in the DEIR the Baldwin projects were not mentioned although they are noted at the meetings. The MOTEMS project of Wilmington. Why wasn't that addressed in the DEIR? The Ortho-Edison project that is set to be considered. Why was that not mentioned in the DEIR? The Johneskipsion (phonetic) truck and chassis parking lot also under consideration. Why is that not mentioned in the DEIR? Although the map shows that using the Long Beach International Gateway Bridge, why -- why is bridge being underutilized as a detour and not mentioned as a possible option for a detour? Why hasn't Caltrans considered using that -- utilizing the retrofitted shoomerhine [sic] bridge in Wilmington for noncommercial vehicle traffic that needs to and from Terminal Island? And to utilize the Long Beach International Gateway Bridge for commercial press only to go and from Terminal Island as an option of the detour. We've even provided you a way to do it. It's right there. Why isn't Long Beach mentioned in any of the detour options? They have a bridge that can accommodate larger amounts of traffic. That bridge directly flows into a freeway and they also have surface streets located in the industrial areas. Under the traffic study segments, which were addressed here, it is listed as Study Segments 11 as PCH between Figueroa and Frigate. It is our understanding that this would be impossible and PCH and Frigate run parallel to each other. Under the traffic study Segment Table 210-2 it lists Study Segment Number 15 as Anaheim Street between Frigate and Hawaii Avenue. It is our understanding that would also be impossible as Anaheim and Frigate run parallel to each other. Figure 2.10-13 lists peak traffic increases, and it is (unintelligible) park quality. Even when it is enlarged. Can we please have a map that's legible so we can see what intersections are being affected? Tables 2.10-13 through 2.10-16 listed the projected delay traffic time to and from a destination. We noticed, however, not a single one of these scenarios list or forecasted in any delay times in Wilmington. DEIR listed ways for those for San Pedro towards Long Beach, Carson, and Harbor City. (continued) But there isn't one forecasted delay for the community of Wilmington that is being forced to absorb this traffic. Why was Wilmington excluded in the forecasted delays? Can we get forecasted for traveling up and down Pacific Coast Highway for Figueroa to the 710 Freeway, from Anaheim from Figueroa to the 710 Freeway. And from Figueroa through Sepulveda, Harry Bridges and from Harry Bridges to Figueroa and Alameda. Here's your list and not a single one of these include Wilmington. Section 2.22.2.7 states Anaheim needs be (unintelligible) the potential detour. Ironically under section 1.4.7, on detours, Anaheim has not been mentioned as a detour and the map that you put up there shows Sepulveda, Harry Bridges, and Pacific Coast Highways. But it did not show Anaheim but all through that DEIR, yours say Anaheim. Anaheim is not a truck route. We request that Anaheim be excluded from the detour route altogether. We further request that Anaheim be that finds -- that fines be imposed for traffic using Anaheim or any residential street as their own personal truck route during construction. We recommend using the same key structure as carpool violation with the minimum fine of $490 plus any penalty and assessment fees to ensure that the (unintelligible) uses proper route

NC.2.1
NC.2.2
NC.2.3
NC.2.4
NC.2.5
NC.2.6
NC.2.7
NC.2.8
NC.2.9
NC.2.10

during construction. We also recommend that from Anaheim is mentioned several times throughout the DEIR as a possible detour that the road guide that was recently imposed has to be removed from the duration of the project. We request that Caltrans respond to the above reference request. As outlined in the DEIR section 2.22.2.12MNTR2, based on repairs and are recommended for detour routes. Caltrans will partner with City of Los Angeles to seek opportunities to repair detour routes. We request that this be mandatory for any of the detour routes and ask that Caltrans respond to this request to not do so (unintelligible) for every environmental injustice and equity tenant. We request that you also respond to this. As Wilmington has a large Spanish population, we request substantive outreach effort to both English and Spanish the specific outreach to our schools in Wilmington for feedback. What feedback efforts were made for our local schools to ensure student safety (applause). Multiple closures that can accommodate large big groups be available at all times (unintelligible) commercial vehicles. Thank you. I am almost done. I promise. We request partigated [sic] efforts between LAPD, Port Police, California Highway Patrol, and LASD, and LBPD be arranged to ensure the enforcement of all traffic laws along the detour routes and to provide (unintelligible) on opportunities of improvement and ask that Caltrans fund these additional controls. We request that Caltrans take any and all measures financial or otherwise, to help reduce the time it takes from the City of Los Angeles to complete the Alameda Street Improvement Project. (Unintelligible) understands how important the redecking project is. And we are aware that there's a need of repair. However, we do not believe that Caltrans is as fully capable and taking into consideration of this community. Or the role or the burden that they're trying to put on our community. This is evident with the numerous omissions and errors throughout the DEIR. When asked that the BTB community advisory committee how many people who were making the decision about the Vincent Thomas Bridge had ever been to Wilmington, not a single one could answer in the affirmative. We invite Jason Roach and any Caltrans rep to come our town here in Wilmington and we will show you our concerns. (Applause.) By Caltrans and to not afford the opportunity to show you our concerns is not only in a alignment with the equity measures you so proudly touted in the DEIR, but it's to turn your back on every resident of Wilmington. We reserve the right to further provide comment, and we look forward to your response.

NC.2.10

NC.2.11

NC.2.12

NC.2.13

NC.2.14

NC.2.15

Response to Comment NC.2.1

Please refer to the response for Comment NC.1.1.

Response to Comment NC.2.2

Please refer to the response for Comment NC.1.2.

Response to Comment NC.2.3

Preference for the Single-Stage Construction option (Preferred) is appreciated.

Response to Comment NC.2.4

As stated in the response to Comment NC.1.4, the Final EIR/E has been updated to include the MOTEMS project.

Response to Comment NC.2.5

As stated in the response to Comment NC.1.5, the Final EIR/EA has been updated to include the ORCEM/ECOCEM project.

Response to Comment NC.2.6

As stated in the response to Comment NC.1.6, the Final EIR/EA has been updated to include the John S Gibson project.

Response to Comment NC.2.7
Please refer to responses for Comments NC.1.7 and NC.1.8.

Response to Comment NC.2.8
Please refer to responses for Comments NC.1.10, NC.1.11 and NC.1.12.

Response to Comment NC.2.9
Please refer to the response for Comment NC.1.13.

Response to Comment NC.2.10
Please refer to responses for Comments NC.1.14, NC.1.15 and NC.1.16

Response to Comment NC.2.11
Please refer to the response for Comment NC.1.17.

Response to Comment NC.2.12
Please refer to the response for Comment NC.1.18.

Response to Comment NC.2.13
Please refer to the response for Comment NC.1.21.

Response to Comment NC.2.14
Please refer to the response for Comment NC.1.22.

Response to Comment NC.2.15
Please refer to the response for Comment NC.1.23.

Comment NC.3: Central San Pedro Neighborhood Council, Matt Garland

6/26/24, 9:17 AM Mail - Caltrans VTB - Outlook

Central San Pedro Neighborhood Council EIR comment letter

matt garland <mattg1975@live.com>
Tue 6/25/2024 5:27 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:Dillon Clark <dillon.cespnc@gmail.com>

1 attachments (440 KB)
CeSPNC Letter of Comment for the VTB EIR-EA 6-25-24.pdf;

Please find the attached letter of comment from Central San Pedro Neighborhood Council. Thank you.

Best Regards
Matt Garland
Secretary CeSPNC

Dillon Clark, President
LaMar Lyons, Vice President
Matt Garland, Secretary
Eugenia Bulanova, Treasurer
Barbara St. John, Communications Officer

Central SAN PEDRO NEIGHBORHOOD COUNCIL

A City of Los Angeles Neighborhood Council Certified 2002

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June 18, 2024

Dear Jason Roach and Cal Trans Staff,

The following resolution was approved by the Central San Pedro Neighborhood Council Board at the June 18, 2024 Meeting:

Re: Letter of Comment for the VTB EIR/EA

Whereas the VTB deck replacement project will negatively affect traffic flow & congestion; and adversely affect the residents and businesses in central San Pedro. NC.3.1

Whereas the mitigation measures such as proposed detour routes described in the draft EIR/EA are insufficient due to existing poor road conditions, conflicts with overlapping improvement projects, and railway crossings. NC.3.2

Whereas the proposed VTB deck replacement project timeline overlaps with several major cultural events that will affect the Harbor Area such as the Los Angeles Olympics (2028), NFL Superbowl (2027) World Cup soccer (2026), West Harbor opening (2025), Annual Fleet Week events, etc. NC.3.3

Therefore, be it resolved Central San Pedro Neighborhood Council is submitting a response in support of the **Single-stage construction** option for the VTB deck replacement project. Central San Pedro Neighborhood support for the project is conditional on Cal Trans commitments on the following items. NC.3.4

1. CeSPNC requests Cal Trans provide direct funding for road improvements to detour routes and completion of improvements both **prior** to and **after** completion of the VTB deck replacement project. NC.3.5

2. CeSPNC requests Cal Trans to provide motorists and communities with communications of road closures & detour coordination early and frequently throughout the project. NC.3.6

3. CeSPNC requests Cal Trans to utilize local vendors, and local labor and trades unions on the VTB deck replacement project. NC.3.7

4. CeSPNC requests Cal Trans to employ a program of incentives and penalties to ensure on time completion of detour route road improvements prior to beginning the VTB deck replacement project. NC.3.8

5. CeSPNC requests Cal Trans to work with the Port of Los Angeles to route only zero emissions trucks through the residential communities that must be driven through, in order to limit excess pollution exposure for those residents. NC.3.9

Sincerely,



Dillon Clark, President
On behalf of the Central San Pedro Neighborhood Council

Response to Comment NC.3.1

As documented in the Draft EIR/EA, while there are anticipated impacts to traffic flow and congestion within the local communities, these impacts would be temporary and vary in duration and severity based on the construction staging option implemented. As stated in Section 2.6.3.2 of the Draft EIR/EA, it is anticipated that the temporary increase in construction employment would spur additional economic activities, including increased fuel sales at local gas stations, dining at local restaurants, and potential business at local motels and hotels.

Response to Comment NC.3.2

While the repair of local streets is not within the jurisdiction of Caltrans, as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. In addition, mitigation measure MM-EJ-1 requires Caltrans to engage in regular coordination with different agencies to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment NC.3.3

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

Response to Comment NC.3.4

Support of the Single-Stage Construction option (Preferred) is appreciated.

Response to Comment NC.3.5

As described in Section 2.10.4 of the Draft EIR/EA, mitigation measure MM-TR-2 requires Caltrans to partner with the City of Los Angeles to seek opportunities for repairing designated detour routes prior to and after project construction. It should be noted that work on roads outside the Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies.

Response to Comment NC.3.6

Caltrans will prepare a TMP to outline the actions to be implemented as part of the bridge closures and detours. Part of this plan includes advanced messaging about detours and closures via permanent overhead message signs along the highways approaching the project area and portable changeable message signs at key locations. In addition, the plan will include a robust messaging campaign to including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of all the detour routes and closures well in advance of project construction and throughout construction.

Response to Comment NC.3.7

The construction workforce involved in project construction will come from the contractor selected to do the job. It is likely that the majority of the workforce needed for this project will be from the region due to the large supply of skilled workers in Southern California.

Response to Comment NC.3.8

Detour route improvements prior to and after project completion will be coordinated with local jurisdictions, including the City of Los Angeles. It is the intention of Caltrans and local jurisdictions to minimize project construction schedule overlap as much as possible. Coordination between Caltrans and local jurisdictions will be ongoing in the TAC through the end of construction of the Vincent Thomas Bridge Deck Replacement Project.

Response to Comment NC.3.9

Caltrans will continue coordination with the POLA through the project TAC to reduce temporary construction related impacts to affected residents. It should be noted that the proposed detours were selected due to their ability to handle trucks and surrounding land uses which are primarily industrial and commercial. No detours are proposed on Anaheim Street in Wilmington (West of Alameda St) or directly through residential areas.

Comment NC.4: Wilmington Neighborhood Council, Gina Martinez

Wilmington Neighborhood Council
544 N. Avalon Blvd., Suite 103, Wilmington, CA 90744
(310) 522-2013 wilmingtonnc@empowerla.org
wilmingtonneighborhoodcouncil.com

Gina Martinez, Chair
Gayle Fleury, Co-Chair
Jaime Bedolla, Treasurer
Alicia Baltazar, Secretary
Trishie Salas, Parliamentarian

June 25, 2025

Caltrans
Attn: Jason Roach

ADDITIONAL COMMENTS

Mr. Roach,

The Wilmington Neighborhood Council is grateful to be provided with the opportunity to provide additional comments on the Vincent Thomas Bridge Deck Replacement Project.

At the Public Hearing in Wilmington on Thursday, May 20, 2024, the Wilmington Neighborhood Council stood in solidarity with its stakeholders with regards to its concerns in this matter. We submit the following recommendations and questions and look forward to your response in this matter.

- We request during construction that all digital billboards along all freeways in LA County advise of the Bridge Closure and provide alternate routes. Will Caltrans utilize all digital billboards in LA County to notify travelers of the Bridge closure, if not please provide the reasoning as to why? NC.4.1
- We request that Caltrans work with digital/electronic app services such as Google Maps, Waze and MapQuest etc., to properly detour vehicles on to the proper detour routes when their services are being utilized during construction. Will Caltrans contact and work with such services, if not please provide the reasoning as to why? NC.4.2
- We request that K-rail or Fixed Clearance Structure Arms (please see our attached recommendation) be deployed on sensitive streets to prevent trucks from entering residential areas as the exit the freeway. The area would include such areas as Figueroa intersecting with Mauretania, Figueroa intersecting with I Street and the intersection of Pacific Coast Hwy and Frigate. What measures will be taken to NC.4.3

prevent large trucks from entering residential areas, if no measures will be taken, please provide the reasoning as to why measures will not be taken?	NC.4.3
• As our community will be overburdened by this project, what measures will be taken to ensure that the project will be completed on time? We recommend that fines be imposed upon the developer on a daily basis for every day that the project goes beyond the time indicated for the Bridge closure.	NC.4.4
• We request that Caltrans work with local nonprofits to provide air filtration devices for members of the community who will be adversely affected by the pollution that will come with this project. What mitigation measures will be taken to mitigate adverse effects of the unavoidable and certain additional pollution that will come with this project; if no mitigation will be provided, please provide the reasoning as to why?	NC.4.5
• We request that Caltrans partner with AQMD for feedback and input. Wilmington is an AB617 Community and AQMD is and has been working in the Wilmington Community for years and has knowledge of the challenges within the Wilmington Community. We further request that any recommendations they may provide be given great consideration. Will Caltrans be willing to partner with AQMD for this project, if not please provide the reasoning as to why?	NC.4.6
• We support and request our local Carpenter's Union to be the workforce for this project. Will Caltrans utilize our local Carpenter's Union as its workforce, if not please provide the reasoning as to why and provide the information as to who will be the workforce?	NC.4.7
• What emergency evacuation routes will be utilized during construction for the communities of Wilmington and San Pedro during construction? Currently it is in question whether LAFD signed off on the current road diet on Anaheim between Figueroa and Henry Ford also, since the implementation of the road diet no evacuation routes have been provided. We request that Caltrans provide a copy of proof that our local fire marshal signed off on the Anaheim Road Diet. Has Caltrans reviewed evacuation routes in the event of an emergency? Will emergency evacuation routes be provided to stakeholders by Caltrans? If the road diet has not been approved by our local Fire Marshal, we request that the entire road diet be removed as additional traffic with a LAFD non-approved road diet will surely be unsafe, unwise reckless and irresponsible. Will Caltrans remove the road diet if the Fire Marshal did not approve it since this project would add additional traffic on an already unsafe road? Will Caltrans provide a copy of the Fire Marshal's approval?	NC.4.8
• We support and request our local ILWU members in their requests for food trucks to be placed on Terminal Island for the duration of this project. Will Caltrans be accommodating to our local ILWU and its requests for food trucks, if not please provide the reasoning as to why?	NC.4.9
• We support and request our local ILWU members in their request for coordination with all railroads in the area to limit rail travel during the times and areas deemed necessary by ILWU to ensure that workers are able to get to their work locations on time. This is vital for the movement of goods which our nation depends on. Will	NC.4.10

Caltrans make the necessary arrangement to ensure that trains will not inhibit workers from their destination, if not please provide the reason as to why or provide what measures will be taken to ensure our local stevedores with ILWU will be able to reach their work destinations in a timely manner? NC.4.10 cont

- We support and request our local ILWU members' recommendation that a new traffic study be done, as indicated at the meeting in May, the time frame of when this current traffic report was done by Caltrans is not an accurate or realistic snapshot of today's traffic trends. Will Caltrans listen to those who actually work in the project area and provide a new traffic study more in line with current traffic trends that will be in effect during the project time frame, if not please provide the reasoning as to why? NC.4.11

Respectfully Submitted,
Gina Martinez
Gina Martinez
Chair, Wilmington Neighborhood Council
On Behalf of the Wilmington Neighborhood Council

Cc: Councilman Tim McOsker
Port of Los Angeles Gene Seroka
Los Angeles Port Commission



Clearance Structure Fixed Arm

Product Code: 300-CS-GEN2
Availability: In Stock

$989.95

Response to Comment NC.4.1

Thank you for your comments. As identified in Section 2.10.4 of the Draft EIR/EA, Caltrans will prepare a TMP to outline the actions to be implemented as part of the bridge closures and detours. Part of this plan includes advanced messaging via permanent overhead message signs along the roadways approaching the project area and portable changeable message signs at key locations.

Response to Comment NC.4.2

Caltrans currently coordinates project-related roadway closures with various way finding apps and will ensure roadway information related to project detours and closures is provided.

Response to Comment NC.4.3

Caltrans will continue regular coordination with the public and local agencies, including the POLA, POLB, and local law enforcement, through the end of construction to minimize the potential for large trucks cutting through residential areas.

Response to Comment NC.4.4

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and the CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for the constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process, however liquidated damages may be imposed according to construction contract provisions for any construction delays beyond the scheduled timeline.

Response to Comment NC.4.5

Caltrans is committed to the goals in the CERP. Caltrans will explore potential strategies to advance CERP goals and will continue to coordinate with other agencies, including SCAQMD, and the local community as necessary to ensure that the provisions of the Wilmington, Carson, West Long Beach CERP are adhered to throughout the construction process and to update the community as steps are taken.

Response to Comment NC.4.6

Caltrans has been coordinating with the SCAQMD at the monthly project TAC meetings. In addition, the project team presented a project overview in English and Spanish at the February 15, 2024, Air Quality Management District (AQMD) Assembly Bill (AB) 617 Wilmington, Carson, West Long Beach Community Steering Committee meeting to provide a project overview, information regarding traffic, air quality, and the environmental process and upcoming circulation of the Draft EIR/EA. The team answered questions and received feedback and input from the committee.

Response to Comment NC.4.7

The construction workforce involved in project construction will come from the contractor selected to do the job. It is likely that the majority of the workforce needed for this project will be from the region due to the large supply of skilled workers in Southern California.

Response to Comment NC.4.8

The Anaheim Street safety improvements (Road Diet) were not sponsored by Caltrans, they were implemented as part of a City of Los Angeles Department of Transportation project. Any modifications to the road or requests for specific information about the project should be addressed to the City of Los Angeles Department of Transportation.

Response to Comment NC.4.9

Caltrans met with the POLA regarding numerous mitigation measures to alleviate impacts due to closures of the Vincent Thomas Bridge. One measure that was discussed was food truck services on Terminal Island. Food trucks have previously operated on Terminal Island but with little economic success. The trucks are going to operate in locations that provide strong business. While Caltrans cannot subsidize food trucks or force them to operate on Terminal Island, through ongoing coordination with the CAC and local chambers of commerce, it can be made clear that there is an opportunity for local businesses to provide food services for workers on Terminal Island while the Vincent Thomas Bridge construction is occurring.

Response to Comment NC.4.10

Operations and scheduling of trains is the responsibility of the railroads; however, Caltrans will coordinate proposed closures and detours with the POLA as they are responsible for coordination with railroads within the Vincent Thomas Bridge Deck Replacement Project Study Area.

Response to Comment NC.4.11

The Notice of Preparation of the Draft EIR/EA published in April 2023 set the baseline for technical studies including the Traffic Operations Analysis Report. Traffic reports are valid for at least two years per standard professional practice.

Comment NC.5: Northwest San Pedro Neighborhood Council, Kristina Smith

Ray Regalado, President
Chris Valle, Vice President
Melanie Labrecque, Treasurer
Victor Christensen, Secretary

Northwest San Pedro Neighborhood Council

Certified Neighborhood Council
Certification Date 02-12-02
NW San Pedro Neighborhood Council
638 S. Beacon Street, Box 688
San Pedro, CA 90731

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July 14, 2024

Mr. Jason Roach
Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main St, MS 16-A
Los Angeles, CA 90012

SENT VIA EMAIL TO: caltransvtb@virtualeventroom.net

Mr. Roach,

The community of Northwest San Pedro, through its neighborhood council, submits the following comments in response to the Caltrans draft EIR for the proposed Vincent Thomas Bridge Redecking Project.

Northwest San Pedro is a community with a diverse population of more than 38,000. Some say San Pedro is a blue-collar community because many of its people work the various jobs associated with the Port of Los Angeles; however, it is also a community of professionals working in government, private industry, and self-employment. Northwest San Pedro is an active community engaging in civic service, athletic activities for the young and young at heart, and volunteerism. One thing the community shares is its reliance on transportation, both public and private.

Commuting is important in this community. The ability to get from one location to another is vital to our residents. We understand the need to redeck the bridge to lengthen its life span; we want to impress upon the project developers that the community would like the project to impact our lives as little as possible.

Our neighborhood council fully understands the importance of the redecking project; however, we do not believe that Caltrans has fully taken into consideration the impacts on the San Pedro and Wilmington communities. We base this, in part, on the numerous omissions and errors throughout the DEIR.

The DEIR proposes the following options for the project:

- **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last approximately 16–41 months with detour routes and 24/7 work.

- **Two-Stage Construction**: This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

- **Three-Stage Construction**: This construction staging option would leave one lane open in each direction and would require multiple weekend (55-hour) full bridge closures and full overnight bridge closures. Construction would last approximately 32 months.

- **Nighttime Bridge Closure**. This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m.–7:00 p.m.). The work would fully close the bridge during nighttime hours (7:00 p.m.–6:00 a.m.) every day. Construction would last approximately 48 months.

Given the options presented we think that the best option is the **Single Stage Construction** option with precast or orthotropic construction and with financial incentives and disincentives. Reasons for this include the following:

- This is a 24/7 port so nighttime closures are almost as problematic as daytime closures.
- Weekend closures are also problematic for special events such as Fleet Week, concerts at West Harbor, the World Cup, the Olympics, and cruise ship passengers.
- Full closure will be less confusing. With the partial closures people would need to remember the time it is closed and know whether it is closed that particular night or weekend.
- If there is an accident or a truck breaks down with only one lane open in each direction it will create a traffic nightmare.
- This is one of the few exits from San Pedro in case of disaster, so should be closed for the shortest time possible.
- It is reasonable to assume that given the limitation on hours and the potential for accidents and traffic back up, most people will choose to detour even if there is one lane open.

NC.5.1

We hereby submit the following comments and questions related to the EIR and the project:

Why will it take so long?

First, we do not understand why the project will take 16 months, 480 days. The bridge is 2513 feet long; if Caltrans places just four 10' lengths each day on each of the four lanes, the job will be finished in 62 days, just two months. Please explain why it will take eight times longer.

NC.5.2

The DEIR is deficient in its study of cumulative impacts.

Caltrans needs to coordinate with all other projects currently planned to occur at the same time (e.g., Western Ave., Alameda), including on the Terminal Island/Long Beach side (e.g., Navy Way) of the bridge. NC.5.3

The DEIR needs to be amended to add the following pending projects to the study of cumulative impacts:

1. **MOTEMS project in Wilmington (Berths 148-151).** The start date for this project is within the next few months. During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR. NC.5.4
2. **Port of LA ORCEM/EcoCem project (Berths 191-194).** With an estimated 180 truck trips per day, with a DEIR projected start date of 2024. During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR. NC.5.5
3. **The proposed Port of LA John S Gibson Truck and Chassis parking lot that is anticipated to generate 1,794 truck trips per day.** During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR. NC.5.6
4. **The Rancho San Pedro redevelopment project.** With approximately 1,550 units being built near First and Harbor, construction is due to start late 2026 or early 2027 and may take up to 15 years to complete. NC.5.7
5. **The 505 Centre Street project.** Three hundred new units construction project and a haul route designated up Harbor Boulevard scheduled to start in late 2024 or early 2025. NC.5.8
6. **Caltrans project on Western Avenue from 25th Street to the 405 Freeway.** Construction is due to last from 2026 to 2029. This project will cause traffic congestion, driving people to go west into Palos Verdes or east down Capitol, Westmont, etc. If the projects overlap, traffic will grind to a halt on these streets, particularly during Taper Ave. Elementary School/Dodson Middle School, and Mary Star drop off and pickup times. NC.5.9
7. **West Harbor.** This project is incorrectly shown as completing construction in 2024. That is only the first stage. Construction has just begun on phase 1B to be followed by phase 1C and construction of the 6,200-seat amphitheater. NC.5.10
8. **Proposed outer harbor cruise terminal at Berth 46.** This project will not only have impacts during construction phase of the project, but also after completion as passengers will access the terminal and related parking via Harbor Blvd. NC.5.11

9. **Port of Los Angeles' contract with the Cabrillo Way Partners.** This project will result in the construction of 2 hotels, retail, and restaurants in the Cabrillo Way Marina. NC.5.12

10. **Scheduled local, national and international events.** The DEIR does not take into consideration numerous planned events, in and around the harbor, including the 2026 World Cup, the 2028 Olympics, Fleet Week, and cruise ship traffic. NC.5.13

11. **Other projects and developments.** The DEIR also does not consider other approved projects including 281 units at 625 S. Beacon St, 100 units at 1309 S. Pacific, 109 units at 2111 S. Pacific, a boutique hotel at 544 S. Pacific, conversion of the Topaz building at 222 6th Street into 224 apartments, construction of a boatyard at Berth 43, and the disruptions that will be caused by the LADOT's Connecting San Pedro. NC.5.14

Traffic, Detours and Alternative Routes

12. The DEIR provides the following information with regard to detour routes:

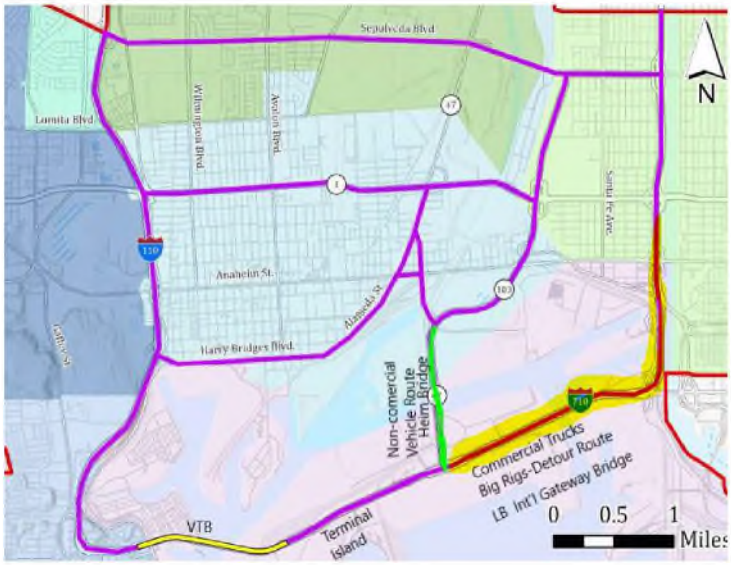
    During construction, detour route(s) will be necessary to divert traffic from the project area and continue to provide access to Terminal Island and east/west corridors for the traveling public. Detour route(s) will potentially include Harry Bridges Boulevard/Alameda Street, Anaheim Street, Pacific Coast Highway (California State Highway 1 [PCH]), Sepulveda Boulevard, and Interstate 405 (405 freeway).

    It is clear that virtually every truck and car that diverted from the VTB will be routed along the surface streets straight through Wilmington via the routes mentioned above. Understanding Caltrans has eliminated Anaheim Street as a designated detour route, we anticipate container and cargo truck traffic will continue to utilize it as a transport option. This is an unacceptable impact for the community members of Wilmington who are already suffering environmental hardships and traffic congestion.

13. Alameda and Harry Bridges are stated detour routes, so the work on these roads must be complete before any work begins on the Vincent Thomas Bridge. We request that Caltrans take any and all measures, financial or otherwise, to help reduce the time it takes for the City of Los Angeles to complete the Alameda Street Improvement project and work on Harry Bridges to lessen traffic congestion throughout the community of Wilmington, including, but not limited to, financial assistance in the completion of these projects. This will support 24 hr./7 days a week shifts to complete the projects in short order. NC.5.15

14. Although the map (Figure 1-5) shows using the Long Beach International Gateway Bridge (replacement bridge for Gerald Desmond Bridge), it is not mentioned in section 1.4.7 as a detour in the Detour Section of the DEIR. This needs to be corrected. NC.5.16

15. Why hasn't Caltrans considered utilizing the retrofitted Shulyer Heim Bridge in Wilmington for noncommercial vehicle traffic that needs to go to and from Terminal Island, and to utilize the Long Beach International Gateway Bridge for commercial trucks only to go to and from Terminal Island as a detour option? See below. NC.5.17



16. Why isn't Long Beach mentioned in any of the options for detours? They have a bridge that can accommodate large amounts of traffic. That bridge directly flows into a freeway, and they also have surface streets located in industrial areas that can help with detour options. Figure 2.10-13 (below) details how there will be greater than 1,400 decrease going over the Long Beach International Gateway Bridge. That decrease can be used to offset the increase of traffic within our community under the currently proposed detours. NC.5.18

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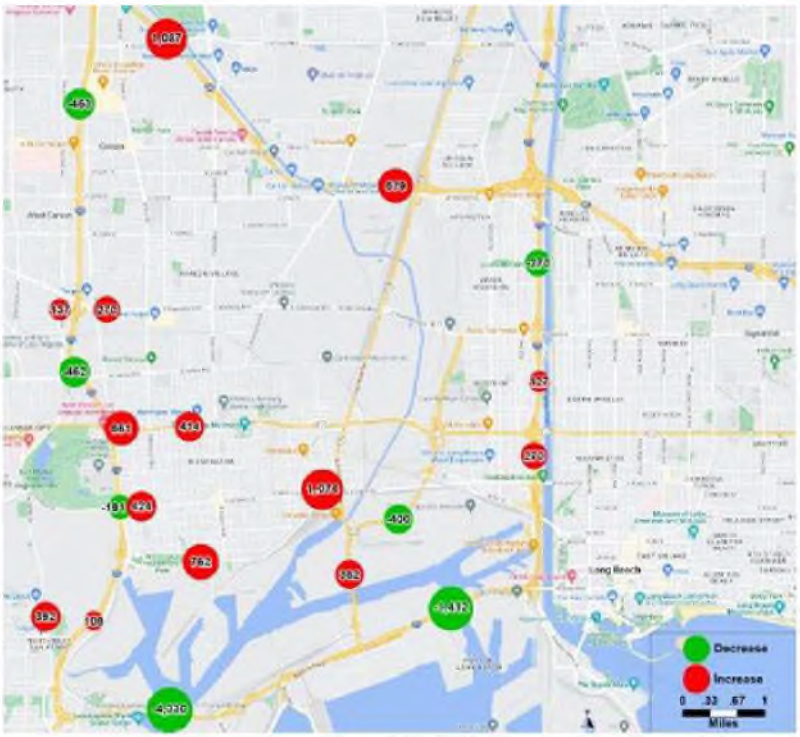


Figure 2.10-13

17. The Traffic Study Segment (Table 2.10-2) lists study Segment #11 as PCH between Figueroa and Frigate. It is our understanding that this would be impossible as PCH and Frigate run parallel to each other. Can you please clarify what exactly was studied in Segment #11? NC.5.19

18. The Traffic Study Segment (Table 2.10-2) lists study Segment #15 as Anaheim Street between Frigate and Hawaiian Avenue. It is our understanding that this would be impossible as Anaheim and Frigate run parallel to each other. Can you please clarify what exactly was studied in Segment #15? NC.5.20

19. Figure 2.10-13, which lists peak traffic increases, is of such poor quality (even when it is enlarged) that although we can see the increase and decrease amounts, the actual intersections cannot be read. A legible map needs to be included. We are entitled to know how we will be impacted and in what areas. NC.5.21

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20. Tables 2.10-13 through 2.10-16 list the projected delays in travel time to and from a destination. We notice, however, that not a single one of these scenarios lists forecasted delay times for travel in Wilmington. The DEIR lists delays for those in San Pedro, Torrance, Long Beach, Carson, and Harbor City, but there isn't one forecasted delay for the community that is being forced to absorb this traffic. Why was Wilmington excluded in forecasted delays? Can we get forecasted delays for travelling up and down Pacific Coast Hwy from Figueroa to the 710 Fwy, Anaheim from Figueroa to the 710 Fwy, Figueroa from Sepulveda to Harry Bridges, and from Harry Bridges and Figueroa to Alameda? NC.5.22

Table 2.10-13: Origin-Destination Pairs #1 through #5 Travel Time Increase

No.	O-D Pair	Most Likely Route for No Construction/Alternative D (One Lane Open in Each Direction)	Most Likely Route for Construction Alternative A	Increase in Travel Time
1	San Pedro to/from Pier T	Gaffey Street/Vincent Thomas Bridge/Pier T Access Road	Gaffey Street/I-110/Harry Bridges Boulevard/Pier T Access Road	2 to 15 minutes
2	Palos Verdes Shores to/from Queen Mary	San Pedro Streets/Vincent Thomas Bridge/Seaside Freeway/ Ocean Boulevard/Harbor Scenic Drive/Queens Highway	San Pedro Streets/I-110/Harry Bridges Boulevard/Alameda Street/Anaheim Street/I-710/Harbor Scenic Drive/ Queens Highway	1 to 13 minutes
3	Harbor-UCLA Medical Center (Carson) to/from FMS Terminal	I-110/Vincent Thomas Bridge/Ferry Street	Vermont Avenue/Sepulveda Boulevard/ TIF/Seaside Freeway/Terminal Way	2 to 9 minutes
4	San Pedro to/from Cabrillo High School	Gaffey Street/Vincent Thomas Bridge/TIF/PCH	Gaffey Street/I-110/PCH	2 to 9 minutes
5	San Pedro to/from Long Beach Museum of Art	Gaffey Street/Vincent Thomas Bridge/Ocean Boulevard	Gaffey Street/I-110/Harry Bridges/ Alameda Street/Anaheim Street/Shoreline Drive/Ocean Boulevard	1 to 13 minutes

Source: Traffic and Operations Analysis Report (2023).

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Table 2.10-15: AM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (min)	Travel Time (min)	% Increase	Travel Time (min)	% Increase
1	San Pedro	Pier T	X → Y	11	22	100%	15	36%
			Y → X	9	20	122%	12	33%
2	West San Pedro	Queen Mary	X → Y	22	32	45%	25	14%
			Y → X	21	30	43%	23	10%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	12	19	58%	16	33%
			Y → X	14	21	50%	17	21%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	15	21	40%	18	20%
			Y → X	14	19	36%	16	14%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	18	27	50%	20	11%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	19	21	11%	19	0%
			Y → X	23	25	9%	24	4%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	12	13	8%	12	0%
			Y → X	14	16	14%	15	7%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	12	15	25%	13	8%
			Y → X	15	18	20%	16	7%
			Average	16	22	43%	18	15%
			Total	**249**	**346**	**39%**	**282**	**13%**

Source: Traffic and Operations Analysis Report (2023).

Table 2.10-16: PM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (minutes)	Travel Time (minutes)	% Increase	Travel Time (minutes)	% Increase
1	San Pedro	Pier T	X → Y	10	21	110%	14	40%
			Y → X	12	27	125%	17	42%
2	West San Pedro	Queen Mary	X → Y	21	31	48%	24	14%
			Y → X	24	37	54%	28	17%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	15	22	47%	18	20%
			Y → X	13	21	62%	19	46%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	14	20	43%	17	21%
			Y → X	17	26	53%	21	24%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	20	33	65%	24	20%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	23	25	9%	23	0%
			Y → X	22	25	14%	23	5%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	15	17	13%	16	7%
			Y → X	13	15	15%	14	8%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	15	18	20%	16	7%
			Y → X	15	18	20%	16	7%
			Average	17	24	47%	19	18%
			Total	**267**	**383**	**54%**	**311**	**25%**

Source: Traffic and Operations Analysis Report (2023).

21. We have a question about the method used to compute Levels of Service (LOS) at the 58 described intersections. It is not clear how trucks were incorporated in those analyses. Anyone caught in traffic with a single truck [they average 72' with a trailer] means a substantial delay, usually through at least one signal series. Trucks can drive any C-level intersection to an F level. Please clarify what traffic mix was used to compute the LOS figures used. This will also reveal what Caltrans expects for actual truck traffic diversion.

NC.5.23

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22. Section 2.22.2.7 states Anaheim is to be used as a potential detour. Ironically, under section 1.4.7, "Detours," Anaheim is not mentioned as a detour nor is it outlined in Figure 1-5 as a detour. Anaheim is not a truck route and we request that Anaheim be excluded from the detour route altogether. We further request that fines be imposed for trucks using Anaheim or any residential street as their own personal truck route during construction. We recommend using the same fee structure as a carpool violation with a minimum fine of $490.00 plus any penalty assessment fees to ensure that trucks use the proper route during construction. We also recommend that since Anaheim is mentioned several times throughout the DEIR as a possible detour, the road diet that was recently imposed be removed for the duration of the project. — NC.5.24, NC.5.25

23. As outlined in the DEIR Section 2.22.2.12 MM-TR-2, we recommend baseline repairs for detour routes. Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. We request that this be mandatory for all detour routes. To not do so goes against every Environmental Justice and Equity tenet. — NC.5.26

24. Maps need to show not only detour routes, but planned road closures (e.g., Gaffey St onramp to VTB/Harbor Blvd., southbound Harbor Fwy/110 exit to VTB/Harbor Blvd.). — NC.5.27

25. The detour maps do not show anything west of Gaffey St. Please correct this. We know traffic will go up Channel, Capitol, Westmont and Western, as well as south on Gaffey. — NC.5.28

26. Research [re]starting a ferry across the harbor as a mitigation and detour route, similar to the park 'n' ride that Metro uses. — NC.5.29

27. The VTB closure should be announced on the various electronic message equipment including Fast Trak and generic messaging boards. Additionally, messaging should commence at least 90 days prior to the bridge closure and frequently. Long-term informational signage about the bridge closure should be available at all major freeway interchanges within ~15 miles of the bridge, including the 110, 405, 91, 105, 710, and 605 freeways, as well as locally including the Gaffey St. on-ramp to the 47 freeway. — NC.5.30

28. We request that Caltrans work with Google Maps, Waze, and other apps to provide GPS information on detours, delays and the like. — NC.5.31

29. What traffic mitigations are suggested for anticipated traffic problems in San Pedro? Harry Bridges, Gaffey, Harbor Blvd and possibly Western Ave, will be impacted during this time and no suggested mitigations have been identified. — NC.5.32

30. We support the ILWU's request for a new traffic study. Traffic studies need to be conducted on weekends and need to include how traffic related to container ships, cruise ships, and the railroad impacts commuting. NC.5.33

31. Please plan, discuss and provide the emergency evacuation routes to be used by San Pedro and Wilmington residents and community stakeholders in case of a disaster during construction. NC.5.34

Other Comments

32. The diverse harbor community requires multi-lingual outreach materials during the life of the project. We are requesting substantive outreach efforts in both English and Spanish with specific outreach to all schools in Wilmington and to Barton Hill, Fifteenth Street, and Cabrillo Avenue in San Pedro, as well as to residents of Rancho San Pedro housing development. NC.5.35

33. Multiple tow trucks that can accommodate large, big rigs must be available at all times to remove stalled or stranded commercial trucks. NC.5.36

34. We request coordinated efforts between LAPD, Port Police, California Highway Patrol, LASD and LBPD be arranged to ensure the enforcement of all traffic laws along the detour routes and provide monthly reports on opportunities for traffic improvement and ask that Caltrans fund any additional patrols that will be required. Additionally, we ask that these agencies be ready to assist in responding to traffic congestion, backups, and buildups due to unusual traffic conditions associated with bridge closure. NC.5.37

35. We request that Caltrans provide financial incentives, both positive and negative, to ensure timely or early completion of the bridge work. The incentives resulted in early completion of bridges following the Northridge earthquake and the Sepulveda overpass, as well as preparations leading up to the 1984 Summer Olympics. NC.5.38

36. We request that Caltrans create a local hire program where local is defined as the DEIR study area. The residents most heavily impacted by this project should have the first opportunity for employment in it. Not only is this the just and correct thing to do, but it also helps reduce emissions and traffic due to workers commuting from farther away. NC.5.39

37. We request that the Community Advisory Committee and Technical Advisory Committee meetings continue for the life of this project. NC.5.40

38. The graphics presented for options 2 and 3 contained the exact same language; it was difficult to determine the difference.	NC.5.41
39. The new decking option was shown as part of Option 1, but not in options 2, 3, and 4.	NC.5.42
40. Please amend Table 2.4-1 to add the N. Gaffey Promenade and the 22nd St Park.	NC.5.43
41. Please add Mary Star Elementary School, Mary Star High School, Holy Trinity, and Willenberg Special Education Center to the list of San Pedro schools in Table 2.6-12.	NC.5.44
42. The EIR should evaluate the reliability/estimated lifetime of the different deck methods being considered (e.g., orthotropic, precast, cast in place).	NC.5.45
43. The EIR should evaluate quality control for the different deck methods (e.g., orthotropic, precast, cast in place). For example, if precast is used, slabs can crack in transport from the manufacturer to the bridge; how will they check for that? If cast in place is used, bubbles could form as the deck sets; how will they check for that and what will they do if there are problems, since they may not be able to simply lift the slab out and start over?	NC.5.46
44. A project alternative should be added and studied to build a second bridge over the harbor.	NC.5.47
45. We support our local ILWU members in their request for food trucks to be placed on Terminal Island for the duration of this project.	NC.5.48
46. We support our local ILWU members in their request for coordination with all railroads in the area to limit rail movements during the times and areas deemed necessary by ILWU to ensure that workers are able to get to their work locations on time without significant train delays.	NC.5.49
47. How will Caltrans mitigate the impending traffic congestion to ensure first responders (e.g., LAFD, LAPD) can respond promptly to calls? For example, LAFD is across Gaffey St from the Gaffey on-ramp to the VTB/Harbor Blvd. and LAPD Harbor Division is on John S Gibson Blvd. along a detour route. If traffic is too congested, they won't even be able to depart their properties, let alone travel to their destinations.	NC.5.50

We reserve the right to provide further comment and we look forward to your response in this matter.

Respectfully Submitted,



President
On behalf of the Northwest San Pedro Neighborhood Council Board

cc: Councilman Tim McOsker
Congresswoman Nanette Barragan
Congressman Adam Schiff
Congressman Ted Lieu
U.S. Senator Alex Padilla
State Senator Steven Bradford
Assemblymember Mike Gipson
Assemblymember Al Maratsuchi
LA County Supervisor Janice Hahn
Los Angeles Mayor Karen Bass
Los Angeles School Board Member Tanya Ortiz-Franklin
Port of Los Angeles Gene Seroka
Port of LA Commissioners
Wilmington Neighborhood Council
Harbor City Neighborhood Council
Coastal San Pedro Neighborhood Council
Central San Pedro Neighborhood Council
caltransvtb@virtualeventroom.net

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Response to Comment NC.5.1

Support of the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment NC.5.2

The Vincent Thomas Bridge is 6,000 feet in length not 2,513 feet. The Vincent Thomas Bridge deck replacement is a very complex project consisting of numerous construction activities that are prerequisites activities to the actual deck replacement. Additionally, there are also numerous activities that follow the deck replacement activities. It is important to understand that in order to maintain four construction headings that will accelerate the completion of the project, the deck replacement will occur in two halves due to the inaccessibility to the bridge from areas below which are occupied by ongoing POLA activities. This staged construction results in a longer construction duration. In order to maintain the stability of the bridge, bracing needs to be added to both the Suspended Span and to the Approach Spans. These activities are required to occur prior to the replacement of the bridge deck and contribute to the duration of the work as scheduled. Although the activities will start prior to the bridge closure, as early works, they will not be completed prior to the scheduled closure of the bridge. Additionally, due to the cantilever condition resulting from a staged construction, the approach span will also require temporary steel deck supports for the cantilevered condition. The removal of the deck, on both the Suspension Span and the Approach Spans, will also require a temporary counterweight system that will be re-located during the replacement of the deck. These are required to maintain the weight of the bridge deck in order to maintain the bridge's stability and also contribute to the duration of the work. Prior to the closure of the bridge, a protective shielding system underlying the entire bottom of the bridge, and a work access system for the entire bridge needs to occur. This is in addition to the fabrication of the deck and the steel bracing systems. Additionally, the bridge's main cable band bolts need to be tightened or replaced, this is a very time-consuming process which requires an engineered access system below the main cables. Following the deck replacement work activities that follow include the median barrier, the bridge railing, the bridge fencing, the bridge lighting system, and the seismic monitoring system.

Response to Comment NC.5.3

Caltrans has been coordinating with other agencies through the TAC. As identified by mitigation measure MM-EJ-1 from Section 2.22.2.9 of the Draft EIR/EA, Caltrans is committed to regular and ongoing coordination with agencies for projects within the project area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment NC.5.4

The list of planned projects included in the Draft EIR/EA represents the list of projects within the project area that were known at time of the Notice of Preparation for the Vincent Thomas Bridge Deck Replacement Project which was April 2023. The Berths 149 – 151 (Phillips 66) Marine Oil Terminal and Wharf Improvements Project, which is currently preparing an EIR following the release of the Notice of Preparation/Initial Study in February 2023, has been included in the Final EIR/EA. Caltrans is meeting monthly with the POLA at the TAC meetings in an ongoing effort to reduce conflicts to the community. The list of projects has been appropriately updated in the Final EIR/EA to Include additional projects.

Response to Comment NC.5.5

The Berths 191— 194 (ECOCEM) Low-Carbon Cement Processing Facility Project released a Draft EIR in October 2023 which came after the NOP for this project and therefore was not included in the Draft EIR/EA. The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.6

The John S. Gibson Truck and Chassis Parking Lot Project released an Initial Study/Notice of Preparation of a Draft EIR in October 2023 after the NOP for this project and therefore was not included in the Draft EIR/EA. The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.7

The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.8

The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.9

The Western Avenue project was not known at the time of the Notice of Preparation which establishes the baseline for the existing conditions. Since the release of the Draft EIR/EA, several projects that are planned for the project study area have been revealed. As previously stated, Caltrans will continue their coordination efforts with other agencies and projects through the duration of construction. Based on the preliminary Western Avenue project construction schedule, it is anticipated that the project will be complete in May 2025 before construction begins in mid to late 2025.

Response to Comment NC.5.10

The information regarding the West Harbor project has been updated for the Final EIR/EA, with an anticipated completion in 2025.

Response to Comment NC.5.11

The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.12

The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.13

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge will overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for

communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

Response to Comment NC.5.14

The list of projects has been appropriately updated in the Final EIR/EA to include additional projects.

Response to Comment NC.5.15

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, see Section 2.10.4 of the Draft EIR/EA, Caltrans will work with the local jurisdictional agencies, including the City of Los Angeles, to find opportunities to repair detour routes prior to and after construction.

Response to Comment NC.5.16

The Long Beach International Gateway Bridge is part of I-710 and as noted is identified as a potential detour route on Figure 1-5. The text in Section 1.4.7 identifies the potential east-west connections between the major interstates (I-110 and I-710) all of which are shown on Figure 1-5. It should be noted that the detours are designed primarily to get to/from Terminal Island. Therefore, motorists coming from the east could get to Terminal Island directly from I-710 not needing a specific detour, while those coming from the west would need to use one of the east-west routes to connect with SR-47, SR-103, or I-710 to get to Terminal Island.

Response to Comment NC.5.17

Both the Schuyler Heim Bridge on SR-47 and Long Beach International Gateway Bridge on I-710 are included with the potential detour routes as shown on Figure 1-5 of the Draft EIR/EA. Restricting trucks use of the Schuyler Heim Bridge and only allowing trucks to cross the cross the Long Beach International Gateway Bridge during construction is not feasible because the SR-47 is a Terminal Access route. A Terminal Access route provides truck access between the National Network Routes and a freight terminal facility under the federal STAA.

Response to Comment NC.5.18

As shown in Figure 1-5 of the Draft EIR/EA, there are several potential detour routes identified in the City of Long Beach including I-170 and SR-103. The Final EIR/EA removed Willow Street in the City of Long Beach between SR-103 and I-710 from Figure 1-5. The 1,400 vehicles decrease shown on Figure 2.10-13 of the Draft EIR/EA represents the change in traffic volumes under the Single-Stage Construction (Preferred) option with the full bridge closure during the PM peak. With the bridge being closed, those drivers heading west towards San Pedro that would normally take I-710/SR-47 and cross the Vincent Thomas Bridge would now divert their travel to one of the other east-west routes, hence the decrease in volume along this segment and increase on other east-west routes.

Response to Comment NC.5.19

Figueroa Street and Frigate Avenue are parallel north-south running streets which both intersect PCH. The study segment #11 is the portion of PCH between Figueroa Street to the west and Frigate Avenue to the east.

Response to Comment NC.5.20

Frigate Avenue is a north-south running street between Lomita Boulevard at the north end to the merge with Figueroa Street at the south end. The study segment #15 is the portion of Anaheim Street between Frigate Avenue to the west and Hawaiian Avenue to the east.

Response to Comment NC.5.21

A revised map has been included in the Final EIR.

Response to Comment NC.5.22

There is information in the Draft EIR/EA about the potential travel time increases for the main routes through Wilmington. Table 2.10-14 of the Draft EIR/EA provides these data, which show that the increases which range from 0 to 3 minutes. This anticipated delay would be experienced by Wilmington residents traveling along PCH or Anaheim Street.

Response to Comment NC.5.23

Truck traffic, which is 6.4% on the bridge, was considered in the analysis reported in the Traffic Operations Analysis Report. Intersection analysis considers the percentage of truck and an adjustment factor (Passenger Car Equivalent) that amplifies the effects of trucks on operations.

Response to Comment NC.5.24

It is understood that the majority of Anaheim Street is not a viable detour route due to the recent roadway upgrades and residential areas, therefore only the short commercial non-residential segment between Henry Ford Avenue and Alameda Street is included. Additionally, Caltrans does not have the authority to enforce and penalize roadway violations.

Response to Comment NC.5.25

As previously noted, only a short segment of Anaheim Street to provide a connection between Alameda Street and Henry Ford Avenue is proposed as a detour route. The majority of Anaheim Street which was recently upgraded is not included as a possible detour route.

Response to Comment NC.5.26

The requirements of mitigation measure MM-TR-2 are applicable to which ever detour route(s) is identified as the formal route to divert traffic around the bridge.

Response to Comment NC.5.27

Potential road closures would be identified as part of the TMP development. The TMP will include a robust messaging campaign to including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of all the detour routes and closures well in advance of project construction.

Response to Comment NC.5.28

The detour maps provided in the Draft EIR/EA are the routes that were identified as the most suitable routes to divert traffic around the Vincent Thomas Bridge and provide access/to from Terminal Island generally between I-110 and I-710. The streets identified do not provide direct routes around the bridge.

Response to Comment NC.5.29

Caltrans met with the POLA regarding numerous mitigation measures to alleviate traffic congestion to Terminal Island due to closures of the Vincent Thomas Bridge. One measure that was discussed was a ferry service that would run from San Pedro to Terminal Island during closures of the Bridge, similar to the service that was in place prior to the Vincent Thomas Bridge's completion in 1963. It was determined that a ferry service would be infeasible for a number of reasons including regulatory concerns of ferries crossing the Main Channel of the POLA interfering with other port traffic, the need to construct and operate points of origin and destination for ferries, acquisition of ferries, and the hiring ferry operators. Parking infrastructure would also be required for ferry patrons.

Response to Comment NC.5.30

As part of the TMP, there will be a robust messaging campaign including advertisements, social media outreach, use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment NC.5.31

Caltrans currently coordinates project-related roadway closures with various way finding apps and will ensure roadway information related to project detours and closures is provided.

Response to Comment NC.5.32

In addition to the preparation of a TMP, Caltrans will continue regular coordination with affected agencies and jurisdictions throughout the life of the project to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential traffic-related impacts.

Response to Comment NC.5.33

The traffic study focused on weekday (not weekend) because commuter and freight traffic (to/from the Ports) is higher on weekdays. Both commute (AM/PM) and midday (highest for freight traffic) periods were analyzed to address the different combinations of traffic patterns from local, regional, and Port traffic.

Response to Comment NC.5.34

The TMP to be prepared prior to the start of construction will include traffic control measures, traffic control devices, a public information and outreach plan and emergency/incidence response plan that would identify evacuation routes in the project area.

Response to Comment NC.5.35

Comprehensive outreach efforts have been made from the initiation of the project through the release of the Draft EIR/EA. Outreach materials have been provided in both English and Spanish. Spanish-language translators were available at the public scoping meetings and public hearings for the circulation of the Draft EIR/EA. A recording of the virtual scoping meeting was made available in English and Spanish. In addition, the outreach team attended local farmers markets in San Pedro, Wilmington, and Long Beach, which have provided a different venue/method to inform the public and engage communities, including environmental justice communities, within the project area. The outreach team shared project information with booth visitors including meeting flyers and fact sheets in English and

Spanish and had sign-in sheets to add contacts to the project distribution database. Bilingual outreach team members attended all community pop-up events. Chapter 4 has been updated for the Final EIR/EA to provide a summary of the outreach efforts related to the public circulation and review of the environmental document.

Response to Comment NC.5.36

Caltrans will engage Los Angeles County Metro through the Project TAC to develop and implement solutions for enhanced towing services through the duration of project construction.

Response to Comment NC.5.37

Regular coordination with affected agencies will continue throughout the life of the project to develop solutions to minimize potential project related impacts, including potential impacts to CHP operations. Currently there is ongoing coordination with law enforcement agencies as part of the Community and TACs which will continue throughout project construction.

Response to Comment NC.5.38

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment NC.5.39

The construction workforce involved in project construction will come from the contractor selected to do the job. It is likely that the majority of the workforce needed for this project will be from the region due to the large supply of skilled workers in Southern California.

Response to Comment NC.5.40

Caltrans is committed to continuing the regular coordination and engagement with community stakeholders and agencies with the Community and TACs through the duration of project construction.

Response to Comment NC.5.41

The primary difference between the two-stage closure and three-stage closure scenarios are lane width. The two-stage closure has narrower travel lanes than the three-stage closure.

Response to Comment NC.5.42

There are three deck types that are proposed as options to replace the bridge deck. Pre-cast, Orthotropic, and Cast-in-Place are all available options for the (single-stage) full bridge closure (Preferred) scenario. For the partial closure scenarios only Pre-Cast and Orthotropic deck types are considered. For full overnight closure scenario only Pre-Cast deck type is considered.

Response to Comment NC.5.43

These locations have been added to the Final EIR/EA.

Response to Comment NC.5.44

Thank you for providing this information, these schools have been added to the Final EIR/EA.

Response to Comment NC.5.45

Orthotropic steel deck types generally have a design life of up to 75 to 100 years while the pre-cast deck, cast-in-place type design lives are approximately 75 years. However, recent studies in New York area have indicated that there is high potential for early fatigue cracking in Orthotropic steel deck especially on truck routes due to overloading of truck wheel loads.

Response to Comment NC.5.46

Quality inspections and testing of all materials will be performed following Caltrans Construction Quality Assurance Program Manual and Construction Manual guidelines. Mock-up slabs will be built to test them out to prevent cracking of pre-cast slabs from handling (transporting and lifting). Cast-in-place is not a preferred deck type due to long duration of construction time.

Response to Comment NC.5.47

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The feasibility and cost of constructing a second bridge while maintaining the existing Vincent Thomas Bridge eliminates this idea from consideration.

Response to Comment NC.5.48

Caltrans met with the POLA regarding numerous mitigation measures to alleviate impacts due to closures of the Vincent Thomas Bridge. One mitigation measure that was discussed was food truck services on Terminal Island. Food trucks have previously operated on Terminal Island but with little economic success. The trucks are going to operate in locations that provide strong business. While Caltrans cannot subsidize food trucks or force them to operate on Terminal Island, through ongoing coordination with the CAC and local chambers of commerce, it can be made clear that there is an opportunity for local businesses to provide food services for workers on Terminal Island while the Vincent Thomas Bridge construction is occurring.

Response to Comment NC.5.49

Operations and scheduling of trains is the responsibility of the railroads; however, Caltrans will coordinate proposed closures and detours with the POLA as they are responsible for coordination with railroads within the Vincent Thomas Bridge Deck Replacement Project Study Area.

Response to Comment NC.5.50

Gaffey Street and John S. Gibson are not proposed detours for the project. However, regular coordination with the affected agencies and jurisdictions, including Los Angeles Fire Department and Police Department, will continue throughout the life of the project. Topics such as traffic, emergency response times, and roadway incursions will be discussed, and collaboration will be encouraged to develop solutions to minimize potential impacts including potential impacts to their operations.

Comment NC.6: Northwest San Pedro Neighborhood Council, Ray Regalado

Ray Regalado 5/30/24

Right off the bat, what I would like to do is I'd like to thank Caltrans. I'd like to thank Caltrans for providing us -- as a community -- as a harbor community opportunity to work in partnership with each other, because when we speak together, we have a lot of voice. I want to remind the audience more than anything else that we would have never had a 90-day public comment period if we hadn't asked for it from the community. We would have never had the ability for us to come together and be part of the discussion if it wasn't asked by the community. So as a community, I would want to remind you that we will be together throughout this whole process and make sure that this bridge project which goes -- it's been said many times already --we need to have it -- but we need to have it so that it doesn't impact our community as bad as we anticipate it's going to impact our community. And the thing that we are going to really come together in as a large harbor community is the fact that we're going to hold you accountable. And we are going to hold you accountable with the work that you do, how you do it, when you do it, and how it is not going not impact us as a community. So I would like to just say that. I am President of Northwest San Pedro Neighborhood Council. I would like to compliment and give Gina all credit for -- wait, but I am going to tell you, you're probably going to hear these same comments over and over again because these are community concerns. We work hard together. We work hard at what we do, and we want to make sure that -- that -- that amount of hard work that we do is not compounded by the fact that we have to figure out a route to get to work, get home, get our kids to school, and everything like that so. So Wilmington, San Pedro, Harbor City, we will work together to make this thing work for all of us.

NC.6.1

Response to Comment NC.6.1

As indicated by project mitigation measure MM-EJ-2 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans is committed to regular and ongoing community engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination.

Comment NC.7: Coastal San Pedro Neighborhood Council, Robin Rudisill

CSPNC comments on Vincent Thomas Bridge refurbishment EIR

Robin Rudisill <wildrudi@icloud.com>

Mon 7/15/2024 10:22 PM

To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:Doug Epperhart <epperhart@cox.net>;Kristina Smith <ksmith-mailroom@mail.com>;Diana Nave <diananave@gmail.com>;Pamela Thornton <pamela.thornton@lacity.org>; emazariegos@mbimedia.com <emazariegos@mbimedia.com>;Allison.Colburn@dot.ca.gov <Allison.Colburn@dot.ca.gov>

Mr. Roach,

Today the Coastal San Pedro Neighborhood Council Board met and approved this motion:

19. Motion to adopt comments on Vincent Thomas Bridge refurbishment Environmental Impact Report.

Planning, Land Use and Transportation Committee

Resolved, Coastal San Pedro Neighborhood council supports the Northwest San Pedro Neighborhood Council's letter in their effort to gain clarity on the Vincent Thomas Bridge Redecking Project and to represent the different viewpoints on the technical and economic issues. Further Resolved, Coastal San Pedro Neighborhood council recommends the Nighttime Bridge Closure, which appears to be the least detrimental to the communities and traffic flow because all of the suggested detour routes and the bridge have far less traffic at night. And Further Resolved, Coastal San Pedro Neighborhood Council requests clarification on whether Stages 2, 3, and 4 estimated timelines are based on precast or cast in place deck types. NC.7.1

I believe today is the due date for comments and so I am immediately informing you of this vote today and will get a formal letter issued to you tomorrow confirming same.

Thank you,
Robin Rudisill
COASTAL SAN PEDRO Neighborhood Council Board Member and Land Use, Planning and Transportation Chair.

For the Love of Los Angeles
and our precious Coast,
Robin Rudisill
(310) 721-2343

Response to Comment NC.7.1

Your support of the Northwest San Pedro Neighborhood Council's letter dated 7/14/24 is appreciated. In addition, the Coastal San Pedro Neighborhood Council's preference for the Nighttime Bridge Closure option is appreciated. Estimated construction durations for the Two-Stage Construction option, Three-Stage Construction option, and Nighttime Bridge Closure option are based on use of an orthotropic steel deck or pre-cast deck.

Comment NC.8: Coastal San Pedro Neighborhood Council, Kristina Smith

Doug Epperhart
President
Dean Pentcheff
Vice President
Sheryl Akerblom
Treasurer

COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

1840 S Gaffey St., Box 34 • San Pedro, CA 90731 • (310) 918-8650
cspnclive@gmail.com

July 15, 2024

To: caltransvtb@virtualeventroom.net

The following Motion was approved at the July 15, 2024 Meeting of the Coastal San Pedro Neighborhood Council:

Vincent Thomas Bridge Refurbishment Environmental Impact Report

Resolved, Coastal San Pedro Neighborhood Council supports the Northwest San Pedro Neighborhood Council's letter to you dated 7-14-24 in their effort to gain clarity on the Vincent Thomas Bridge Redecking Project and to represent the different viewpoints on the technical and economic issues.

NC.8.1

Further Resolved, Coastal San Pedro Neighborhood council recommends the Nighttime Bridge Closure, which appears to be the least detrimental to the communities and traffic flow because all of the suggested detour routes and the bridge have far less traffic at night. And Further Resolved, Coastal San Pedro Neighborhood Council requests clarification on whether Stages 2, 3, and 4 estimated timelines are based on precast or cast in place deck types.

Sincerely,

Douglas Epperhart

Doug Epperhart, President
On behalf of the Coastal San Pedro Neighborhood Council Board

CCs:
Diana Nave <diananave@gmail.com>
Pamela Thornton <pamela.thornton@lacity.org>
emazariegos@mbimedia.com
Allison.Colburn@dot.ca.gov

Response to Comment NC.8.1

Support of the Northwest San Pedro Neighborhood Council's letter dated 7/14/24 is appreciated. In addition, the Coastal San Pedro Neighborhood Council's preference for the Nighttime Bridge Closure Option is appreciated. Estimated construction durations for the Two-Stage Construction Option, Three-Stage Construction Option, and Nighttime Bridge Closure Option are based on use of an orthotropic steel deck or pre-cast deck.

Comments from Elected Officials

Comment EO.1: Joey King on Behalf of Senator Lena Gonzalez's Office

Joey King 5/13/2024

Joey King representing the office of Senator Lena Gonzalez. I appreciate the opportunity for the public to make public comments during this session. And one of the areas that I would like to Joey King with Senator Lena Gonzalez's office, address is the marketing and how effective the marketing was for this portion of the project. I'd love to get a report on how many people are actually attending this public session. And secondly with the increased traffic that's going to be experienced across Sepulveda/Willow and PCH, has there been any adjustments to the repair or maintenance schedule for those two streets? EO.1.1

Thank you again for the opportunity to speak. EO.1.2

Response to Comment EO.1.1

A substantial effort has been made to notify the public of the project and encourage them to participate in the process. Outreach efforts for notifying the public of the release of the draft environmental document included three newspaper advertisements in the Long Beach Press Telegram, Daily Breeze, and La Opinion, mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, sending over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with Random Length News, Daily Breeze, and Long Beach Press Telegram. A summary of the outreach efforts, including attendance at the public meetings has been provided in the Final EIR/EA.

Response to Comment EO.1.2

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment EO.2: Sergio Carillo on Behalf of Councilmember Tim McOsker

Sergio Carillo 5/13/2024

Well, good evening, everyone.· Sergio Carrillo with the office of L.A. city councilmember, Tim McOsker.· He actually was planning on coming himself this evening.· He still might join, but we are in the middle of budget deliberations at city hall today.· He's on the Budget and Finance Committee, so he's predisposed. But council member obviously shared a lot of concerns that are involved with the community. He shares the comments made by Joey.· Thanks to Joey for making those comments. Obviously a lot of the impacts of this detour will be impacted upon his district, especially the community of Wilmington.· And so we -- look forward to hearing the comments that people are making, hear their suggestions. We are convening a meeting of our neighborhood council leadership from our district in the next week or so to begin those discussions about what we would like to see or comments for us to file. But again, our concerns are going to be several.· Obviously the impact on the environment to the community.· You had made a comment earlier that Wilmington and Carson would have higher impacts on air quality, which is kind of sad because they already have impacts on really bad air quality.· That's why both of those communities coming himself this evening. That's why both of those communities are AB-617 communities.· So that's a concern, obviously, that we have. And the improvements on these -- on these roads, I mean, we are talking about moving thousands of vehicles on these roads.· These roads probably need to be mitigated before those detours begin.· Again, these are issues that we look forward to address. But I do want to say thank you to CalTrans for hosting this virtual event.· I, too, would love to know how the outreach went.· I know that when we did the scoping meeting in Wilmington, was like a year ago, whenever that was, there was CalTrans said that they did a lot of outreach and what have you, and like three people showed up. And so just want to make sure if we can get a report on that outreach, that would be great as well. Again, CalTrans, thank you for having this meeting, and I look forward to seeing you in person in both San Pedro and Wilmington later as well.

EO.2.1

EO.2.2

EO.2.3

Response to Comment EO.2.1

As noted in the analysis of air quality in Section 2.13 of the Draft EIR/EA, while there would be temporary increases in PM10 concentrations within the Wilmington community due to diverted traffic, the increases would not result in incremental increases in ground-level 24-hour average PM10 concentrations greater than the South Coast Air Quality Management District localized significance threshold. In addition, avoidance measures AM-AQ-1 and AM-AQ-2 and project feature PF-AQ-1 would be implemented to minimize the project air quality impacts related to construction emissions.

Response to Comment EO.2.2

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment EO.2.3

A summary of the outreach efforts in involved in the project scoping efforts is included in Chapter4 of the Draft EIR/EA. This information has been updated for the Final EIR/EA to include the outreach efforts associated with public review of the environmental document including the attendance at the public meetings.

Comment EO.3: Mark Fuentes on Behalf of Assemblymember Mike Gipson

Mark Fuentes 5/13/2024

Thank you so much again for, you know, inviting our office to be a part of this conversation.· An important conversation at that, you know, that does affect a lot of individuals within our assembly district. Again, hello everyone.· My name is Mark Anthony Fuentes, senior field representative for Assembly member Mike Gipson.· Unfortunately, the assembly member couldn't make it today due to prior commitments that he had made, but I'm here to provide public comment on his behalf. Again, you know, not to repeat the same sentiments that everyone else, the other -- like, the other officials have said, you know, again, we are definitely concerned with the impact, you know, to communities, such as Wilmington, San Pedro, and Long Beach that this project will, you know, in turn have. Again, we are appreciative of the work that's being done as we do understand that it is essential for the function, of the health of the bridge and the future of the bridge.· But again, we also do have our concerns with, you know, the outreach, how effective it was. And also we want to, you know, see if, you know, it's possible if, you know, maybe, you know, CalTrans can provide, you know, elected offices maybe an easy-to-read social media kind of package where we could share that info in regard to the bridge to our social media.· So again, push more individuals to get, you know, involved with the project, the commenting, you know, time period, and also provide the feedback that they think would be the best in regards to how the project should move forward. Again, you know, we are appreciative of the -- the whole process, but do understand the shortcomings and do want to see CalTrans, you know, work on those moving forward. But again, thank you so much for allowing us to speak.· I will pass the mike back to you.

EO.3.1

EO.3.2

EO.3.3

Response to Comment EO.3.1

The concern for impacts to the local communities is understood. In order to minimize potential impacts to the extent feasible, Caltrans has identified several project features and commitments intended to avoid and/or minimize potential project-related impacts. See Appendix C Avoidance, Minimization and/or Mitigation Summary of the Draft EIR/EA for a comprehensive list of these features and commitments to be implemented.

Response to Comment EO.3.2

A substantial effort has been made to notify the public of the project and encourage them to participate in the process. Outreach efforts for notifying the public of the release of the draft environmental document included three newspaper advertisements in the Long Beach Press Telegram, Daily Breeze, and La Opinion, mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, sending over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with Random Length News, Daily Breeze, and Long Beach Press Telegram. A summary of the outreach efforts, including attendance at the public meetings has been provided in the Final EIR/EA.

Response to Comment EO.3.3

Communications Toolkits, which included materials such as sample social media text and graphics, sample newsletter/email text and project materials, were distributed to Assemblymember Mike Gipson, Councilmember Tim McOsker, Board Supervisor Janice Hahn, POLA, POLB, Harbor City Neighborhood Council, and Wilmington Neighborhood Council.

Comment EO.4: Mila Ramen on Behalf of Senator Bradford's Office

Mila Ramen 5/13/2024

Thank you, everyone, for taking time out of your busy schedule.· My name is Mila representing Senator Bradford's office. I don't have any comments at this time. I do echo the comments of my colleagues in terms of outreach and supporting CalTrans with the outreach to our constituents and also the impacts that it has on our constituency.· We are closely monitoring this project, and I look forward to seeing you at the next community meetings and hearing the comments of all those impacted. So thank you, again, for everyone for participating in this meeting.· We are closely monitoring, and I look forward to participating in the upcoming meeting as well. EO.4.1

Response to Comment EO.4.1

A summary of the outreach efforts, including attendance at the public meetings has been provided in the Final EIR/EA.

Comment EO.5: Nicholas Chavez

Nicholas Chavez 5/13/2024

I'll pass it over on to the next speaker. I know he already commented. And· I'm just here; I logged in with my city e-mail. But just want to echo the sentiments that Sergio had. EO.5.1

Response to Comment EO.5.1

Your support for Mr. Carillo's comments is appreciated.

Comment EO.6: Esther Ogunrinu on behalf of Councilmember Al Austin's Office

Esther Ogunrinu 5/13/2024

I'll pass it over on to the next speaker. I know he already commented. And· I'm just here; I logged in with my city e-mail. But just want to echo the sentiments that Sergio had. EO.6.1

Response to Comment EO.6.1

A summary of the outreach efforts, including attendance at the public meetings has been provided in Chapter 4 of the Final EIR/EA.

Comment EO.7: Tim McOsker on Behalf of Councilmember Tim McOsker's Office

Tim McOsker

MR. MCOSKER: Thank you. Good evening, everyone. It's great to be with you. Tim McOsker, councilman of the one-five. So first of all, thank you for showing up. Thank you for being here and representing your community. We have a great in-person meeting in Wilmington, and I think we're having a -- have a making of a great meeting tonight. I just want to mention some of what you heard and express the importance and meaning of being here. You can drop your comment in the box. You can speak to the court reporter. You can go in the virtual room. If you want, you can do all those things and actually the board that is closest to the door. Why is that important? Because the State of California when doing this project has an obligation to do an environmental document, an EIR -- and in this case, an EIR and EIS. Those are the acronyms. But it's a document that includes all of the work they've done today and all of the comments we make. And their responses to those comments. And before they make a decision on the project, they have to have the final EIR -- in this case EIR/EIS. That includes everything from today, all of the comments and responses to comments And we get a chance, "we" being the public, any interested member of the public has a chance, even after the decision, to look at the document and say we don't think you get it right. We don't think you consider it. We don't think you answer it correctly. It has real significance. Should someone want to challenge the project. I am not trying to enlighten you to do that, but I am just saying that is the -- I will look at the document and I already have. Because the document has to make sense. The decision has to make sense for the community. What else does the approval include? Something called mitigation measures. Mitigation measures are those things that identify an impact and, say, if we do this, we will reduce the impact to nothing or we can reduce it to a level that's acceptable. What's an example of that? I am going to do a -- do a comment letter on all of it. And I am going to be looking at things like information to the public on -- this thing goes in and out. I want to make sure you can hear every word. But is that good? For example, you all remember a few years ago when in West LA, we shut down some -- some exits and some entrances onto the freeway and the world freaked out and called it Carmageddon? Remember that? I remember Carmageddon.· And this has the potential to be Harborgeddon. This is going to have a big impact on us. And, by the way, I am not arguing that we don't need to rebuild the bridge.

EO.7.1

EO.7.2

We want a safe bridge. We want another 60 years out of this bridge, but we need to treat -- we need to have Caltrans and all of our neighbors throughout Southern California treat this as serious as Carmageddon. So Harborgeddon included our consultant work, information to the public, outreach signs, that were out long before 30 days, if I am wrong, 30 days -- long before 30 days and much further out than Sepulveda or PCH or Harry Bridges.

EO.7.3

I want to make sure that we give ourselves a chance to divert as much traffic as we possibly can, as far up the 405 or as far up the 710 as possible. Because there's going to be a lot of folks (unintelligible) to get in and out without impacting, without relying on just Sepulveda, just PCH, or just Harry Bridges. Because right now, today especially, those streets are really impacted already, and we in San Pedro need to recognize that impact is greater on Wilmington than it is San Pedro, but we're all in this together. We are all in this together.

And I think it's also going to be very important for us to have Caltrans consider all the cumulative events of other projects -- of other projects. We're still talking about this, which I appreciate very much. We submitted all the comments that include or a list that includes all the various projects that are now -- I'll give you an example. One of them is Alameda. If you work in the harbor area, you know Alameda is in rough shape, right? The city is engaging in a $90 million project to repair the section of the (unintelligible) to repair Alameda and the southern stretch. Long overdue. It's going to start early

EO.7.4

next year. If that is under construction and that's going to be one of the detour rotes, we'll have route problem. We got a problem. That's just one example. We also are doing some work on the east side of PCH and on the east side of Anaheim and even though Anaheim is not one-lane detour routes. Let's not kill ourselves. People are going to take every available to them -- and it's already deeply in there. EO.7.4 cont

So I am going to be looking for a couple of things. One, I want the State of California -- I will go ahead and preview my comments. It's going to include, not just targeted repair to these areas or each of the detour routes. But pretty extensive repair on the –(unintelligible) to a lot of these streets in and around the areas, especially Wilmington, and repair of those same streets after the project, because we know if it's one year, two year, three years, or four years, then it's going to get torn up because our trucks (applause.)

Also, one of the things we prefer is that these projects --Alameda is a good example -- and the Vincent Thomas Bridge at the same time will be impacted. So there's only a couple of alternatives. Delay one of them or speed up one of them so they're not happening at the same time. I am offering that the state can help us speed up the Alameda fix, because we're going to go -- we're getting ready -- give us the time and money as a mitigation measure to work around the clock and fix up Alameda so it's ready to be a suitable alternative. There will be comments like that. EO.7.5

Now, last night -- those of you who were with me -- on call on the Caltrans call, talking about Western Avenue, we got kind of an eye-opener. We knew that there was work being done for Western Avenue and 25th Street in San Pedro all the way up to the 405. We knew that's something going on and some access issues, which is great. But what we're finding out -- what we're finding out is that there's a far more extensive project which is, not bad, on Western Avenue that is going to take a few years, and it's going to include some impossible -- possibly some bike lanes, possibly, you know, all kinds of things -- which is – and we're asking all the questions. But last night when we asked the question, how will this project be impacted by the bridge, we didn't get an answer. We didn't get an answer; so we need to get an answer. EO.7.6

Now again the alternative, the option is going to be speed one up or slow one down. We want to make sure we are not doing all of these projects at once. And we're not saying we don't need the projects. We're saying we can't have the Harborgeddon even worse than it's going to be. And Western is not an alternative, but come on, let's be real. If you're leaving -- if you're leaving south of San Pedro, and, you know, you're going to Long Beach and you can't go on the bridge, you're going to Western for a little while, right? Or you're going to take the PCH, for example. So these things all can come into factors of alternative routes. So we're going to be looking for money, mitigation measures -- fix it up -

- we're going to be looking for a really strong effort to move the detour routes farther out. We're going to be making sure that all of this works for the PMA and not -- the ILWU because, listen, (unintelligible). That's okay. And if you hear one thing tonight, just remember Harborgeddon. We need to make sure people understand and we need to make sure people understand that this is a big deal. It's the big deal for us. But it's going to be a big deal for others because throughout the course of this project, we're going to have a --we're going to have summertime's. We're going to have a lot of visitors. And so everybody has to know how to get in and out of here safely. We need to make sure we don't make whole on any condition to our roads before this thing starts and after this thing is done. EO.7.7

All of that will be going into my letter. And we will be reviewing this document when it's final. So I encourage you -- I encourage you -- I encourage you to put in your comments. Put in your comments and it's from your perspective, by the way. We have great professionals who can tell us, this one is less -- this is the least impactful options and this is the most impactful option. Then finally statistics and science behind that, but it's your experience that counts. It's your experience EO.7.8

that counts.
A little small example, well, of course, there will be more impact if you close the whole bridge. Because all that traffic is going for a short period of time -- shorter period of time. And there will be less impact if we need to keep a couple of lanes open but for a longer. You guys decide. You have to decide what you want to do, and all of that is being taken into consideration. EO.7.9

I also want to say, we are a community that respects people who come in and do this work. And so although I am very critical and very concerned about all these issues, I have the utmost respect for the professionals at Caltrans. I appreciate you very much. I appreciate you being here. We are going to give our voices, tell us -- tell you our concerns. But their concerns as well. How we're going to be able to function in this community and not personal attacks. Thank you for being here. And thank you for listening to us. (Applause.) And we will speak -- from here, oh, yes, and just like last time. I'd appreciate that. We did this stuff in Wilmington. Worked very well. If a neighborhood council, or anyone with an official position what we do in the City of Los Angeles is that we give them more time.· And you all decide on that. We have to stick to times, to make sure everybody can speak within the hour. But neighborhood council gets a little bit more time because they're speaking on all of our behaves. So, thank you. EO.7.10

Response to Comment EO.7.1

Active participation from the community yields additional information and perspectives that are vital to the decision-making process and success of the project.

Response to Comment EO.7.2

A summary of all the proposed mitigation measures is provided in the Environmental Commitments Record found in Appendix C of the Draft EIR/EA. Several measures to minimize traffic-related impacts have been identified. Measure MM-TR-1 which requires Caltrans to coordinate with local jurisdictional agencies on implementing temporary improvements such as restriping, minimal geometric reconfigurations, and signal phasing at 13 intersections. MM-TR-2 requires Caltrans to partner with the City of Los Angeles to seek opportunities for repairing designated detour routes prior to and after project construction. It should be noted that work on roads outside the Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. In addition, project feature PF-TR-1 requires Caltrans to prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment EO.7.3

Caltrans will prepare a TMP to outline the actions to be implemented as part of the bridge closures and detours. Part of this plan includes advanced messaging about detours and closures via permanent overhead message signs along the highways approaching the project area and portable changeable message signs at key locations. With advanced noticing, interstate traffic from the north would be directed to use I-405 as a connection between I-110 and I-710.

Response to Comment EO.7.4

Additional projects that have been identified since the release of the Draft EIR/EA have been included in the Final EIR/EA. As required by mitigation measure MM-EJ-1, Caltrans will maintain the TAC throughout the duration of project continue, to continue regular communication with different agencies to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment EO.7.5

Consistent with the mitigation measure (MM-EJ-1 from Section 2.8.5 of the Draft EIR/EA), Caltrans is committed to maintaining regular and ongoing coordination with other agencies for projects overlapping with the Vincent Thomas Bridge deck replacement to minimize schedule conflicts and traffic disruptions. Caltrans is currently coordinating with other agencies through the TAC.

Response to Comment EO.7.6

Since the release of the Draft EIR/EA, several projects that are planned for the project study area and relevant nearby areas have been revealed. The Caltrans Vincent Thomas Bridge Deck Replacement Project team will continue their coordination efforts with other Caltrans projects in the area as well other agency projects through the duration of construction. Based on the preliminary Western Avenue project construction schedule, it is anticipated that the project will be complete in May 2025 before construction of the Vincent Thomas Bridge Deck Replacement Project which begins in mid to late 2025 with the full bridge closure (Preferred) in early 2026.

Response to Comment EO.7.7

Caltrans is committed to working with the communities and agencies to find the best detour options and measures to minimize impacts to the traveling public during construction of this important project. Regular coordination will occur through the project Technical and CACs until the end of project construction. Caltrans will develop a robust TMP to coordinate detour options during construction. This plan will include changeable message signs well in advance of planned detour routes.

Response to Comment EO.7.8

Caltrans agrees that feedback from the community is a vital part of the decision-making process.

Response to Comment EO.7.9

As noted, the Single-Stage Construction (Preferred) Option would have the shortest construction duration but require complete closure of the bridge while the Two-Stage, Three-Stage and Nighttime Bridge Closure Options would maintain traffic across the bridge during the day but result in longer construction durations.

Response to Comment EO.7.10

Caltrans understands the importance of the neighborhood councils and appreciates the feedback they provide. In an effort to continue regular community engagement and coordination, the CAC will be maintained through the duration of project construction.

Comment EO.8: Sergio Carillo on Behalf of Councilmember Tim McOsker's Office

VTB Deck Replacement Project (Project EA 07-39020)

Sergio Carrillo <sergio.carrillo@lacity.org>
Mon 7/15/2024 2:14 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:Tim McOsker <tim.mcosker@lacity.org>;Jeanne Min <jeanne.min@lacity.org>;Lidia Soto <lidia.soto@lacity.org>

1 attachments (378 KB)
FINAL CM's Comments to the DEIR EA.pdf;

Jason,

Attached, please find a letter from Los Angeles City Councilmember Tim McOsker providing comments on the

Thank you for the opportunity to comment on the Draft Environmental Impact Report/Draft Environmental Assessment for the Vincent Thomas Bridge Deck Replacement Project. This letter will memorialize and supplement the comments on environmental impacts and mitigation measures that Councilmember McOsker presented at the public comment sessions in Wilmington (May 30, 2024) and San Pedro (June 13, 2024).

Please let me know when you receive this email.

If you have any questions, comments, and/or concerns about this project, please do not hesitate to contact me.

-SC

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With infinite hope,

SERGIO CARRILLO ***(el, he, him, his)*** ***Why do pronouns matter?***
Director of Special Projects & Port Affairs
Office of Councilmember Tim McOsker
City Hall Office: (213) 473-7015
San Pedro District Office: (310) 732-4515
http://CouncilDistrict15.lacity.gov
City Service Request: MyLA 311 Service Request



TIM McOSKER
Councilmember, 15th District

July 15, 2024

VIA E-MAIL: caltransvtb@virtualeventroom.net
Mr. Jason Roach
Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Re: VTB Deck Replacement Project (Project EA 07-39020)

Dear Mr. Roach:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR)/Draft Environmental Assessment (DEA) for the Vincent Thomas Bridge (VTB) Deck Replacement Project (the Project). This letter will memorialize and supplement the comments on environmental impacts and mitigation measures I presented at the public comment sessions in Wilmington (May 30, 2024) and San Pedro (June 13, 2024).

I am honored and privileged to represent the Port of Los Angeles, the Harbor Area, and all 260,000 Angelenos who reside in the five communities of Council District 15: Watts, Harbor Gateway, Harbor City, San Pedro, and Wilmington. The Project causes adverse environmental impacts throughout these communities.

The magnitude of the Project, the critical lane closures, and the impact of the detours will be a nightmare for the people who live and work throughout the Harbor Area. Taking a cue from recent Caltrans work, I liken the Project to a Harborgeddon, which will adversely impact residents, workers, and businesses, and disrupt the international supply chain that depends upon the San Pedro Bay complex to operate without pause.

EO.8.1

In my response letter to the Notice of Preparation dated May 25, 2023, I asked Caltrans to consider establishing a project-specific Community Advisory Committee (CAC) to provide proactive coordination between elected leadership, the agency, and local community-based organizations to ensure that the CAC would be ready to provide critical and productive feedback during the Project's life. I appreciate that Caltrans did establish the CAC. As requested in my earlier letter, I call upon Caltrans to continue to convene the CAC throughout the Project's duration - and to give it a real voice - as part of the adopted mitigation monitoring program.

EO.8.2

200 N. Spring St., Room 475 Los Angeles, CA 90012

In that same letter, I also requested that all public comment periods be at least 90 days. Los Angeles has a system of neighborhood councils that advocate on issues such as homelessness, housing, land use, emergency preparedness, public safety, parks, transportation, and sustainability. They also provide local expertise and a voice for our communities. I want to commend Caltrans for granting this request. The extended period allowed neighborhood councils to study, survey, and hear their respective communities' recommendations regarding the Project's adverse impacts. I call on Caltrans to incorporate the Neighborhood Council's comments and mitigation measures into the Project approvals. EO.8.3

Although I fully understand the VTB's economic importance and recognize the Project's necessity, I have significant concerns about its impacts on the air, traffic, safety, and public infrastructure of the Harbor Area communities.

This letter will break down the Project's impacts and required mitigations into different categories. The order of these categories is not intended to indicate an order of importance. All of the impacts and mitigations raised below are of critical importance and must be analyzed and incorporated into the final Project.

PROJECT LENGTH

I want to be clear: this Harborgeddon will be painful for the nearby residents and workers of the San Pedro Bay Port Complex. Every staging option analyzed in the DEIR/DEA is terrible, with differences in the significant impacts being in "intensity" and "duration." Lesser intensity means more significant temporal duration and greater intensity adverse impact results in lesser duration. Neither is fully mitigated in the DEIR/DEA. Having to choose between poor outcomes, I fully support the **Single-Stage Construction** schedule and want to see Caltrans rip off the band-aid and complete the Project as soon as possible. The quicker the nightmare can end for these communities, the better it will be for everyone. EO.8.4

Although the DEIR/DEA identified a duration of 16 months for the single-stage option, I call on Caltrans to mitigate the duration impact by investing in more work crews and hours, increased schedules, and exceptional project management to complete the Project in less time. I will also note that any impacts of delay are compounded by potential overlap with the 2028 Summer Olympics, especially with numerous events scheduled in Long Beach. Please note that approximately 60% of the VTB traffic trips are non-port related. Increases in those trips are expected for significant events, such as the FIFA World Cup in 2026 and the Olympic Games. EO.8.5 EO.8.6

As such, Caltrans must implement mitigations to reduce the duration of the construction project through innovative construction methods, exceptional project management, increased construction hours (such as two shifts/day, weekends, and holidays), and negotiating and funding contractor incentives/disincentives for early delivery of the completed Project. EO.8.7

TRAFFIC MANAGEMENT PLAN (TMP)

I understand that Caltrans has commenced collaboration with some of the affected, adjacent local jurisdictions to develop a Traffic Management Plan (TMP). I call on Caltrans to add a set of mitigation measures to require establishing and funding a task force with all the affected jurisdictions, and staff and fund the task force to design the best possible TMP and fund the implementation of the resulting TMP. Given the geographic proximity of several local jurisdictions, EO.8.8

it is essential and beneficial for all agencies to provide concurrent and ongoing input/recommendations throughout the development, installation and operations of the TMP. EO.8.8

DETOURS, INCENTIVES, AND STREET REPAIRS

Even without this Harborgeddon, Wilmington suffers an undue burden of truck traffic and other goods movement-related issues from the San Pedro Bay Port Complex operations. You can see this impact on its streets on any given day. Turn down many of Wilmington's major arterials, and you'll see trucks idling bumper to bumper. With the bridge's closure, this reality will only get worse during the pendency of the Project. Caltrans' proposed detour route options will affect not only the drivers who take these streets to work daily but also negatively impact the health and safety of those who live and work along the detour routes.

All the DEIR/DEA closure options will require designated detour routes to divert traffic to and from Terminal Island and away from the Project site. These proposed routes are primarily in the Wilmington community. The DEIR/DEA detour alternative routes are:

- West Harry Bridges Boulevard
- Alameda Street
- Anaheim Street
- Pacific Coast Highway (SR-1)
- Henry Ford Avenue (SR-47)
- Terminal Island Freeway (SR-103)

I call on Caltrans to move two categories of mitigation measures related to these proposed detours.

First, the Project requires more East/West detours that begin farther North of the Harbor Area. To avoid pushing all the detour traffic through Wilmington, Caltrans must focus on rerouting traffic heading to the East and West sides of San Pedro Bay before the southbound traffic gets to the Pacific Coast Highway. Signage and public information may reroute the most northerly commutes and traffic before the PCH so that traffic does not default to tracing through Wilmington. Mitigation measures must include more routes farther to the north and adequate notice to commuters and drivers of these added routes. EO.8.9

Second, Caltrans must mitigate the impact, especially on the Harbor Area communities, by repairing and resurfacing each of the selected detour routes before the commencement of the Project to prepare each area for the massive increase in traffic. In addition, a mitigation measure must require Caltrans to repair and resurface each detour route after construction of the Project to return it to the condition that each route was before its use as a detour. EO.8.10

In addition, a significant, adverse omission in the DEIR/DEA does not analyze the cumulative effects of pending road projects near the detour routes. The City of Los Angeles has been preparing to commence construction on several public works projects ("City Projects") that will affect the capacity and efficacy of the detour routes. Among the City Projects are the following: EO.8.11

- Alameda Street widening from Anaheim Street to Pacific Coast Highway
- Alameda Street widening from Harry Bridges to Anaheim Street
- Anaheim Street widening from Farragut Avenue to the Dominguez Channel

Caltrans was made aware of these City Projects, which are well ahead of the Caltrans Project in planning and implementation and soon to commence. There is a risk that the City Projects will be in construction at the same time as the Caltrans Project. The cumulative effect of these multiple public construction sites only increases the significant environmental impacts of the Caltrans Project. The Caltrans detour routes will have an increased detrimental effect on the Wilmington community and will create a perfect storm of truck and commuter traffic. EO.8.11

Therefore, as a mitigation measure for the Caltrans Project, I call on Caltrans to provide the City of Los Angeles sufficient funding to provide early completion incentives for the three streets widening City Projects listed above so they can be completed before the Caltrans Project commences. This is an imperative mitigation measure to avoid the significant cumulative effects of the Project. EO.8.12

PUBLIC INFORMATION/OUTREACH PLAN

In 2011, Los Angeles experienced "Carmageddon." Carmageddon referred to the horrific traffic jams predicted when a bridge reconstruction project required closing a portion of the Interstate 405 freeway on two weekends. Traffic from the closures was expected to back up for miles and spill onto local streets, severely congesting some parts of Los Angeles.

The whole of government—with significant financial resources allocated—responded to Carmageddon. Public officials tried to avert the expected traffic jams by warning drivers to stay away. Some of their messages appealed to civic pride and encouraged responsible voluntary cooperation. Others threatened nightmarish gridlock throughout the region. Media coverage for the first closure was incredibly intense, often gleefully focusing on a likely traffic disaster.

Officials delivered print, radio, online ads, and email blasts to over 6,000 organizations. They configured electronic billboards to broadcast messages alerting highway drivers to the impending closure weeks before the event. Metro used traditional websites, created Facebook pages for the events, and broadcast messages on Twitter, even leveraging celebrity star power for the first event, including Ashton Kutcher and Kim Kardashian.

As a mitigation measure for the Project, Caltrans must be required to create a similar campaign for Harborgeddon. Unlike Carmageddon, which only lasted two weekends, Harborgeddon will last at least 16 months (although that must be mitigated, as described above). I am calling for a significant, professional, multimedia public outreach campaign, funded to an adjusted level to compare to Carmageddon. EO.8.13

In the field, I am calling for substantial detour signage to begin at least 60 days, if not longer, before the start of the detours, with signage on the southbound 110 freeway beginning to make detour announcements before the 105 freeway. I would like to see as much traffic as possible diverted before they arrive in the Harbor Area by encouraging using the 105, 91, and 405 freeways to head east. EO.8.14

Once the Project has commenced, I will call on Caltrans to use the existing Project website to provide changeable message sign information, camera views, real-time speeds, and estimated travel times via existing and temporary infrastructure, directly or via hyperlink. In addition, I am requesting regular project updates through various platforms, including emails, newsletters, signage, social media, etc. EO.8.15

CROSSING GUARDS NEAR SCHOOLS

Several elementary to high school schools are located along the proposed detour routes. I am actively working with the Los Angeles Department of Transportation, Los Angeles Unified School District, and the city's Personnel Department to fill vacancies for crossing guard positions based on current traffic numbers and the highest need. The Project will increase traffic on detour routes and change the calculus of highest need. EO.8.16

To mitigate this adverse impact, I call on Caltrans to require a mitigation measure that provides funding to the City of Los Angeles to recruit and retain crossing guards for each of these schools for the duration of the Project.

CHP ENFORCEMENT AND EMERGENCY/INCIDENT RESPONSE

I am especially concerned that the Project modeling indicates cut-through movement of cars and trucks, impacting collector streets and residential neighborhoods adjacent to traffic detours and the Port of Los Angeles. EO.8.17

As a mitigation measure, I call on Caltrans to pay for around-the-clock CHP truck traffic enforcement officers for the entire duration of the Project.

Additionally, the Metro Freeway Service Patrol (FSP) is a congestion mitigation program managed in partnership with Metro, CHP, and Caltrans on all major freeways in LA County. It is the largest of its kind in the nation, performing approximately 25,000 assists each month. The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently getting disabled vehicles running again or quickly towing those vehicles off the freeway to a designated safe location. Quickly removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. In addition, FSP helps save fuel and reduce air-polluting emissions by reducing stop-and-go traffic.

Therefore, I am requesting that Caltrans add the affected detour areas to the Metro Service Patrols area or to create its own patrol for the Project for the entire duration of the Project. EO.8.18

CONCLUSION

The Project, though necessary, has the potential to create a long, painful Harborgeddon for the people who live, work, and visit the San Pedro Bay Area. These comments and proposed measures are intended to help mitigate the certain and identified impacts of the Project.

Thank you again for the opportunity to comment on the DEIR/DEA. I look forward to reviewing and commenting on the Final Environmental Impact Report/Environmental Assessment when it is released.

Mr. Jason Roach
July 15, 2024
Page 6

Should you have any questions, comments and/or concerns about this project, please do not hesitate to contact me at (213) 473-7015 or via email at Councilmember.McOsker@lacity.org.

Sincerely,

TIM McOSKER
Councilmember, 15th District

cc: The Honorable Nanette Diaz Barragan, Congresswoman (CA-44)
The Honorable Steven Bradford, Senator (SD-35)
The Honorable Mike Gipson, Assemblymember (AD-66)
The Honorable Al Muratsuchi, Assemblymember (AD-65)
The Honorable Janice Hahn, Los Angeles County Supervisor, District 4
The Honorable Holly Mitchell, Los Angeles County Supervisor, District 2
The Honorable Karen Bass, Mayor, City of Los Angeles
The Honorable Tanya Ortiz-Franklin, Los Angeles School Board Member
Wilmington Neighborhood Council
Wilmington Chamber of Commerce
Harbor City Neighborhood Council
Central San Pedro Neighborhood Council
Coastal San Pedro Neighborhood Council
Northwest San Pedro Neighborhood Council

Response to Comment EO.8.1

In order to minimize the potential traffic-related impacts within the local communities, Caltrans will prepare a TMP to outline the actions to be implemented as part of the bridge closures and detours. Part of this plan includes advanced messaging about detours and closures via permanent overhead message signs along the highways approaching the project area and portable changeable message signs at key locations.

Response to Comment EO.8.2

Through implementation of mitigation measure MM-EJ-2, Caltrans is committed to continuing regular community engagement. Caltrans will maintain the CAC and providing a vehicle for regular coordination and communication with the community.

Response to Comment EO.8.3

The comment period was extended to 90 days in order to allow adequate time for the community to review the document and provide meaningful feedback. All the suggested mitigation measures provided by the Neighborhood Councils will be assessed as to their feasibility.

Response to Comment EO.8.4

Support of the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment EO.8.5

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while

considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment EO.8.6

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge will overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with other agencies and special events planned for the region.

Response to Comment EO.8.7

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment EO.8.8

Caltrans Vincent Thomas Bridge Deck Replacement Project formed a TAC in July of 2023 that has met on a monthly basis. The TAC is comprised of subject matter and technical experts from affected agencies and jurisdictions to collaborate, obtain multi-jurisdictional expertise, and address key concerns and reduce project related impacts with the Caltrans design team. The TAC will continue throughout the life of the project and future discussions would include development of the TMP. The TAC includes representatives from multiple agencies of various levels of government likely to be affected by the project, such as cities, the county, public works agencies, councils of government, law enforcement, and the ports. In addition, representatives from the Vincent Thomas Bridge Deck Replacement Project CAC and elected officials or their representatives attend.

Response to Comment EO.8.9

The desire for east/west detour farther north of Wilmington is noted. Currently, Sepulveda Boulevard in the City of Carson is proposed as the northern most east/west street detour. Caltrans will prepare a TMP to outline the actions to be implemented as part of the bridge closures and detours. Part of this plan includes advanced messaging about detours and closures via permanent overhead message signs along the highways approaching the project area and portable changeable message signs at key locations. With advanced noticing, interstate traffic from the north would be directed to use I-405 as a connection between I-110 and I-710.

Response to Comment EO.8.10

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment EO.8.11

Since the release of the Draft EIR/EA, several projects that are planned for the project study area have been revealed which were not known at the time of the NOP which established the baseline for the existing conditions. As required by mitigation measure MM-EJ-1, Caltrans will maintain the TAC and continue to engage in regular coordination with different agencies and projects with overlapping construction to avoid and minimize schedule conflicts. These projects have been included in the Final EIR/EA however with appropriate coordination and management of traffic, the cumulative impact is not expected to be significant.

Response to Comment EO.8.12

In addition to project coordination, Caltrans will consider all other options to remove or minimize the potential impacts of project schedules overlapping.

Response to Comment EO.8.13

The TMP prepared for the project will outline the actions to be implemented as part of the bridge closures and detours. In addition, there will be a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment EO.8.14

Public messaging for bridge closures and temporary detours would begin well in advance of the start of construction. Noticing on area freeways would be placed in locations which would allow drivers ample opportunity to detour from one highway to another.

Response to Comment EO.8.15

Caltrans will maintain a project website during construction and will consider opportunities for providing additional real-time traffic data. Currently drivers can access real-time traffic information from the SoCal 511 website: https://go511.com/Map

Response to Comment EO.8.16

Caltrans will continue to coordinate with Los Angeles Department of Transportation (LADOT) and LAUSD on a regular basis through the Project TAC to develop and implement solutions for safe school crossings for those facilities adjacent a proposed detour route.

Response to Comment EO.8.17

Regular coordination with affected agencies and jurisdictions will continue throughout the life of the project to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts. Currently there is ongoing coordination with law enforcement agencies as part of the CAC/TAC which will continue throughout project construction.

Response to Comment EO.8.18

Caltrans will engage Los Angeles County Metro through the Project TAC to develop and implement solutions for enhanced towing services through the duration of project construction.

Comment EO.9: Tim McOsker on Behalf of Councilmember Tim McOsker's Office

Tim McOsker

Good evening, everyone. Tim McOsker. Council of the 15 -- first of all, great turnout. Great turnout. Let's hear it from you guys. Great turnaround. Let's do it again for the next one, but it's wonderful to be here at World Hall and have a great Wilmington turnout and a great community turnout so thank you. Critically, critically important. I want to ask a question procedurally. How much time does each speaker get? Each speaker gets two minutes. Each speaker gets two minutes. I am going to ask right here and now, typically neighborhood councils and City of Los Angeles get additional time, if they have an official position on neighborhood council, I am going to ask for your indulgence on that. Yes? Neighborhood councils who are speaking for they're a part our official government. It's like you're letting me speak. I am going to ask for additional time. You guys think about it, but I am asking for it. Again, it is critically important. Everything they said about commenting is critically important. Just let me remind you where we are today. There is a draft document out. That's a draft document. The complete document is all of your comments, every single comment you make, like comments, or combined together but every single comment and question you make goes into the document with its answer. With its answer. So your questions are meaningful and your suggestions are meaningful. Because every single suggestion and comment you make with its answer, then goes in front of the decision-making body for them to say, we're now going to approve the project and that is the document upon which this thing will be tested, will be tested. And when I say "tested," I mean, maybe in court. Okay. It's really -- this is real. This is real. Please comment. If you want me to get comments, we've been at community events all over Wilmington, all over San Pedro over the past weeks, and we have my team members have been taking your comments. And we are collecting all of those comments, not to send straight in, but for my comment letter. So I will encourage you to make your comments directly, but if there's something you want me to say, give it to me, because I will be doing a comment letter, okay? And let me give you a rough outline of what my comments will be. There are a number of competing -- we called them competing projects earlier. There are a number of projects that have been on the books for a very long time. Like Alameda, which needs it so badly, right? Alameda is going to get a $90 million improvement. It's going to take a while to spend that kind of money. There's going to be work on the east side of Anaheim, for example, and others that you're aware of. One of my comments is going to be if you do not want the --and then when I say "you," I am talking about State -- if you do not want the bridge project to compete, or overlap, or be in conflict with that project, you can pay the city, you can pay the contractor to work double, triple shifts, and you can help us finish those projects earlier. That will be one of my mitigating (applause). Because we do need -- we cannot, you know, Alameda can't handle the traffic that we're talking about. It has to be redone, right? EO.9.1

So I am also -- I heard the comment, and I appreciate the comment that there will be targeted improvements of our current infrastructure. m not digging the word "targeted." Targeted means limited. So I am going to be looking for substantial compensation directly to the City of Los Angeles, directly to the contractors that we use to get a baseline improvement, because we will be putting on more traffic onto our streets and particularly Wilmington, particularly in Wilmington. So we're going to be looking for a baseline. And we're going to compare that to the end because we know that that's going to get all tore up. And at the end there's going to be work, post-project. After the opening, my comment will be -- I am not saying it's going to come true -- I am saying I am going to fight for this, that, then we will get back up to that standard, that standard of care, that level. EO.9.2

I am also going from here publicly and in my comment letter and throughout, I am going to be making a comparison. I am going to be saying that we all remember. We all remember Carmageddon. Remember Carmageddon? Westside LA. The whole world freaked out. Because Westside LA might get delayed on their way to their yoga appointments or their -- and this is "Harbor-geddon." Everybody remember this. This is Harbor-geddon. It has to be done. We have to repair this bridge. It has to be done. I get that. But this is "Harbor-geddon." And so I want to have -- we're going to be looking at all of those documents and have the same standard of care as if this was the Westside of LA.

So the amount of money that goes into consultants and people who are going to be getting on the radio and getting on TV and talking and pulling their hair out and worrying about and telling people how to avoid the traffic. We're going to have that same standard of care because we deserve it. Every bit of it. I also do not believe that telling folks that getting off on Sepulveda or get off on PCH or get off on here is enough. We gotta start way higher. I mean, you all remember. If you're getting back to the Westside back in those days, you wouldn't be past PCH before you had signs telling you come up on a different route because for God forbid that somebody from the harbor here might plug up traffic on the Westside, right? So we're going to be looking for a far more extensive set of alternative routes. We're going to be telling people as far north as we can, go east or go west. If you're trying to get if you're trying to get to the side, if you're on the Eastside and you're trying to get over to San Pedro, get over now, come on down some other route. Or if you're trying coming down the 110 and you're going to try to get over to the island, get off now and come through Long Beach. We have to do that. Because this is more important than a Westside intersection. This is a facility that allows the world's goods to move. And we have to make sure that the ILW --the women and men of the ILW can get back and forth without competing with someone who's lost trying to find the waterfall. Right. So it -- this is Harbor-Geddon. If we say nothing else, this is Harbor-Geddon. And start earlier, lots of alternative routes, lots of information, spend lots of money on a lot of people telling the world, give us a baseline, fix the roads. If you want our projects out of the way, you can pay us to get out of the way. And we will do it. We will totally do it. And then when you're done, baseline again. So I really – I do not want to diminish the fact that we have to do work. We have to do this work. That bridge is as old as me. And I am falling apart. We gotta do the redecking. But we cannot – we cannot rebuild this amenity which is important to the entire region on the backs of Wilmington and on the backs of San Pedro. But primarily, my friends from San Pedro -- primarily the impact is on Wilmington. And this is the 1-5-0 home for us. Okay. But we treat them all with respect and we appreciate them very much, and we will speak, and we will come back out again at Peck Park. And we will keep making our comments, but I will ask that you have a tight two minutes, get your comments in. This is not your last chance. If you're from neighborhood council, I will ask that you have a little bit more time. Thanks. EO.9.3

Response to Comment EO.9.1

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process, however project costs increase if the construction schedule is not met. Detour route improvements prior to and after project completion will be coordinated with local jurisdictions, including the City of Los Angeles. It is the intention of Caltrans and local jurisdictions to minimize project schedule overlap as much as possible. Coordination between Caltrans and local jurisdictions will be ongoing in the TAC through the end of construction of the Vincent Thomas Bridge Deck Replacement Project.

Response to Comment EO.9.2

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (Section 2.10.4 of the Draft EIR/EA), Caltrans is working with the local jurisdictional agencies, including the City of Los Angeles, to find opportunities to repair detour routes prior to and after construction.

Response to Comment EO.9.3

Public messaging for bridge closures and temporary detours would begin well in advance of the start of construction. Noticing on area freeways would be placed in locations which would allow drivers ample opportunity to detour from one highway to another.

Comments from Native Americans

Comment NA.1: Yuhaaviatam of San Manuel Nation, Eunice Ambriz

From: Caltrans VTB
To: Elizabeth Mazariegos
Subject: Fw: Vincent Thomas Bridge Deck Replacement Project (EA 07-39020) [CA-CTD7-2024-1]
Date: Monday, April 22, 2024 1:48:45 PM
Attachments: Vincent Thomas Bridge Deck Replacement Project.pdf

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From: Eunice Ambriz <Eunice.Ambriz@sanmanuel-nsn.gov>
Sent: Friday, April 19, 2024 12:58 PM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: Vincent Thomas Bridge Deck Replacement Project (EA 07-39020) [CA-CTD7-2024-1]

Dear Jason,

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) regarding the above-referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by the Cultural Resources Management Department on April 17, 2024. The proposed project is located outside of Serrano ancestral territory and, as such, YSMN will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates. NA.1.1

Regards,
Eunice

Eunice Ambriz
Cultural Resources Technician
Eunice.Ambriz@sanmanuel-nsn.gov
O:(909) 864-8933 x 50-2033
M:(909) 649-4867
26569 Community Center Dr Highland, California 92346

Response to Comment NA.1.1

We appreciate your confirmation that the project is outside the Serrano ancestral territory and that consultation is not required.

Comment NA.2: Santa Ynez Band of Chumash Indians, Eric Arredondo

SANTA YNEZ CHUMASH TRIBAL ELDER'S COUNCIL
TO PROTECT AND PRESERVE TRIBAL ANCESTRY, TRADITIONS AND CULTURE

Santa Ynez Band of Chumash Indians
Tribal Elders' Council
P.O. Box 517 ◆ Santa Ynez ◆ CA ◆ 93460
Phone: (805)688-7997 ◆ Fax: (805)688-9578

Friday, June 21, 2024

California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Att.: Jason Roach, Senior Environmental Planner Division of Environmental Planning

Re: Vincent Thomas Bridge Deck Replacement Project

Dear Mr. Roach:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians with the update on the above-mentioned project.

At this time, the Elders' Council requests no further consultation on this project; however, if supplementary literature reveals additional information, or if the scope of the work changes, we kindly ask to be notified.

NA.2.1

If you decide to have the presence of a Native American monitor in place during ground disturbance to assure that any cultural items unearthed be identified as quickly as possible, please contact our office.

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely Yours,

Crystal Mendoza

Crystal Mendoza
Administrative Assistant | Cultural Resources
Santa Ynez Band of Chumash Indians | Tribal Hall
(805) 325-5537
cmendoza@chumash.gov

Response to Comment NA.2.1

Formal confirmation that further consultation with the Santa Ynez Band of Chumash Indians is not required is appreciated. Should additional information of tribal significance be disclosed or if the scope of the project changes, Caltrans will reengage your office.

Comment NA.3: Santa Ynez Band of Chumash Indians | Tribal Hall, Eric Arredondo

RE: {EXTERNAL} Vincent Thomas Bridge Deck Replacement Project

Erica Arredondo <earredondo@chumash.gov>
Fri 6/21/2024 11:54 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

1 attachments (177 KB)
Vincent Thomas Bridge Deck Replacement Project Response Letter.pdf;

Good afternoon,

Please find attached a formal letter stating that no further consultation is needed for the above-mentioned project; however if supplementary literature reveals additional information, we kindly ask to be kept appraised.

Thank you,

Erica Arredondo

Cultural Resources Administrative Assistant

Santa Ynez Band of Chumash Indians | Tribal Hall

Phone: 805-325-6510

earredondo@chumash.gov

www.sycculture.com

Santa Ynez Band of Chumash Indians
Tribal Elders' Council
P.O. Box 517 ◆ Santa Ynez ◆ CA ◆ 93460
Phone: (805)688-7997 ◆ Fax: (805)688-9578 ◆

Monday, July 8, 2024

Department of Transportation
District 7 –Division of Environmental Planning (Project EA 07-39020)
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Att.: Jason Roach, Senior Environmental Planner

Re: Vincent Thomas EIR/EA

Dear Mr. Roach:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians.

At this time, the Elders' Council requests no further consultation on this project; however, we understand that as part of NHPA Section 106, we must be notified of the project. NA.3.1

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely Yours,

Crystal Mendoza

Crystal Mendoza
Administrative Assistant | Cultural Resources
Santa Ynez Band of Chumash Indians | Tribal Hall
(805) 325-5537
cmendoza@chumash.gov

Response to Comment NA.3.1

Formal confirmation that further consultation with the Santa Ynez Band of Chumash Indians is not required is appreciated. Should additional information of tribal significance be disclosed or if the scope of the project changes, Caltrans will reengage your office.

Comments from Organizations

Comment O.1: Western States Regional Council of Carpenters, Ray Lawson

Ray Lawson 5/30/24

Uh, yes. My name is Ray Lawson. I am representing up for the Western State Region of Council of Carpenters. We have over 3,200 members that live right here in the South Bay area. If it has to be done, we can do it. The carpenters can do it. We built the general bridge replacement bridge. We're professional. We're quality control, and we're safe. Bridge building calls for all those components when we're talking about building this bridge. And being a carpenter we want to make sure that we get a good, decent wage being that's going to keep up with the cost of living increases, gas, inflation and everything. We want to be able to make sure that we get local (unintelligible) from the City of Wilmington, San Pedro, Long Beach. We have several hundred carpenters that live here that can do the work. We have a carpenter that's out there coaching the Little League team right now. He's not able to come here right now because he's with his team. That's something that he loves to do, and that's something that the men and women of carpenters that build this love to do. We have a apprentice. We have a young lady back here, that's standing up, as I speak, she's an apprentice. She's an apprentice. We give opportunities for women in the trade. We know that there's a need for women and we will increase them and continue to build on that by getting more women in the trade and get the bread. And so we -- healthcare -- we want to be able to take care of our families. If someone does get hurt on the project, God forbid, they will take care of their families because they have healthcare. So thank you for letting me speak and if it has to be done, the carpenters can do it. Thank you. That's it. O.1.1

Response to Comment O.1.1

This project is being delivered via CM/GC delivery method. The CM/GC is selected during the design phase. While the CM/GC will be responsible for providing the workforce to perform the work, it is likely that the majority of the workers will be from the region due to the large supply of skilled workers in Southern California.

Comment O.2: Western States Regional Council of Carpenters, Ray Lawson

6/4/24, 10:04 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge Deck Replacement Meeting

Ray Lawson <rlawson@wscarpenters.org>
Thu 5/30/2024 3:39 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello,
Will there be an opportunity for public comment at Vincent Thomas Bridge Deck Replacement Meeting at 6:00pm? O.2.1

Thank you,
Ray Lawson

Get Outlook for iOS

Ray Lawson
Representative
Western States Regional
Council of Carpenters
213.703.6231

Download our app:
Google Play | iTunes App Store

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Response to Comment O.2.1

Opportunities for providing comments were available at all of the designated public hearings, including the virtual public hearing on 5/30/24. In addition, comments could be provided through the project email during the public circulation period for the Draft EIR/EA from April 16, 2024, to July 15, 2024, via the Virtual Meeting Room (virtualeventroom.com/Caltrans/vtb/), or by mail to Caltrans District 7 (caltransvtb@virtualeventroom.net).

Comment O.3: Holy Family Catholic Church, Lorena Soto

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, June 6, 2024 1:50:05 PM

From: Lorena Soto
Organization: Holy Family Catholic Church
Email: lsoto.hfc@gmail.com
Phone: 310-549-0011
Street: 1011 East L Street, Wilmington, CA
Zip: 90744
Message: I am writing to express my concerns regarding the ongoing Vincent Thomas Bridge deck replacement project. As an employee and resident of the City of Carson who regularly commutes in the neighboring cities, I have observed the increasing traffic congestion that has become a significant inconvenience for many individuals in our community.

While I understand the necessity of infrastructure projects like the deck replacement, I believe it is essential to address the issue of traffic congestion proactively. The current traffic situation has reached a point where it not only causes delays but also impacts productivity, increases pollution, and poses safety risks to commuters.

Moreover, I am aware that sufficient funding has been allocated for the project, which I strongly believe the project could be complete with an estimated timeframe of two years for completion. However, given the magnitude of the traffic problem, I urge you to explore alternative solutions to alleviate congestion during the construction period. O.3.1

One possible solution could be to divert a portion of the traffic to neighboring cities through alternative routes such Long Beach and Lomita. Wilmington and Carson are congested by traffic from the port. By redistributing traffic strategically, we can minimize the impact on commuters while ensuring the progress of the deck replacement project. O.3.2

Additionally, I would like to propose the implementation of temporary measures such as shuttle services, carpooling incentives, and flexible work schedules to further mitigate traffic congestion during peak hours. O.3.3

I strongly believe that by taking proactive measures and exploring innovative solutions, we can minimize the inconvenience caused by the Vincent Thomas Bridge deck replacement project while ensuring the safety and well-being of commuters.

Thank you for your attention to this matter. I look forward to your prompt action and a collaborative effort to address the traffic challenges in our community
Opt In: on
*You received this message because Lorena Soto signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment O.3.1

In addition to the measures identified in the Draft EIR/EA, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction.

Response to Comment O.3.2

The proposed east/west detour routes were identified to divert traffic from the project area and continue to provide access to Terminal Island and east/west corridors for the traveling public. There is no need for specific detour routes in either Lomita or Long Beach since all streets through these areas would be maintained allowing traffic to travel in any desired direction to reach its destination.

Response to Comment O.3.3

Caltrans does not have the authority to implement the suggested measures, however as previously stated, Caltrans is committed to working with the community and agencies through the CAC and TAC to develop strategies to reduce potential impacts throughout the duration of project construction.

Comment O.4: Rebuilt Caliper Headquarters of America, Graem Elliot

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Wednesday, June 12, 2024 11:57:42 AM

From: Graem Elliott
Organization: Rebuilt Caliper Headquarters of America
Email: graeme@caliperhq.com
Phone: 562-528-8200
Street: 2300 Walnut Ave., Signal Hill, Ca 90755
Zip: 90755
Message: Hello - I have a company in Signal Hill and I live in San Pedro and use the Vincent Thomas Bridge every day both ways. The bridge closure definitely would impact my commute. Today June 12, 2024 at 9:15 am we couldn't use the bridge going east bound. The traffic was baked all the way up to the Gaffey entrance where Gaffey enters the 110 freeway decided to take the Harry Bridges Exit. That one was closed as well. So I took the Anaheim exit. Driving towards Long Beach on Anaheim it was closed too at the Alameda Bridge. It was a total comedy of Bridge Closures. I turned left on one of the residential streets and worked my may to PCH. The drive took an extra 20 minutes. I have to comment that I do take Harry Bridges to Alameda to Anaheim and the condition of certain stretches of the road is incredibly poor undoubtedly caused by the constant semi truck traffic . I'm glad that I have a Jeep Wrangler to go over these sections of road. O.4.1

If your actually keeping score. I prefer option # 4 and close the VT Bridge at night from 7pm to 6am. O.4.2

thanks
Graem Elliott
310-809-7153
Opt In:
*You received this message because Graem Elliott signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment O.4.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment O.4.2

Preference for the Nighttime Bridge Closure option is appreciated.

Comment O.5: Greenbelt Neighborhood Watch, Irma Lara-Venegas

Zeina Abouakl

From: Info <info@virtualeventroom.com>
Sent: Monday, June 17, 2024 8:48 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

Follow Up Flag: Follow up
Flag Status: Flagged

From: Irma Lara-Venegas
Organization: Greenbelt Neighborhood Watch
Email: ivenegas1210@gmail.com
Phone: 3107563952
Street: 1102 Blinn Avenue, Wilmington
Zip: 90744
Message: 1. Who will be responsible for the enforcement of the alternate routes, our community cannot afford to be disturbed with any additional traffic. O.5.1
2. What is the timeline for the mitigation of the existing issues, infrastructure etc. Who will determine the priorities. O.5.2
3. Suggest changing the preliminary Detour Routes further away from Wilmington. O.5.3
4. first choice - full closure, second choice - Night Closure O.5.4

Please make your determinations going above and beyond considering the best interest for our community of Wilmington.

With much appreciation.

Irma

Opt In: on
*You received this message because Irma Lara-Venegas signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment O.5.1

Law enforcement within the neighborhoods within the project area is the responsibility of the Los Angeles Police Department, however Caltrans will continue regular coordination with law enforcement agencies in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Response to Comment O.5.2

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (Section 2.10.4 of the Draft EIR/EA), Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment O.5.3

The detours presented in the Draft EIR/EA represent a range of possible routes. Due to the location of the Vincent Thomas Bridge, location of the community of Wilmington adjacent to the project site, existing roadway network, and geographical constraints of the area, PCH, along with Harry Bridges Boulevard, and Sepulveda Boulevard have been identified as

potential east/west routes to formally detour traffic around the bridge during closures. Both the I-405 and SR-91 freeways are located north of the project study area, however it is likely that motorists coming from areas north of the project area would use freeways such as SR-91 and I-405 as a connection between I-110- and I-710 in order to access locations on either side of the Vincent Thomas Bridge, including San Pedro on the west side of the bridge and Terminal Island on the east side. The determination of the designated detour route(s) to be implemented during construction will be based on feedback from the project stakeholders during formation of the TMP.

Response to Comment O.5.4

Preference for the Single-Stage Construction Option (Preferred) which will completely close the bridge for the duration of construction is appreciated.

Comment O.6: International Longshore Warehouse Union, Sal DiCostanzo

Sal Dicostanzo 5/13/2024

Good evening, my name is Sal DiCostanzo, I am with the International Longshore Warehouse Union. I work as a port liaison and LRC representative. We've been involved with these conversations for some time, and thank you for all the information that you've provided. It seems like you're doing good work here, but I do have one serious concern and that is that repeatedly, from the beginning of this process, the one concern that has been sung as a chorus by almost everyone at every meeting has been that it is not possible to have detour routes under construction at the same time that the bridge redecking process is underway. And yet tonight as we approach -- you know, we get ever closer to the beginning of this project, it seems like that is still a possibility.· I -- I implore you all to coordinate and ensure that at a minimum the Harry Bridges/Alameda corridor is completed and improved and finished before the Vincent Thomas Bridge redecking project starts.To not take that advice will cause numerous delays to all of the work within the port complex as our members have to traverse one of those routes to get to work on time and move the nation's cargo.· So please I implore you. I beseech you.· I beg you do not do these projects concurrently. Thank you so much on behalf of the 15- to 20,000 members of the IOW.· Thank you

O.6.1

Response to Comment O.6.1

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (Section 2.10.4 of the Draft EIR/EA), Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. In addition, with project mitigation measure MM-EJ-2, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction, including projects with overlapping construction to avoid and minimize schedule conflicts.

Comment O.7: Random Lengths News, James Allen

James Allen

Good evening. I am James. Most of you know where I am from -- newspaper or (unintelligible). These are my comments. First of all, I would like to say that the publication of your EIR is deficient. When I look at it today, there are plenty of empty chairs. I understand there's not a full house in the Wilmington meeting. Yet 94,000 people live in San Pedro and another a hundred -- what -- over at Wilmington. And I would mention the faster you build on this project; so I think you're deficient. I don't think you've done the proper advertising and you didn't do enough in the proper outreach in the proper channels for a meeting like this. That's number one. Number two, I -- very much I would like to support --appreciate comments of our Councilman and those speakers who came before us, they're talking about the infrastructure repair, replacement, and all of that. The obviously is under – (unintelligible) is that the on-ramp for 110 Freeway for Harry Bridges is actually -- there -- that's the most obvious on-ramp that get back to the 110 Freeway. If we're going to be using Harry Bridges, but that portion of a Harry Bridges had -- that goes past the Longshore Hall. It's in horrible condition. Absolutely horrible condition. I avoid it as much as possible from where I am, if I need to. So there are some real mitigation methods that are going to be needed. Thirdly, we talk about air quality monitoring. You talk about clean camps. Most of the monitors right now are just equipped with particulate matter· Okay. And lastly, you need to be talking to the neighborhood councils, not interrogate, but monthly, you know. Indirectly, but every month. We have five neighborhood councils. I -- I would like to see your representatives there every month and give live updates and explain what's going on in the of EIR and the bridge construction. Thank you.

O.7.1

O.7.2

O.7.3

O.7.4

Response to Comment O.7.1

Chapter 4 of the Draft EIR/EA identifies the public outreach efforts for the project. Initial efforts included notices to 220 agencies, organizations, and elected officials, over 10,000 flyers distributed in the surrounding communities to notify about the initiation of the project. Social media posts were published by Caltrans and four press releases were published to promote the project, announce the public scoping meetings (in-person and virtual), drive awareness and engagement via the Virtual Meeting Room, and create a call to action for comments from the community. In addition, there have been several informal pop-up events in surrounding communities to engage the local community. A project website has been created to provide ongoing project updates and store project information and archived materials, see: https://virtualeventroom.com/caltrans/vtb/. Outreach efforts for notifying the public of the release of the draft environmental document has included three newspaper advertisements (Long Beach Press Telegram, Daily Breeze, and La Opinion), mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with various newspapers, including the Random Length News, Daily Breeze, and Long Beach Press Telegram. Chapter 4 has been updated for the Final EIR/EA to provide a summary of the outreach efforts related to the public circulation and review of the environmental document.

Response to Comment O.7.2

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (Section 2.10.4 of the Draft EIR/EA), Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. In addition, with project mitigation measure MM-EJ-2, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and

develop strategies to reduce potential impacts throughout the duration of project construction, including projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment O.7.3

Air quality monitoring is not part of this project. With regards to potential impacts related to air quality, a detailed analysis is provided in Section 2.13 of the Draft EIR/EA. The analysis assessed the increased emissions that would be generated by diverted traffic within the surrounding communities during the peak periods for the different construction staging options, as well as emissions associated with construction activities. The results of emissions modeling are presented in Table 2.13-9 of the Draft EIR/EA and indicate that while there would be temporary increases in emissions from diverted traffic within the communities, those increases would be well below the significance thresholds established by the South Coast Air Quality Management meaning that the project-related emissions would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. In addition, as identified in Section 2.13.4 of the Draft EIR/EA, two minimization measures and a project feature would be implemented minimize air quality impacts related to construction emissions, including the requirement for use of Tier 4 engines for all off-road diesel vehicles, which meets the strictest EPA standards for diesel engines.

Response to Comment O.7.4

Regular CAC meetings will continue through the duration of project construction maintaining coordination with affected agencies and jurisdictions in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Comment O.8: International Longshore Warehouse Union, Sal DiCostanzo

Sal Dicostanzo

Good evening. My name is Sal Dicostanzo. I am here speaking on behalf of the ILWU. Any of my brothers and sisters are in the audience today? And all of our members share this concern. Thank you for taking us back to these comments. Most have been mentioned. I am just going to repeat some of the things quickly. There are at least ten detour routes that are under construction, potentially at the same time as this project. We need there to be expenses and penalties for the contractors to be charged so that this project is done as quick as possible. O.8.1 Also, I want to reiterate that already Terminal Island is a food desert. And we need to incentivize food trucks to be there to provide meals for the workers who are moving the nation's cargo. O.8.2 There needs to be (unintelligible) closures and tow trucks on standby to facilitate for broken down vehicles. Please, please, please, to make sure that all of the detour routes are done before this project starts. O.8.3 I'd encourage you to start this project as late as possible, even after the Super Bowl, the World Cup, and the Olympics takes place in '24, '26, and '28. I want to you give you one last thing. And I understand that part of this reason that this project was moved forward because there's $700 million. I want to leave with a couple of statistics. This gateway is important to the local community, the regional area, and the entire country. For the region is responsible for 226,000 jobs. It contributes $19.93 billion in labor income. It contributes $27 billion to the regional GDP. It creates 2.7 million safety local taxes. It generates 48.47 billion in total output. And the 3.1 million jobs nationally, which is 1 in every 51 jobs. So if the cargo is diverted from this gateway to others around the country, which is happening more and more, the economic loss in the State of California will far exceed the $700 million that we're getting from the federal government. So please take that into consideration. Thank you.

Response to Comment O.8.1

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment O.8.2

Caltrans met with the POLA regarding numerous mitigation measures to alleviate impacts due to closures of the Vincent Thomas Bridge. One measure that was discussed was food truck services on Terminal Island. Food trucks have previously operated on Terminal Island but with little economic success. The trucks are going to operate in locations that provide strong business. While Caltrans cannot subsidize food trucks or force them to operate on Terminal Island, through ongoing coordination with the CAC and local chambers of commerce, it can be made clear that there is an opportunity for local businesses to provide food services for workers on Terminal Island while the Vincent Thomas Bridge construction is occurring.

Response to Comment O.8.3

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (Section 2.10.4 of the Draft EIR/EA), Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. In addition, with project mitigation measure MM-EJ-2, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and

develop strategies to reduce potential impacts throughout the duration of project construction.

Comment O.9: Wilmington Chamber of Commerce, Monica Garcia-Diaz

Monica Diaz 5/30/24

Good evening. Monica Garcia-Diaz, Wilmington Chamber of Commerce. I just want to share with you that Wilmington was founded in 1862 as its own city. It is the second oldest in the whole County of Los Angeles, only second to the City of Los Angeles. When we consolidated to Los Angeles in 1909, with 40 percent of our -- approximately 40 percent of our nation's goods moving through Wilmington, we have been carrying the nation's goods on our shoulders for a long time. But to remind you, because the City of Wilmington, we're not new to this; we're built for this. We fight above our weight for a very long time. What we request is that you explore what the best available are. No more meeting the -- the requirements and checking all the boxes of disclosure of equity measures and things blatant terms that apply to every other -- every other community and city. Wilmington is the first mile for this entire nation, and we deserve more. We need to explore the best available, the best available in terms of local employment in preparation for and during. We need to explore the best available for safety measures, for our most vulnerable pedestrian communities, and we also need to explore the best available for mitigations and preparations before, during, and after. And -- and -- and -- and-- the best available everything. O.9.1

Response to Comment O.9.1

The concern for impacts to the local communities is appreciated. In order to minimize potential impacts to the extent feasible, Caltrans has identified several project features and commitments intended to avoid and/or minimize potential project-related impacts. See Appendix C Avoidance, Minimization and/or Mitigation Summary of the Draft EIR/EA for a comprehensive list of these features and commitments to be implemented.

Comment O.10: International Longshore and Warehouse Union (ILWU) Local 13, Sal DiCostanzo

Sal DiCostanzo 5/30/24

Good evening. My name is Sal DiCostanzo. I am a pro liaison of the ILW Local 13. I am here speaking tonight on behalf of myself and extension of our nearly 20,000 members. Are Gina and Tim great or what? Great presentation. I'd like to reiterate their points about offering incentives. They need to be offered and penalties imposed based on the timeliness of the projects. I think that would go a long way regardless of which option we pick. All detour routes that are under repair or scheduled for repair need to be completed prior to the beginning of the bridge construction. Just estimating for our matters, if we have 2,000 members working per day, roughly, give or take, and 200 of them or 10 percent, are ten minutes late, each day over a one to four year period the loss of productivity will grow into the tens of millions, or hundreds of millions of dollars, which offsets the money we're getting from the federal government. With that in mind, I would like you to speak at one point about what the obligating process is for the funds that are dedicated to this project. If we can obligate the money, as late as possible, and still get it from the federal government, I recommend that we do that. We are fighting not just the regular traffic of the Port, but the traffic of the Super Bowl, of the World Cup, and of the Olympics. We need to coordinate and make sure all the corridors. (Applause.) If the full closure is, in fact, utilized, emergency tow trucks need to be staged at the either end of the bridge in order to leave any traffic from a broken down car. We need coordination with the railroads, in order to make sure that the one other option to get out of the terminal isn't blocked by the staging train, while we're trying to get dispatched. Food trucks need to be present on Terminal Island as it is the food desert. If we can keep people working on the dock and keep them from having to go back to San Pedro, Wilmington, or Long Beach for lunch or dinner, that will improve traffic as well. One last comment that I would make is that I noted somewhere in the document that it looked like analysis -- some part of the analysis was completed in the April of 2023. I would suggest that you look at that again because April, as most of us in the industry know, it is a slow time of the year, every year. That is when there's the least amount of traffic. So if you're looking at a traffic analysis of that time of the year, it's not a great year. Number two -- great time of year. Number two, 2023 was a slack year. If you're using that as a metric, it's improper. Because we came off of a high from COVID and we were in a trough and we're just starting to come back out of that. So thank you very much. So thank you.

O.10.1
O.10.2
O.10.3
O.10.4
O.10.5
O.10.6
O.10.7

Response to Comment O.10.1

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment O.10.2

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (Section 2.10.4 of the Draft EIR/EA), Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. In addition, with project mitigation measure MM-EJ-2, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction.

Response to Comment O.10.3

Currently the project is funded through the State Highway Operation and Protection Program (SHOPP) and is subject to reimbursement from the Bridge Investment Program (BIP) grant program of the federal Infrastructure Investment and Jobs Act or IIJA. The

project is eligible for BIP grant funding if it is completed and open to traffic by the Spring 2027 construction deadline set by IIJA.

Response to Comment O.10.4

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

Response to Comment O.10.5

Operations and scheduling of trains is the responsibility of the railroads; however, Caltrans will coordinate proposed closures and detours with the POLA as they are responsible for coordination with railroads within the Vincent Thomas Bridge Deck Replacement Project Study Area

Response to Comment O.10.6

Caltrans met with the POLA regarding numerous mitigation measures to alleviate impacts due to closures of the Vincent Thomas Bridge. One measure that was discussed was food truck services on Terminal Island. Food trucks have previously operated on Terminal Island but with little economic success. The trucks are going to operate in locations that provide strong business. While Caltrans cannot subsidize food trucks or force them to operate on Terminal Island, through ongoing coordination with the CAC and local chambers of commerce, it can be made clear that there is an opportunity for local businesses to provide food services for workers on Terminal Island while the Vincent Thomas Bridge construction is occurring.

Response to Comment O.10.7

Turning movement counts (TMC) were collected for study area intersections in the field in April 2023 but with additional intersections added after the traffic analysis had begun, the latest turning volume data from StreetLight InSight, dated April 2022, was used for the added intersections. The field TMC were compared to the StreetLight TMC, and an average growth factor was derived for each peak period (AM, MD, and PM). The growth factors were applied to the StreetLight volumes derived for the new intersections to bring those volumes to existing 2023 year. For traffic analysis purposes the summer months are not the ideal time to conduct traffic counts since schools are on break and more people are on holiday.

Comment O.11: ILWU OVU, Gina Connelly

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, July 16, 2024 10:11:08 AM

From: Gina Connelly
Organization: ILWU OVU
Email: gconn527@sbcglobal.net
Phone: 3108508118
Street: San Pedro
Zip: 90732
Message: I think the bridge needs to remain open for vehicles and emergency personal. Most of my family including myself work at various locations around the bridge and I donâ€™t feel it would be safe not to have immediate access to the closest hospital, fire station or any emergency responding vehicles. One be should remain open at all times. O.11.1
Opt In:
*You received this message because Gina Connelly signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment O.11.1

Preference for either the Two-Stage Construction Option, Three-Stage Construction Option, or Nighttime Bridge Closure Option all of which maintain some traffic across the bridge throughout construction is appreciated. However, it should be noted the under each option, the bridge closures would be required each night and over multiple weekends with the Two and Three-Stage Construction options.

Comment O.12: CAMS, Abigail Norman

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 13, 2024 10:22:39 AM

From: Abigail Norman
Organization: CAMS
Email: abilibertynorman@gmail.com
Phone: 2138222331
Street: 452 North Patton Ave
Zip: 90732
Message: Mr. Jason Roach
Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main St, MS 16-A
Los Angeles, CA 90012

As a future dedicated college student and resident of San Pedro, I am deeply concerned about the planned repairs to the Vincent Thomas Bridge and the potential impact on our daily lives. While I understand the necessity of these repairs for ensuring the bridge's safety and longevity, I urge the authorities to consider expanding the bridge with additional car lanes. This improvement would not only accommodate current traffic but also future growth, enhancing overall efficiency. O.12.1

Moreover, it is essential to expedite the repair process. Other bridges in the area have been successfully repaired within a timely manner, demonstrating that with proper planning and resources, there is no reason why our bridge repairs should be prolonged. Swift and efficient repairs to the Vincent Thomas Bridge are crucial to minimizing disruption to commuters and maintaining the smooth flow of traffic in our community. Let's work together to ensure this vital infrastructure project meets the needs of all San Pedro residents. O.12.2

Abigail Norman
452 N. Patton Ave.
San Pedro, CA 90732

Opt In: on
*You received this message because Abigail Norman signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment O.12.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. Widening of the bridge to accommodate additional travel lanes, is not feasible as the existing bridge structure and geometry would not support the additional widening that would be required. Also, additional travel lanes would increase the vehicle miles traveled (VMT) through induced demand which would not be a viable alternative.

Response to Comment O.12.2

The shortest construction duration is estimated to be approximately 16 months with use of an orthotropic steel deck or pre-cast deck type. This project is being delivered via CM/GC delivery method. Caltrans and CM/GC work together to develop and finalize the construction schedule while considering the schedule acceleration. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing

the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Comment O.13: California State University Dominguez Hills (CSUDH), Sherri Norman

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 13, 2024 10:16:06 AM

From: Sherri Norman
Organization: CSUDH
Email: slnorman91@gmail.com
Phone: 6513736432
Street: 452 North Patton Ave
Zip: 90732
Message: Mr. Jason Roach
Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main St, MS 16-A
Los Angeles, CA 90012
I am writing about the planned repairs to the Vincent Thomas Bridge as a resident of San Pedro with a spouse and three children.

This will be a burden for many people and impact the traffic and commutes for our friends in San Pedro. I would like to see additional proposals on this project. The timeframe around this project and expected delays with any construction project will impact citizens for many years. Why are other projects so much less time and completed more quickly. It seems as though the local residents haven't been included in these important decisions. O.13.1

Sherri Norman
452 N. Patton Ave.
San Pedro, CA 90732

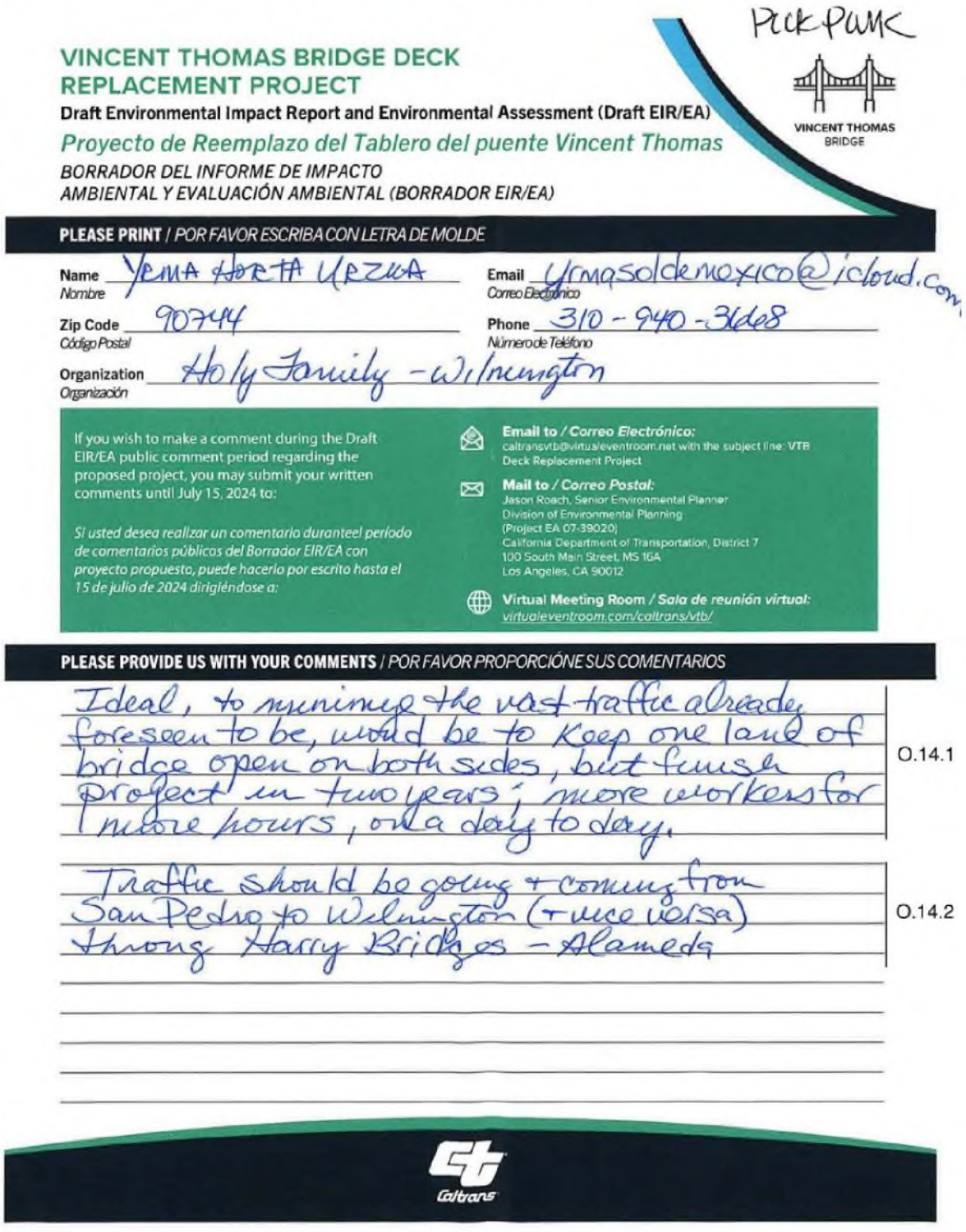
Opt In: on
*You received this message because Sherri Norman signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment O.13.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. As discussed in Section 1.4.8 of the Draft EIR/EA, several other alternatives were considered but eliminated from consideration, including construction of a second deck on the bridge, construction of a new bridge, and construction of a tunnel.

Comment O.14: Holy Family – Wilmington, Yema Horta Urzua



PICK PUNK

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name *Nombre* YEMA HORTA URZUA

Email *Correo Electrónico* Yrmasoldemexico@icloud.com

Zip Code *Código Postal* 90744

Phone *Número de Teléfono* 310-940-3668

Organization *Organización* Holy Family - Wilmington

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario duranteel período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

Ideal, to minimize the vast traffic already foreseen to be, would be to keep one land of bridge open on both sides, but finish project in two years; more workers for more hours, on a day to day. O.14.1

Traffic should be going + coming from San Pedro to Wilmington (+ vice versa) throng Harry Bridges - Alameda O.14.2

Caltrans

Response to Comment O.14.1

Preference for the Two-Stage Construction Option which will maintain one lane of traffic in each direction across the bridge with an estimated construction duration just over 2 years is appreciated.

Response to Comment O.14.2

Harry Bridges Boulevard/Alameda Street is one of the three proposed east/west detour routes.

Comment O.15: ILWU OVU, Lorie Geluz

Peck Park

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre* Lorie Geluz

Email / *Correo Electrónico* loriegeluz@sbcglobal.net

Zip Code / *Código Postal* 90744

Phone / *Número de Teléfono* 310-251-1657

Organization / *Organización* Wilmington Cemetery District / Holy Family church

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

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Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

Suggestion: Finish the project in 2 yrs. close one side at a time that way traffic can still flow, east & west. Traffic should be going from San Pedro to Wilmington via Harry Bridges Blvd to Alameda St. Staying off Anaheim which will cause more accidents & cause extreme traffic jams. O.15.1

Caltrans

Response to Comment O.15.1

Preference for the Two-Stage Construction Option which will maintain one lane of traffic in each direction across the bridge with an estimated construction duration just over two years is appreciated.

Comment O.16: ILWU OVU, Annika Olin

Peck Park

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name *Nombre* Annika Olin

Email *Correo Electrónico* Annikal126@gmail.com

Zip Code *Código Postal* 90732

Phone *Número de Teléfono* (310) 753-7876

Organization *Organización* ILWU

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Los Angeles, CA 90012

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virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

How will you ensure continuous through these alternative routes will any special measures be taken to ensure longshoreman can travel to and from jobsites expeditiously? O.16.1

If the single lane option is chosen, will commercial trucks still be allowed to use the bridge? O.16.2

Caltrans

Response to Comment O.16.1

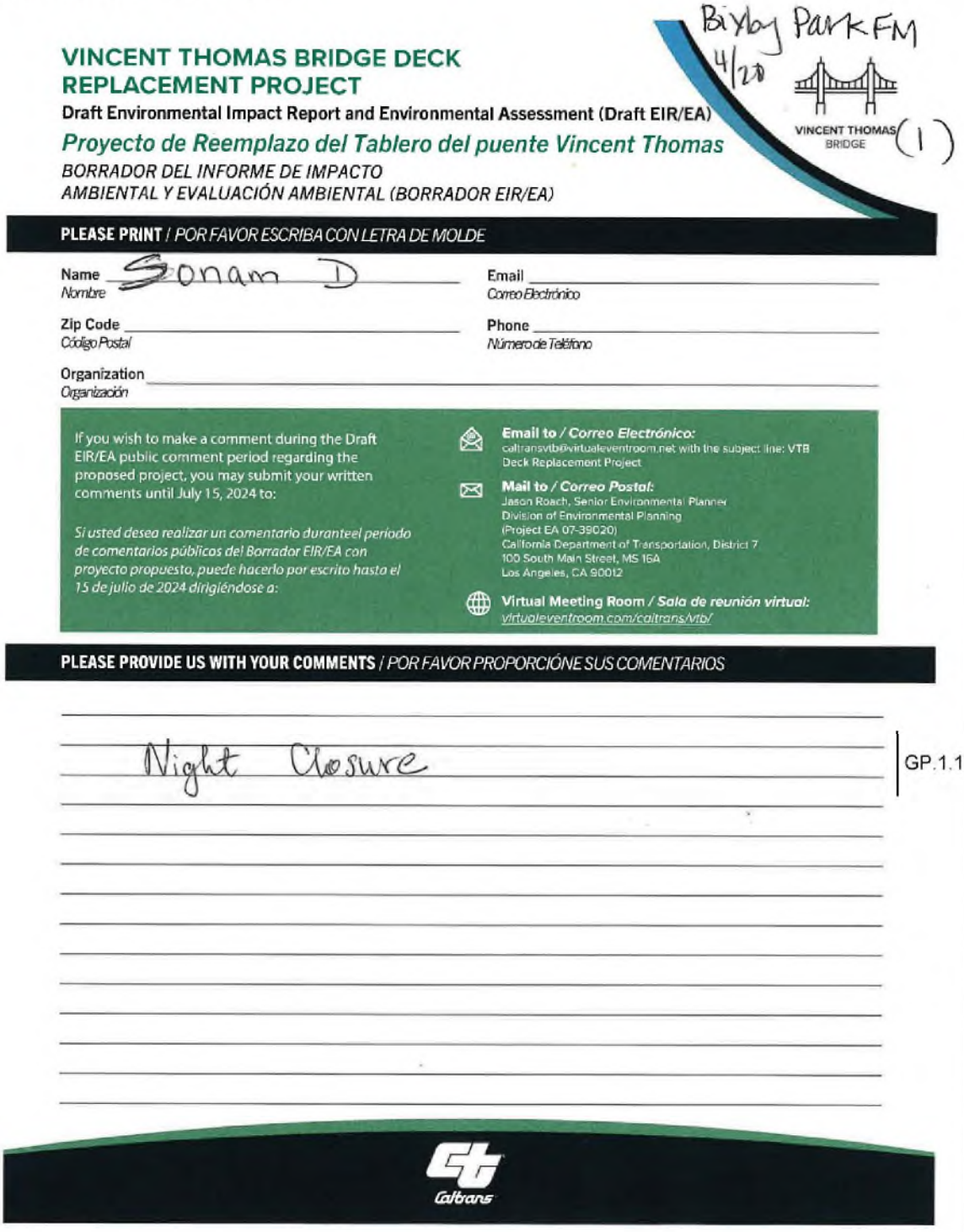
As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary restriping and signal synchronization at multiple intersections along the proposed detour routes and repair of detour routes prior to and after project construction, see mitigation measures MM-TR-1 and MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes prior to and after construction. In addition, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction.

Response to Comment O.16.2

Under the Two-Stage Construction or Three-Stage Construction Option, trucks would be allowed to use the bridge since it is a designated Terminal Access route. A Terminal Access route provides truck access between the National Network Routes and a freight terminal facility under the federal STAA.

Comments from the General Public

Comment GP.1: Sonam D



Bixby Park FM
4/20

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

(1)

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Sonam D

Email / *Correo Electrónico*:

Zip Code / *Código Postal*:

Phone / *Número de Teléfono*:

Organization / *Organización*:

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

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caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

Night Closure

Caltrans

GP.1.1

Response to Comment GP.1.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.2: Kathie Lopez

From: Kathie Lopez
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Friday, April 26, 2024 10:00:26 AM

Dear Caltrans,

I am deeply concerned and frightened about the VTB closure and the alternate routes.

Please fix a few issues prior to suggesting the use of alternate routes.

On occasion the VTB is closed for repairs and I have used alternate routes to get to San Pedro when leaving work after 3 am in the morning. I have found that theses routes are in desperate need of repair and police protection. Alameda St., leading to Harry Fridges Bl., has some horrible and dangerous "potholes", my car has bottomed out. It has been that way for years, why hasn't it been fixed? This road is not suitable for heavy traffic and at night you can't see the defects in the road that can cause damage disabling your vehicle and perhaps a serious accident.

As an elderly female, I avoid Alameda and Anaheim do to the danger and lack of safety measures. I was once driving down Anaheim and found myself in cross fire of a shoot out. Please evaluate the situation from all angles. GP.2.1

Can and should the Wilmington community withstand this invasion of heavy traffic? It is not considerate to them. Is this a safe place to be late at night? How much more damage can the streets take?

A train track runs across those roads and there is a feeling of being trapped when the train is crossing. There is a lack of police patrol. It is just not safe.

Please consider a safety inspection report, repair the roads, and prepare a safe alternate route PRIOR to shutting down the VTB.

Kind regards,

Kathie Lopez

Response to Comment GP.2.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. Law enforcement within the neighborhoods in the project area is the responsibility of the Los Angeles Police Department, however Caltrans will continue regular coordination with law enforcement agencies to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Comment GP.3: Joe Bilings

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Friday, April 26, 2024 7:02:48 PM

From: Joe Billings
Organization: None
Email: billingsjoe37@yahoo.com
Phone: 5624729920
Street:
Zip:
Message: Hello and to who made this concern I've been working on the water for now 25 years I am a third generation Wilmington boy both parents went to Benning High School my grandfather went to high school at Banning but that's it going forward with all this money that San Pedro and the harbor makes in the harbor department handles that area of the bridge why don't we get a new bridge Los Angeles has the money I'm sure they do Port funded all these years if anybody remembers they used to have a toll road that went over into San Pedro and they cost us 50 cents my mother and my father still have the tow tickets to this day put away for memorabilious GP.3.1
Opt In: on
*You received this message because Joe Billings signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.3.1

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights and therefore full replacement is not necessary.

Comment GP.4: Andrew Gerson

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, July 18, 2024 6:51:31 PM

From: Andrew Gerson
Organization: N/A
Email: andygers@pacbell.net
Phone: 310-291-0987
Street: 26151 Vermont Ave #103 Harbor City Ca
Zip: 90710
Message: As a Longshoreman for over 27 years I have lots of experience traveling over the Vincent Thomas Bridge and all the Side streets Including Anaheim street, Gaffey Street ,Harry Bridges, Harbor Blvd and many more. During this time the bridge has been closed many times for one lane at a time. it has minimal impact on travel times and zero impact on residential side streets in Wilmington and San Pedro when it occurs. I feel that a complete closure will have a devastating affect on all of these areas albeit for a shorter duration. major Gridlock will be rampant 24/7. I realize that funding issues are involved but I think that closing just one lane at a time would be a much better option and throwing extra money at Caltrans to work around the clock on it. I realize that I missed the comment period but when I saw the recommendation for complete closure I had to give my opinion. I have a great deal of respect for Tim McOsker and his office but I feel that the partial closure option would work much better. If a decision is for a full closure happen I hope that once it start if a mistake has been realized that the decision can be reversed at that point. Even a trial run of partial and full closures should be tried out to see what actually happens and then decide what is best. Thanks for your consideration... GP.4.1
Opt In:
*You received this message because Andrew Gerson signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.4.1

Preference for either the Two-Stage Construction Option, Three-Stage Construction Option, or Nighttime Bridge Closure Option all of which maintain some traffic across the bridge during the daytime is appreciated.

Comment GP.5: Carlos Calvillo

Zeina Abouakl

From: Info <info@virtualeventroom.com>
Sent: Friday, May 3, 2024 1:25 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: Carlos Calvillo
Organization: Live/Work in the Area
Email: carlos.calvillo@gmail.com
Phone: (661) 644-2948
Street: 638 Beacon St.
Zip:
Message: Please consider adding a bicycle lane to this project that can tie into the bike path on the Long Beach Bridge. That would be awesome. GP.5.1

Opt In: on
*You received this message because Carlos Calvillo signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.5.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.6: Guillermo

Elizabeth Mazariegos

From: Info <info@virtualeventroom.com>
Sent: Thursday, April 25, 2024 2:15 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: Guillermo
Organization: City of Long Beach Resident
Email: gyzmo79@outlook.com
Phone: 310-908-4949
Street: 133 the Promenade N, unit 324
Zip: 90802
Message: The bridge should not be completely closed at any time. The bridge is a significant connector in the region for private and commercial vehicles. Closing the bridge complete will have significant impacts to traffic circulation, emissions and the health of residents in the communities of Long Beach, San Pedro and Wilmington, and potentially in Torrance and Harbor City. Proper staging should be considered and the bridge should maintain at least one lane of traffic for each direction at all times. This was feasible on the complicated construction of the new Heim Bridge, and thus should be feasible for the redecking of the VTB. GP. 6.1 GP. 6.2
Opt In:
*You received this message because Guillermo signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.6.1

As described in Section 1.4.6 of the Draft EIR/EA, all of the proposed staging options would require complete closure of the bridge. The Single-Stage Construction option (Preferred) completely closes the bridge for the duration of construction while the Two-Stage and Three-Stage Construction Options and Nighttime Bridge Closure Option would require complete closure of the bridge every night.

Response to Comment GP.6.2

Both the Two-Stage and Three-Stage Construction Options would maintain one lane of traffic in each direction across the bridge for the duration of construction, however each option would require overnight full closures of the bridge and multiple weekend full closures. Similarly, the Nighttime Bridge Closure Option would keep all lanes of traffic open during the day but completely close the bridge at night.

Comment GP.7: Kurt Canfield

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Friday, May 10, 2024 11:31:12 AM

From: Kurt Canfield
Organization: Car-Lite Long Beach
Email: yeskurtcan@gmail.com
Phone: (240) 678-3414
Street: 3924 E 4th St
Zip: 90814
Message: Add a two-way bike lane by removing a traffic lane. Connect Long Beach to San Pedro via the most direct route for cyclists. It's ridiculous that Caltrans wants to spend $750 million on a bridge and forbid any pedestrians or cyclists from using it. GP.7.1
Opt In: on
*You received this message because Kurt Canfield signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.7.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.8: Gregory Abille

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Friday, April 26, 2024 9:05:09 PM

From: Gregory Abille
Organization: Private citizen
Email: gorioa@gmail.com
Phone: 8053209424
Street: 1364 W 244th St
Zip: 90710
Message: Hello. I am wondering if fog catchers can be installed on the bridge with a piping system to collect the fresh water to tanks below. The water collects can be used for landscaping. GP.8.1
Opt In: on
*You received this message because Gregory Abille signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.8.1

At this time, installation of fog catchers is not included as part of this project.

Comment GP.9: Andrew Carter

Elizabeth Mazariegos

From: Info <info@virtualeventroom.com>
Sent: Thursday, April 25, 2024 2:12 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: Andrew Carter
Organization:
Email: fanofhockey@hotmail.com
Phone: 3102451399
Street: 2149 Grandeur Dr
Zip: 90732
Message: Harry Bridges Blvd needs to be repaired and repaved before this project begins. Also, the work on the Harbor Blvd exit should be done at the same time to kill two birds with one stone. GP.9.1
Opt In: on
*You received this message because Andrew Carter signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.9.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. The Harbor Boulevard Interchange Project is scheduled to begin construction this year with completion anticipated by 2026. Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026.

Comment GP.10: James Erwin

/30/24, 3:57 PM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge Construction

jwerwin80@aol.com <jwerwin80@aol.com>

Fri 4/26/2024 4:56 PM

To:Caltrans VTB <caltransvtb@virtualeventroom.net>

When I read that the Vincent Thomas Bridge could be closed for as long as 41 months, my jaw hit the floor. So did my mood. This bridge is a vital thoroughfare. Can this be done in a way like the replacement of the Carmageddon (405) bridge in LA? I know nothing, so here's what I know. This is a smaller project that replacement of 10 miles of the 405. Sections of the bridge could be pre-constructed for faster installation. The contractors would be given a substantial incentive for early and on-time completion, penalties if the bridge closure takes longer than expected. The bridge gets closed for one week. GP.10.1

Is that possible.

Closing the bridge would seriously screw up my life. I use that bridge to drive to the 110 freeway (from Long Beach) to drive to Redondo Beach. The 710 freeway is always congested. Riding it in the morning is a lab experiment in breathing diesel fumes. Because of that congestion it is more prone to accidents, creating even more congestion. GP.10.2

Sincerely,

James Erwin
Jwerwin80@aol.com

Response to Comment GP.10.1

As described in Chapter 1 of the Draft EIR/EA, there are several construction staging options being considered with differing anticipated construction timelines. The full bridge closure identified as the Single-Stage Construction Option (Preferred) has an estimated construction timeline of 16 or 41 months depending on the deck type chosen. Use of an orthotropic steel deck or pre-cast deck type would require approximately 16 months while the cast-in-place deck type would require approximately 41 months. The other construction staging options under consideration, including the Two-Stage Construction, Three-Stage Construction, and Nighttime Bridge Closure, would maintain traffic across the bridge during the day throughout the construction period and would have estimated construction timelines of 25, 32, and 48 months, respectively.

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process, however project costs increase if the construction schedule is not met.

Response to Comment GP.10.2

Both the I-110 and I-710 have been identified as potential detour routes to divert traffic around the bridge. The potential impacts to vehicular travel resulting from each of the proposed construction staging options is presented in Section 2.10 of the Draft EIR/EA. While it is anticipated that there will be increased traffic congestion and delay along roadways within the project area, these impacts would be temporary and vary in duration and severity depending on the construction staging option implemented. Several measures to help mitigate the impacts have been identified, including MM-TR-1, MM-TR-2, and project feature PF-TR-1, see Section 2.10.4.

Comment GP.11: John Winkler

4/30/24, 10:22 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

John Winkler <jhwinkler@icloud.com>
Mon 4/29/2024 11:44 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Dear Sir,

I am expressing my concerns for the closure and parcel closure of the Vincent Thomas bridge. The closure is expected to last 16 to 41 months and will have a huge impact on those that need to use the bridge.

I feel that this project should be delayed and a proposed study on the feasibility of building a similar bridge along-side the Vincent Thomas bridge. This would allow one-way-traffic on both bridges to merge at both ends at the San Pedro and Terminal Island side.

I feel that the Port of LA and LB will be handing more traffic in the future and therefore there needs to be additional lanes for cars and trucks to travel in a safe and efficient manner.

Not long ago, Long Beach addressed their situation with the new Gerald Desmond bridge that allows smooth traffic flow as well as improved the ability for larger ships to pass under the bridge. GP.11.1

A new bridge in San Pedro could be built higher and therefore would be designed for the future. The old bridge at some point could be dismantled and replaced so both San Pedro bridges would be higher. The new bridges would included new technology and less maintenance.

I feel that the Caltrans approach to not look to the future traffic is a mistake. Having the opportunity to plan for a second bridge at this point in time will save money in the long-run. Since the Port of LA wants to re-arrange the entry and exit at the San Pedro side, it should be thinking of how to plan for merging traffic with two side-by-side bridges.

Note: The other option is to follow the path of Long Beach with their construction of a new Desmond bridge. When the new bridge was built they dismantled the old one and now have new bridge that is attractive and was a good investment for the future.

Sincerely yours,
John Winkler
Retired Longshoreman

https://outlook.office.com/mail/inbox/id/AAQkAGE4YzQwNzVhLWJkMjgtNDdiMy1iMmI2LWE5M2M0OTBlZWJhYgAQAKWc92Hgk%2F5Cn9Ulo3%2Fb9X8%3D 1/1

Response to Comment GP.11.1

The purpose of this project is to address deficiencies of existing bridge deck, not to add additional capacity. As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights and therefore full replacement is not necessary.

Comment GP.12: Thair Peterson

Vincent Thomas Bridge

Thair Peterson <thair@att.net>
Fri 5/3/2024 4:24 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I just read the story in the LB Post about the Vincent Thomas Bridge. As someone who used the VTB for many years, I can't fathom shutting it down completely.
But shutting it down at 7 pm isn't much better. My work shift often ended at 7 pm or later, so that wouldn't have worked for me. It is deadly for anyone who wants to meet friends for dinner or a similar evening event. (I think a similar objection could be voiced for weekend closures, but I'll leave that for others.)

It should be like other Caltrans projects, where night work begins at 11 pm. Unless traffic has substantially increased in recent years, I don't think the single-lane option would be intolerable, and it would be better to have that extended several months longer than to shut down evening traffic entirely. GP.12.1

Thank you.
Thair Peterson
Former resident of San Pedro

Sent from AT&T Yahoo Mail for iPhone

Response to Comment GP.12.1

As described in Section 1.4.6 of the Draft EIR/EA, full closure of the bridge with the Single-Stage Construction Option (Preferred) is one of several construction options under consideration. While maintaining some traffic access to the bridge during the day, full nighttime closures would be required with the Two-Stage Construction, Three-Stage Construction, and Nighttime Bridge Closure Options. To maximize the overnight work windows, the nightly bridge closures would need begin at 7:00 p.m. Multiple weekend closures would be required for both the Two-Stage and Three-Stage Construction Options.

Comment GP.13: Tom Tran

5/6/24, 10:18 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge Public Comment

Tom Tran <ttran@ieee.org>
Fri 5/3/2024 2:40 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

To Whom It May Concern:
Hello, I live in Long Beach, CA and commute to San Pedro, CA daily for work and visiting family. I have experienced first hand as a former resident of San Pedro the burden traffic detours have upon residents within close proximity to major trucking arteries. If given an option, I prefer the option of only night time closures of the VTB for the deck replacement project. This option seems to be the best fit for the local community that would be impacted by the surge of detour traffic through their streets during peak port operational hours and rush hour traffic. Though it doesn't fully mitigate all detour traffic, this option mitigates more than any of the proposed options. GP.13.1

Thank you for your consideration and opportunity to comment,
Tom Tran
525 E. Seaside Way Unit 1206
Long Beach, CA 90802

Response to Comment GP.13.1

Preference for the Nighttime Bridge Closure construction option is appreciated.

Comment GP.14: Cheryl Powell

5/6/24, 10:34 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge closure

Cheryl Powell <chp633@pacbell.net>
Sun 5/5/2024 12:26 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I, Cheryl Powell, use the bridge daily, 5pm-3am, for work on Terminal Island. I vote for one lane being left open in each direction with the occasional closure on the weekends and some nights. The roads and area going from the island to San Pedro are not ideal. The traffic going to work, San Pedro to the island, at 5pm will be horrendous. GP.14.1

Sincerely,

Cheryl Powell

Response to Comment GP.14.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated. However, it should be noted that full bridge closures would be required at night and multiple weekends.

Comment GP.15: Elizabeth Murry

Comment/question for the Vincent Thomas Bridge replacement project

Elizabeth Murry <emurry413@yahoo.com>

Tue 5/7/2024 8:29 AM

To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello,

I'm a Wilmington (zip 90744) resident living close to Pacific Coast Hwy, one of the main streets to be affected by the traffic of the VTB project. My comment/question is:

Will there be a contact number to call and report excess traffic coming through the/my neighborhood? GP.15.1

Obviously, I do not want to call the police, however, I would prefer to contact the office involved with the project to inform them of the issue(s).

Thank you,
Liz Murry
951.529.1903 cell

Response to Comment GP.15.1

During the construction of the project, there will be a specific phone line and e-mail that can be used to report construction-related concerns. Additionally, a Public Information Officer will be assigned to the project to deal with project-related inquiries from the public. Caltrans also has an online service request form at Submit Customer Service Request (ca.gov) to report concerns in areas within the state highway system. The service requests are handled Monday through Friday, 8AM to 4PM. The form is not to be used for highway emergencies but can be used to report a variety of concerns including traffic and work zone concerns, potholes, safety concerns and more.

Comment GP.16: Chris Barley

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 16, 2024 10:07:22 AM

[You don't often get email from info@virtualeventroom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

From: Chris Barley
Organization: Port worker
Email: hausbar1976@yahoo.com
Phone: 3106171828
Street: 30857 Casilina Drive
Zip: 90275
Message: Roads through Wilmington need to be repaired first. La/lb are americas busiest port complex. Roads are horrible and traffic is already a mess. GP.16.1
Opt In: on
*You received this message because Chris Barley signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.16.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.17: Merrique Richelieu

Bixby Park FM
4/28
(4)

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name *Nombre* Merrique Richelieu

Email *Correo Electrónico* m_richelieu@hotmail.com

Zip Code *Código Postal* 90814

Phone *Número de Teléfono* 562 7147933

Organization *Organización*

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario duranteel período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrans/vtb/

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Single stage construction. One phase with few chances of hiccups in construction or failure of management. We have enough alternative routes to make it work. GP.17.1

Caltrans

Response to Comment GP.17.1

Preference for the Single-stage Construction option (Preferred) is appreciated.

Comment GP.18: Patrick Di Bernardo

Zeina Abouakl

From: Caltrans VTB <caltransvtb@virtualeventroom.net>
Sent: Tuesday, April 16, 2024 5:17 PM
To: Elizabeth Mazariegos
Subject: Fw: Three stage plan

From: Patrick D <patrickdibernardo@gmail.com>
Sent: Tuesday, April 16, 2024 10:36 AM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: Three stage plan

I am writing to express my strong support for the proposed three-stage plan for repairing the bridge. This phased approach seems to be the most effective and least disruptive option for all users. However, there's one crucial element that needs to be emphasized: **strictly prohibiting trucks from using the bridge during any closure period**. Trucks, due to their larger size and slower acceleration, significantly exacerbate traffic congestion. Allowing them on the bridge during repairs would create a logistical nightmare, further gridlocking the area for both passenger vehicles and essential deliveries. GP. 18.1

Many of us have undoubtedly experienced the frustration of navigating a single-lane bridge, especially when large trucks are present. It can easily extend travel times by 30 minutes or more. The prospect of enduring such delays for three years due to truck presence during repairs is simply unacceptable.

Let's be frank: the extensive wear and tear on the bridge can likely be attributed, in part, to the heavy weight and constant stress placed upon it by large trucks. Therefore, it is crucial to prioritize the safety and efficiency of repairs by excluding these vehicles during construction.

Thank you for considering my concerns. I urge you to implement the three-stage plan with a strict no-trucks policy during all closure periods. This will minimize disruption and ensure a faster, more efficient repair process for everyone.

Sincerely,
Patrick Di Bernardo

Response to Comment GP.18.1

Support of the Three-Stage Construction Option is appreciated, however restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Comment GP.19: Susan Prichard

Zeina Abouakl

From: Caltrans VTB <caltransvtb@virtualeventroom.net>
Sent: Wednesday, April 17, 2024 1:34 PM
To: Elizabeth Mazariegos
Subject: Fw: Vincent Thomas Bridge Deck Replacement Project

From: SUSAN PRICHARD <sprich1314@aol.com>
Sent: Tuesday, April 16, 2024 7:23 PM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: Re: Vincent Thomas Bridge Deck Replacement Project

Dear VTB
Could you please provide flyers to distribute to our weekly WIN (Wilmington Information Network) meeting?
We are especially interested in the in-person meeting on 5/30/24
Susan P. GP.19.1

On Tuesday, April 16, 2024 at 10:59:32 AM PDT, VTB Deck Replacement Project <caltransvtb@virtualeventroom.net> wrote:

View this email in your browser



YOU'RE INVITED

The **Vincent Thomas Bridge (VTB) Deck Replacement Project** studied the effects that the project may have on the environment and the community. The results of these studies are contained in the **Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)**, which is available for public review and comment from **Tuesday, April 16, to Monday, July 15, 2024.** To view the document, please visit virtualeventroom.com/caltrans/vtb/

Join the project team at a public hearing (one virtual and two in-person) where attendees will have the opportunity to listen to a presentation regarding the Draft EIR/EA results and provide

Response to Comment GP.19.1

250 flyers were provided on 4/26/24. In addition, the flyer was accessible through the project website: https://www.virtualeventroom.com/caltrans/vtb/#materials.

Comment GP.20: JacQuie R

Zeina Abouakl

From: Info <info@virtualeventroom.com>
Sent: Tuesday, April 16, 2024 9:00 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: JacQuie R
Organization: Longshoreman
Email: jrr0988@yahoo.com
Phone: 3105057507
Street: San Pedro
Zip: 90731
Message: Going to be a disaster for all the dock workers. Truckers will be detoured onto Harry Bridges from what im understanding where our hall is at. Weâ€™re going to have a hard time getting in and out of our hall to pickup our work. A train goes through there several mornings a week about 6:20 and takes 15-20 minutes to get through. That backup will be horrible. Not to mention that road needs to be totally repaved before heavy trucker traffic starts going through on the daily. Anaheim to at least Avalon along Harry Bridges. As it is weâ€™re dodging potholes and uneven road to try and avoid tire damage. Also for everyone(Longshore and truckers) to have to use the Henry Ford Bridge to get into APL, Evergreen, NYK, Maersk is going to be a nightmare. You all need to find a solution for this other then just detour EVERYONE onto the same roads. GP. 20.1
Opt In: on
*You received this message because JacQuie R signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.20.1

As identified in Section 1.4.7 of the Draft EIR/EA, Harry Bridges Boulevard is one of several roads being considered for a designated detour route. All the potential routes are considered in the evaluation of potential impacts with specific traffic impacts presented in Section 2.10 of the Draft EIR/EA. As described in Section 2.10.4, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.21: Edgar Furse

Bixby Park FM
4/20 (2)

VINCENT THOMAS BRIDGE

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name *Nombre* Edgar Furse

Email *Correo Electrónico* nerdblubedgar@gmail.com

Zip Code *Código Postal* 90802

Phone *Número de Teléfono* 323 207-6373

Organization *Organización*

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario duranteel período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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Please add a bike or pedestrian lane. GP.21.1

Night Time Bridge Closure GP.21.2

Caltrans

Response to Comment GP.21.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Response to Comment GP.21.2

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.22: Janice Nowinski

Zeina Abouakl

From: Caltrans VTB <caltransvtb@virtualeventroom.net>
Sent: Wednesday, April 17, 2024 2:14 PM
To: Elizabeth Mazariegos
Subject: Fw: The Vincent Thomas Bridge (VTB) Deck Replacement Project

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From: Janice K. Nowinski <janicethemenace1@yahoo.com>
Sent: Wednesday, April 17, 2024 1:48 PM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: The Vincent Thomas Bridge (VTB) Deck Replacement Project

First of all, the Long Beach / San Pedro area just finished 10 years of bridge construction misery of closures, detours and inconvenience followed by a shiny new LB bridge in 2020 - but no one could go anywhere on it for 2 years of pandemic lock down. I was born in LB in 1951 and have lived in San Pedro for another 50 years. Those bridges have been a huge part of my life and frankly I just can't face another years long closure.

Second point, why are you even considering a years long, hugely expensive repair job to a bridge that's the ***same age or older (Opened Nov 15, 1963)*** compared to the Gerald Desmond ***(built in the late 1960s***). GP. 22.1

Quote from the GD Replacement Project ~ The Gerald Desmond Bridge Replacement Project spans the Port of Long Beach's Back Channel with a deck rising 205 feet above the water. The sleek, cable-stayed bridge includes additional traffic lanes, a higher clearance to accommodate the newest generation of cargo ships, and a dedicated bicycle path and pedestrian walkway, including scenic overlooks. With two towers reaching 515-feet into the sky, this is the second-tallest cable-stayed bridge in the United States at the time of its completion.

The Gerald Desmond Bridge Replacement Project provides a critical upgrade to a vital hub in the nation's trade system. The current bridge, **built in the late 1960s**, is in dire need of replacement. It was not designed to handle today's large cargo ships or traffic volumes. When the existing bridge was constructed more than 45 years ago, cargo ships were one-sixth the size they are today. Although the Port of Long Beach's outer docks are "big ship ready" and already handling the world's largest cargo vessels, the existing bridge prevents the new generation of cargo ships from reaching the inner channel. The new bridge will raise the clearance by 50 feet up from the existing bridge height of 155-feet above water.

For the new LB bridge they kept the old bridge in service while planning and beginning the new bridge and managed the difficult construction with very few full closures. If I have to again experience the misery that was new bridge construction at least do it this way and with the worthwhile goal of new, more efficient bridge as the end goal. GP. 22.2

Janice Nowinski

Response to Comment GP.22.1

As described in Section 1.2.2 of the Draft EIR/EA, the existing Vincent Thomas Bridge deck has structural deficiencies and is rapidly deteriorating due to concrete fatigue, primarily caused by heavy truck traffic as well as environmental deterioration due to age and the marine environment the bridge is exposed to. In addition, the existing bridge railings and median concrete barrier need to be replaced because they do not meet the requirements of the new Manual for Assessing Safety Hardware (MASH). The proposed improvements will provide a viable bridge deck, the design life of which is estimated to last decades.

Response to Comment GP.22.2

As described in Section 1.4.2 of the Draft EIR/EA, all proposed construction options would require some bridge closures. The Single-Stage Construction Option (Preferred) would require complete closure of the bridge for the duration of construction. Both the Two-Stage and Three-Stage Construction Options would leave one lane open in each direction,

however full bridge closures would be required each night and over multiple weekends. The Nighttime Bridge Closure Option would allow full traffic across the bridge during the day and full closure each night. The construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights and therefore full replacement is not necessary.

Comment GP.23: Dave Hall

Zeina Abouakl

From: Info <info@virtualeventroom.com>
Sent: Tuesday, April 16, 2024 5:46 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: Dave Hall
Organization:
Email: bittermelondave@gmail.com
Phone:
Street: 1047 Chestnut Ave, Long Beach, CA 90813
Zip: 90813
Message: I am concerned about the impact on the peregrine falcon and any other birds of prey that nest under the bridge. What mitigation measures are in place to mitigate these impacts? GP.23.1
Opt In: on
*You received this message because Dave Hall signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.23.1

As identified in Section 2.19.3.6 of the Draft EIR/EA, it is not expected that the project would cause injury or mortality to nesting birds, including peregrine falcons, with the inclusion of avoidance, minimization, and mitigation efforts. The avoidance, minimization, and mitigation measures have been updated and are described in Section 2.19.4 of the Final EIR/EA. The proposed measures include installation of exclusionary devices on the bridge prior to nesting season, preconstruction and construction surveys, artificial nest platforms, and more. In addition, Caltrans will comply with all applicable laws protecting nesting birds and birds of prey.

Comment GP.24: Lucas Simmons

Zeina Abouakl

From: Info <info@virtualeventroom.com>
Sent: Wednesday, April 17, 2024 3:59 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: Lucas Simmons
Organization:
Email: loomtronic@gmail.com
Phone: 3104398946
Street:
Zip:
Message: I strongly support the bridge deck replacement project on the Vincent Thomas Bridge as it is crucial for enhancing the connectivity between the South Bay and Long Beach. The inclusion of multimodal transport options, such as protected bike lanes, is essential. These improvements will not only facilitate safer and more efficient transportation for all users but also promote environmental sustainability. I urge that these bike lanes be well-maintained to ensure their long-term usability and safety. This project represents a significant step forward in meeting the transportation needs of our diverse community. GP.24.1
Opt In: on
*You received this message because Lucas Simmons signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.24.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.25: Danny V.

Bixby Park FM
4/27 (3)

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name Danny V
Nombre

Email _____
Correo Electrónico

Zip Code _____
Código Postal

Phone _____
Número de Teléfono

Organization _____
Organización

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario duranteel período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

Night time closure GP.25.1

Caltrans

Response to Comment GP.25.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.26: James Allen

From: James Allen <james@randomlengthsnews.com>
Sent: Thursday, April 25, 2024 2:52 PM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA),

Does this need to have a published LEGAL NOTICE?
Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA), GP.26.1

Thank you,
James Preston Allen, Publisher

t 310.519.1442 | f 310.832.1000
1300 S. Pacific Avenue, San Pedro, Ca 90731
www.RandomLengthsNews.com

In the worst of times a vigilant press is essential to the freedom of thought and expression in a free democratic society. In the best of times, it is informative, entertaining and thought provoking. Random Lengths provides news for all times.

☐Reply ☐Forward

Response to Comment GP.26.1

The Notice of Availability for the Draft EIR/EA was published on April 16, 2024. In addition, the notice and project documents are available to the public on the project website: https://virtualeventroom.com/caltrans/vtb/#materials.

Comment GP.27: Patrick Bernardo

Elizabeth Mazariegos

From: Info <info@virtualeventroom.com>
Sent: Thursday, April 25, 2024 2:03 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

From: Patrick DiBernardo
Organization:
Email: patrickdibernardo@gmail.com
Phone:
Street:
Zip: 90731
Message: I am writing to express my strong support for the proposed three-stage plan for repairing the bridge. This phased approach seems to be the most effective and least disruptive option for all users. GP. 27.1

However, there's one crucial element that needs to be emphasized: strictly prohibiting trucks from using the bridge during any closure period. Trucks, due to their larger size and slower acceleration, significantly exacerbate traffic congestion. Allowing them on the bridge during repairs would create a logistical nightmare, further gridlocking the area for both passenger vehicles and essential deliveries. GP. 27.2

Many of us have undoubtedly experienced the frustration of navigating a single-lane bridge, especially when large trucks are present. It can easily extend travel times by 30 minutes or more. The prospect of enduring such delays for three years due to truck presence during repairs is simply unacceptable.

Let's be frank: the extensive wear and tear on the bridge can likely be attributed, in part, to the heavy weight and constant stress placed upon it by large trucks. Therefore, it is crucial to prioritize the safety and efficiency of repairs by excluding these vehicles during construction.

Thank you for considering my concerns. I urge you to implement the three-stage plan with a strict no-trucks policy during all closure periods. This will minimize disruption and ensure a faster, more efficient repair process for everyone.
Opt In:
*You received this message because Patrick DiBernardo signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

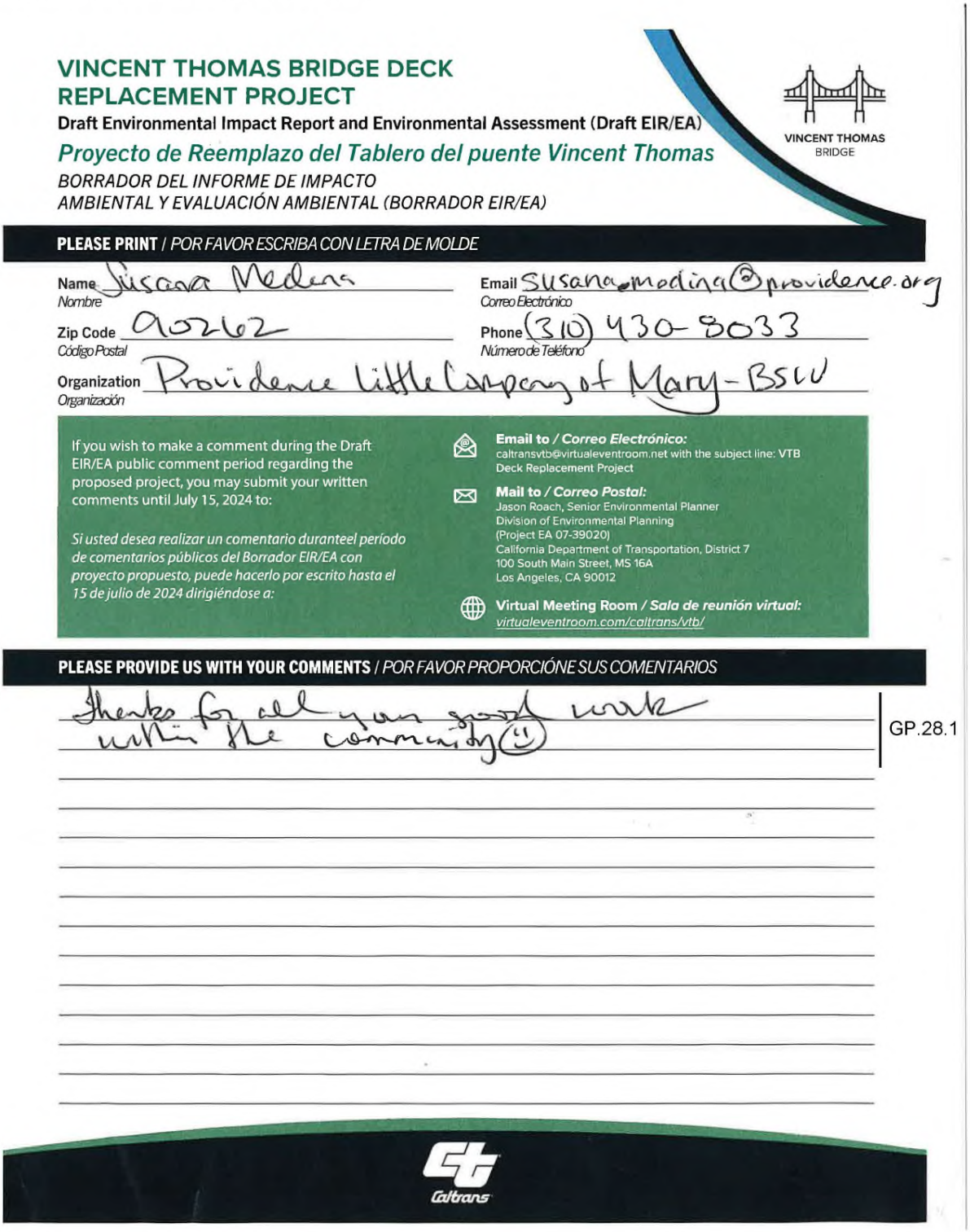
Response to Comment GP.27.1

Support of the three-stage construction option is appreciated.

Response to Comment GP.27.2

Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Comment GP.28: Susan Medina



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Susana Medina

Email / *Correo Electrónico*: Susana.medina@providence.org

Zip Code / *Código Postal*: 90262

Phone / *Número de Teléfono*: (310) 430-8033

Organization / *Organización*: Providence Little Company of Mary - BSLV

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Si usted desea realizar un comentario duranteel período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

Thanks for all your good work within the community (:)

GP.28.1

Caltrans

Response to Comment GP.28.1

Support of the project is appreciated.

Comment GP.29: Dave Hall

4/30/24, 10:31 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement

Dave Hall <bittermelondave@gmail.com>
Sun 4/21/2024 8:04 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Dear CALTRANS:

Just a note that I am very interested in the raptor nesting site under the bridge and mitigation measures for disturbance to this wildlife species. When will the nesting site(s) be restored to the bridge? What does the Department of Fish and Game comment on this species and the replacement plans/ Thank you. GP.29.1

Best,
DAVE HALL
1047 Chestnut Avenue
Long Beach, CA 90813-2921

Response to Comment GP.29.1

As identified in Section 2.19.3.6 of the Draft EIR/EA, it is not expected that the project would cause injury or mortality to nesting birds, including peregrine falcons, with the inclusion of avoidance, minimization, and mitigation efforts. The measures are described in Section 2.19.4. The proposed measures include installation of exclusionary devices on the bridge prior to nesting season, preconstruction and construction surveys, artificial nest platforms, and more. In addition, Caltrans will comply with all applicable laws protecting nesting birds and birds of prey.

Comment GP.30: Lisa Noble

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Wednesday, May 22, 2024 9:43:30 AM

From: Lisa Noble
Organization:
Email: lisanobleconsults@gmail.com
Phone: 3104984609
Street: 3820 Ocana Avenue
Zip: 90808
Message: Looks like you guys are doing a great job thinking this through. Since all the options look like they take almost the same amount of time to complete, I guess it comes down to cost. Thanks for the providing the virtual open house and the recording of the meeting. All very helpful. Good luck. GP.30.1
Opt In:
*You received this message because Lisa Noble signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.30.1

As described in Chapter 1 of the Draft EIR/EA, there are several construction staging options being considered with differing construction timelines. The full bridge closure identified as the Single-Stage Construction Option (Preferred) has an estimated construction timeline between 16 or 41 months depending on the deck type chosen. Use of an orthotropic steel deck or pre-cast deck type would require approximately 16 months while the cast-in-place deck type would require approximately 41 months. The other construction staging options under consideration, including the Two-Stage Construction, Three-Stage Construction, and Nighttime Bridge Closure Options, would maintain traffic across the bridge during the construction period and would have estimated construction timelines of 25, 32, and 48 months, respectively.

Comment GP.31: Richard Beaver

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, May 25, 2024 4:41:41 PM

From: Richard Beaver
Organization:
Email: beaverrichard77@gmail.com
Phone: 3109742088
Street: 21345 Hawthorne Blvd Torrance, Ca
Zip: 90503
Message: I traveled on the Vincent Thomas Bridge at couple of times to get to Long Beach. I agree the bridge and the approaches on both sides need to be improved. In addition to resurfacing the bridge, I also suggest an improvement in the lighting system and traffic signage. Currently, traveling over the Vincent Thomas Bridge during hours of darkness is pretty unsafe. There is inadequate lighting on the bridge itself and the approaches on Terminal Island and in San Pedro. The overhead signs in the bridge area inadequate and difficult to read because of their size. My feeling is the entire bridge needs to be replaced with something more modern and with more traffic lanes in each direction that are wider. GP.31.1 GP.31.2
Opt In: on
*You received this message because Richard Beaver signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.31.1

As identified in Section 1.4.1.2, in addition to replacement of the bridge deck, median concrete barrier, and guardrails, light fixtures will be upgraded to include LED160 lights.

Response to Comment GP.31.2

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades.

Comment GP.32: Chris Barley

From: Chris Barley
To: caltransvtb@virtualeventroom.net
Subject: VTB
Date: Thursday, May 16, 2024 9:58:21 AM

Hi,

Before you work on the bridge the roads in and around Wilmington need to be repaired first. You do realize this is America's busiest port? GP.32.1

Chris

Response to Comment GP.32.1

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction, see Section 2.10.4 of the Draft EIR/EA.

Comment GP.33: Michael Dino

From: Michael Dino
To: caltransvtb@virtualeventroom.net
Subject: VTB Project
Date: Tuesday, May 28, 2024 10:36:16 AM
Attachments: The Bridges That Good Planning and Execution Rebuilt FHWA.pdf

Attached is an article on how the Federal Highway Administration (FHA) used a modern engineering technique to repair several bridges in the Washington DC area without major disruptions to traffic. The project used precast bridge deck panels produced offsite which significantly reduced the number of days traffic was disrupted. The article also discusses how meticulous planning and close communication with all affected parties was critical. The project won rave reviews from the public and local politicians and won an award for engineering excellence. CalTrans should discuss with FHA staff the feasibility of using this technique for the VTB project. GP.33.1

Mike Dino.

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Public Roads - September/October 2002

Date: September/October 2002
Issue No: Vol. 66 No. 2

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The Bridges That Good Planning and Execution Rebuilt

by Gary Jakovich and Jorge Alvarez

The redecking of three bridges, plus minor deck repair on a fourth, along the George Washington (GW) Memorial Parkway in Langley, VA, is an informative case study of how meticulous planning, use of modern engineering techniques, and well-coordinated execution ensure that a complex construction project can be carried out without major disruptions in traffic flow.

The GW Parkway bridge project spearheaded by the Federal Highway Administration's (FHWA) Eastern Federal Lands Highway Division (EFLHD)proceeded so smoothly that it won immediate praise from the media and the traveling public. In February 2002, FHWA officially recognized the efforts of the project team, by awarding its Award for Engineering Excellence.

A key aspect of the project was the use of precast panels that helped reduce the number of days that normal traffic was disrupted to just 10 weekends, versus the several months that would have been required if the traditional technique were used.



Condition of loop road, before construction.



Condition of loop road, after construction.

The Challenge

EFLHD is responsible for engineering safe and environmentally sensitive roadways and bridges on some of our Nation's most beautiful land. EFLHD provides a range of transportation engineering services to Federal agencies,

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including the planning, design, construction, and rehabilitation of federally owned highways and bridges. The division serves 31 Eastern States, Puerto Rico, the Virgin Islands, and the District of Columbia.

One of EFLHD's principal client agencies, the National Park Service, owns and operates the GW Parkway. The parkway is a four-lane divided highway that stretches about 64 kilometers (40 miles) along the Potomac River, beginning at Mount Vernon at its southern end. The four bridges, 1.6 kilometers (1 mile) from each other, are located at the northern end of the parkway. Two creeks called Dead Run and Turkey Run are each spanned by a northbound and a southbound bridge.

The bridges were in need of repair because the decks the concrete riding surface that cars drive over had developed visible surface deterioration in some places, exposing the reinforcing steel underneath the concrete surface. The EFLHD project team evaluated concrete cores that it had taken from the decks and decided that the level of concrete deterioration was such that the best course of action for three of the four bridges was to replace the decks completely. The deck of the fourth bridge had been replaced in 1975 and was judged to be in good condition, requiring only that the existing asphalt overlay be replaced with a concrete overlay. The overlay a sacrificial layer of concrete with either latex or microsilica additives to make it less penetrable by water is intended to prevent the penetration of corrosive road salts into the reinforced deck concrete underneath.

The key problem was that the bridges are in the Washington, DC, area one of the most high-volume traffic areas in the country. The four bridges carry an average daily volume of approximately 43,000 vehicles. The National Park Service was greatly concerned about inconveniencing motorists and causing traffic delays. Shutting down the bridges for days let alone weeks was clearly not an option.

The challenge before the EFLHD team was to come up with an engineering solution and also to handle the logistics in such a way that would minimize traffic delays.

Precast to the Rescue

To speed the deck replacement, the project team decided to use a technique that EFLHD had used only once before precast panels. This technique enables the bridge deck to be cast off-site in sections or panels. The panels then are transported to the site as soon as they are ready to be inserted.

The fact that the casting is done off-site inside an enclosed building allows for better quality control. For the GW Parkway project, the bridge sections were precast in southern Virginia by Bayshore Concrete Products Corporation.

Use of the precasting technique allowed the project team the flexibility to carry out the work during lean traffic hours and not affect traffic during peak hours. "You can't adequately accommodate traffic during rush hours using conventional bridge replacement methods," says Ken Atkins, project manager with EFLHD. "You'd take out two travel lanes over a long period of time. With 2,000 vehicles per lane per hour, we needed those lanes during the rush hour."

In the traditional technique, after the existing decks are taken off, a new framework of reinforcement is tied into place and the concrete is cast on-site. "You have to place reinforcing steel, then pour the concrete in," says Keith Wong, technology coordination engineer with EFLHD. "After that, you have to wait for the concrete to cure and gain strength before you can put traffic on. At a minimum, it takes about 28 days." He adds that 10 years ago another bridge was refurbished on the parkway using the traditional method, and it took several months.

This project was only the second time EFLHD had used precast panels to replace an existing deck. EFLHD has not traditionally used precast panels in deck replacement projects for two main reasons. One is that panels have to be custom-made for each bridge, and most of the bridges that EFLHD constructs are of moderate length and do not require enough panels to make precasting the most economical alternative. "Precasting thrives on

replication," says Hratch Pakhchanian, EFLHD's structural design engineer for the project."If you're only making a few non-standard pieces, it's not economical."



Turkey Run Bridge before construction.



Turkey Run Bridge after construction.

The other reason for EFLHD's limited use of precast panels is that many of the EFLHD bridge rehabilitation projects do not take place in high-traffic urban environments where the need to complete the work quickly overrides the concern over the economy of scale for precasting deck panels.

Other factors that influence the decision to use precast are the cost of transporting the precast pieces and the additional engineering that is required. However, in locations where the weather dictates a short construction season, or where concrete plants are not located within practical distance from the site, as is the case in Alaska, for example, this method is used routinely.





Removal of the old bridge deck slabs.

The GW project essentially presented a situation where the driving issue was the tight time available to perform the work. EFLHD realized that completing the project with minimal disruption to the traveling public was crucial. Despite the cost factor, the good experience at the GW Parkway and other projects has prompted FHWA to encourage more frequent use of this technique for high-traffic bridges.

Weekend Work

The project team decided that the tasks of replacing bridge decks, adding overlays, and replacing railings were to be restricted to the weekends when traffic volume is relatively low. A 23-stage traffic control plan was designed that maintained one lane of traffic for each direction of traffic. During weekdays, all four lanes were kept open.

Factoring that 142 panels were to be placed and post-tensioned in stages, the project plan estimated that the entire work would span 10 weekends. The contract stipulated that a bridge could be closed for construction work on Friday at 7 p.m. and had to be reopened by 5 a.m. Monday. During this window, the construction team had to remove the deck and railing, and place the new panels, then install and tension longitudinal prestressing tendons to connect the panels so they would perform as a monolithic deck.



Placing the new deck slabs.

Choosing the Contractor

EFLHD chose the "competitive negotiated procurement" process to award the contract. In this kind of procurement, technical and price proposals are requested from the contractors. The contract is awarded to the most technically qualified bidder based on initial proposals received, or after negotiations are conducted to clarify any technical and pricing issues in the bids.

The procurement process involved a solicitation notice that clearly indicated that the contract would be awarded based on factors other than just price. Other factors included the time of project completion, previous performance of the contractor, and the construction methodologies employed.

For the GW Parkway bridges, EFLHD had to find a contractor with the capabilities and proven track record to deal with such a complex and time-critical project. The value of the construction contract was $4.2 million.

EFLHD evaluated the resulting bids using established criteria price, time, method, and experience followed by interviews with the top three bidders. The evaluation panel consisted of EFLHD officials along with a Park Service representative. The contract was finally awarded on a "best-value" basis to Shirley Construction of Newington, VA.



Placing latex-modified concrete overlay.

Partnerships and Coordination

To help ensure a smooth working relationship among the various organizations, a partnering charter was developed and signed by the National Park Service, FHWA, and the contractor. The on-site EFLHD project engineer held weekly meetings to discuss project issues and potential problems, ensuring that all parties were aware of what had to be done. Minutes were kept with a "to-do" list.

The partnership approach was crucial in ensuring good communication, teamwork, and cooperation among the organizations. "It minimized unforeseen issues," says Ramesh Kotadia, assistant construction project engineer with EFLHD. "There was a detailed scheduling process for the critical weekend work. We'd reach agreement with the contractor on what work they'd be doing each weekend. We gave them a traffic control scheme to sequence the whole thing. Bridge deck replacement first, overlay, stagger, and so on."

EFLHD's construction team, the National Park Service, the contractor and subcontractors, and the Park Police all took part in the weekly meetings. Since the project involved time-bound operations every weekend, the participants discussed the following weekend's operations including the

types of shutdown and preparatory activities during weekdays. "Staying in close touch with weekly meetings was absolutely essential," says Atkins. "This was particularly so, because time was the critical thing. We can't afford to have things drag on in this type of project."

The planning and coordination clearly paid off. The construction activity, which began on April 17, 1998, and was completed on June 29, 1998, was completed in the 10 weekends as scheduled. The overall costs associated with the preliminary engineering (PE) and construction engineering (CE) accounts were under budget. The final PE for the project was 9.9 percent of the construction contract (target value: 10 percent). The final CE was 10.9 percent (target value: 12 percent).

In the crucial area of customer satisfaction, the project scored a 90.3 percent (target value: 85 percent) on the completed project survey for those directly involved in the process and an average of 88.6 percent (target value: 85 percent) on the project development survey.

Keeping the Public Informed

Another key aspect was the use of a variety of communication tools to keep the public informed before and during the construction. A brochure was distributed to local businesses, hospitals, colleges, regional and local newspapers, and news associations within a 40-kilometer (25-mile) radius to inform them of the upcoming construction work, including the times and places of lane closures. In addition, weekly updates were added to EFLHD's Web site, which was linked to the Intelligent Transportation Systems of SmarTraveler®. This linkage enabled motorists to log on to the SmarTraveler Web site and find out the work and lane closures scheduled for the coming week.

FHWA also met with local radio stations and the Virginia Department of Transportation to provide a summary of the project. Radio stations were updated about the schedule of work and lane closures. In fact, Bob Marbourgh, a radio personality with WTOP, gave the project high praise during a Park Service media meeting.

Advance warning signs let drivers know that they could take alternate routes. Naturally, some inconvenience to the traveling public is inevitable when any construction work is carried out in such a high-traffic zone. But by issuing advance notices and information, the team helped reduce delays for commuters. The lack of major traffic backups during the entire project was testimony to good planning and coordination. According to Park Superintendent Audrey Calhoun, "[The work] was done with minimum disruption to the public, and I don't believe that we received any complaints and any time that happens it's a plus."

Indeed, the special efforts of the project team did not go unnoticed by the public. In a letter to The Washington Post's "Dr. Gridlock" column, Robert Gerard of Bethesda, MD, went so far as to suggest that "before undertaking any major road repairs, all [State, local, and Federal] officials should spend a day with whoever was responsible for managing the repairs to the GW Parkway bridge. Those repairs were a model of how to repair roads with an absolute minimum of inconvenience to the public. Well done!"

What more could a project team ask for?

Gary Jakovich is a 1976 graduate of Renssaelaer Polytechnic Institute in Troy, NY, where he earned a bachelor's degree in civil engineering. He joined FHWA in 1978 as a trainee in the Highway Engineer Training Program. In 1979 he was assigned to the Bridge Design Office in EFLHD and has remained with that office since then. He is currently a design team leader. Over the years he has participated in the design and construction of numerous bridge projects, two notable ones being the Linn Cove Viaduct and the Arch Bridge over Tennessee Rte. 96.

Jorge Alvarez studied civil engineering at the University of La Paz in Bolivia, South America, and earned a degree in civil engineering at the University of Kentucky. He has done highway research for the Kentucky Department of Transportation research laboratory, highway investigation for the World Bank in South America, highway and metro design in the private sector,

management and supervision as a vice president of an engineering company, and has served as project engineer for construction projects for EFLHD.

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Response to Comment GP.33.1

As identified in Section 1.4.2 of the Draft EIR/EA, the use of pre-cast deck types is under consideration and would result in a construction duration of approximately 16 months compared to approximately 41 months for a cast-in-place deck type.

Comment GP.34: Douglas Shiels

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, April 27, 2024 6:55:42 PM

From: Douglas Shiels
Organization: Private Citizen
Email: dgshiels1@aol.com
Phone: 5624332548
Street: 3205 E 1st St
Zip: 90803
Message: I strongly prefer options that leave a lane open on the bridge even if it extends the construction timeline. Iâ€™m concerned about traffic impacts on the 710 and surface roads from Long Beach through Wilmington if the bridge is completely closed. GP.34.1
Opt In:
*You received this message because Douglas Shiels signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.34.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated.

Comment GP.35: Holly Torpley

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, May 11, 2024 5:27:17 PM

From: Holly Torpey
Organization:
Email: holly.torpey@gmail.com
Phone: 5622982848
Street: 841 Terraine Ave
Zip: 90804
Message: Please add bike infrastructure on the outside of the bridge like on the Intâ€™l Gateway bridge! GP.35.1
Opt In: on
*You received this message because Holly Torpey signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.35.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.36: Lorie Dolce

From: Caltrans VTB
To: Elizabeth Mazariegos
Subject: Fw: VTBridge
Date: Thursday, April 25, 2024 9:29:38 AM

From: Lorie Dolce <lorie.dolce@gmail.com>
Sent: Wednesday, April 24, 2024 10:29 PM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: VTBridge

Hi,

Please just consider building a new bridge rather than a bandaid fix for a whole lot of money. Long Beach did it and why not consider this type of modernization. Your plan will put too much stress on the transportation community. GP.36.1

Thank you

Lorie Dolce

Response to Comment GP.36.1

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights and therefore full replacement is not necessary.

Comment GP.37: Nicole

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 16, 2024 3:54:33 PM

From: Nicole
Organization: N/A
Email: navand1988@gmail.com
Phone:
Street: 15127 S Budlong Ave, Gardena, CA
Zip: 90247
Message: I saw the options for construction and I just wanted to provide my feedback that I hope you choose the nighttime construction option. The reason for this is because, although it will still lead to some disruption (due to 1 lane, etc), it will also be the least disruptive to most people. A lot of us rely on the Vincent Thomas Bridge to get to and from work between LA and Long Beach. Making sure that bridge option is still available is crucial. GP.37.1

Thank you.
Opt In:
*You received this message because Nicole signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.37.1

Preference for the Nighttime Bridge Closure Option which would keep the bridge open during the day with a full closure during the night is appreciated.

Comment GP.38: Leslie Huttunen

From: Leslie Huttunen
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Tuesday, May 28, 2024 4:29:34 PM

Dear Sirs,

I live in San Pedro and work in Long Beach. I drive the bridge at least twice a day, once in the afternoon and once in the evening.

The build option I STRONGLY PREFER is closing the bridge each evening and leaving it open (2 lanes both ways) during the days. GP.38.1

All options for having only 1 lane open each direction on the bridge are untenable. Trucks will slow traffic to create unimaginable jams. And if anything untoward happens going either direction; then FULL STOP for however long this persists.

If you keep the bridge fully open during the day, the negative effect on traffic is minimized during the peak morning and evening rush hours, and THIS is the time when all lanes are needed. During the evenings, your work arounds / detours can work because the traffic is lighter. But during the day, the magnitude of traffic make your suggested detours untenable. GP.38.2

The only somewhat manageable work around from San Pedro — if the bridge is unavailable — is to use the Harry Bridges - Alameda - Anaheim route. This is doable during the evening/night, when the traffic is light (I use this sometimes), but would be unworkable during the daytime, when, if the VTB is closed, because the truck traffic would be horrible.

Again, I use both routes from time to time (always the bridge if it is available), and re-routing the traffic via Harry Bridges - Alameda - Anaheim is only acceptable during very light traffic. Routing traffic during the day which would normally be using the bridge would be a nightmare. Same nightmare if only one lane each way over the bridge during the daytime.

You may contact me if you would like further input.

Thank you!

Best regards,

Leslie Huttunen
lesliehuttunen@gmail.com
714.724.1034

Response to Comment GP.38.1

Preference for the Nighttime Bridge Closure Option, which will keep the bridge open to traffic during the daytime is appreciated.

Response to Comment GP.38.2

The use of Harry Bridges Boulevard/Alameda Street is one of several potential detour routes, see Section 1.4.7 of the Draft EIR/EA. Other options for traveling east from San Pedro towards Long Beach include PCH and Sepulveda Boulevard. The designation of the final routes will be determined based on feedback received from the public and local stakeholders and be identified as part of final design with the TMP.

Comment GP.39: Casey Allen

From: Casey Allen
To: caltransvtb@virtualeventroom.net
Subject: Vincent Thomas Bridgr
Date: Tuesday, May 28, 2024 5:05:41 PM

One lane open going both ways | GP.39.1

Sent from my iPhone

Response to Comment GP.39.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated.

Comment GP.40: Jennifer Celio

From: Jennifer Celio
To: caltransvtb@virtualeventroom.net
Subject: VTB deck replacement project
Date: Tuesday, May 28, 2024 5:39:59 PM

My preference is to replace the bridge's deck in stages while keeping at least some lanes open. I prefer this to a detour through neighborhoods north of the port as I have driven those routes before, and those street surfaces are in terrible condition and already slow due to trucks. I travel over the VTB at least twice a week for work, so I don't relish that detour as the only option to get to San Pedro and back to Long Beach. Thank you. GP.40.1

Regards,
Jennifer Celio
JenniferCelio.Weebly.com

Response to Comment GP.40.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated. As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.41: Desiree Houghton

From: desiree houghton
To: caltransvtb@virtualeventroom.net
Subject: Vincent Thomas closure
Date: Tuesday, May 28, 2024 6:19:38 PM

Nights only. Shutting this down to one lane will be disastrous as it is anytime there is a lane down. Many of our port workers live in Pedro and surrounding areas and or commute to Long Beach. GP.41.1

Sent from my iPhone

Response to Comment GP.41.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.42: Scott

From: scotts23@gmail.com
To: caltransvtb@virtualeventroom.net
Subject: VTB deck replacement project
Date: Tuesday, May 28, 2024 7:03:10 PM

I am expressing my support for the nighttime closure option for the Vincent Thomas bridge deck replacement project.

Closing the bridge down totally is my least preferred option. I believe the effects of that approach would be too negative on local residents and businesses in the port.

GP.42.1

Response to Comment GP.42.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.43 Craig Crichton

From: Craig Crichton
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project.
Date: Tuesday, May 28, 2024 8:50:51 PM

I take bridges to work every day from LB to Torrance at 7am and returning at 5pm.

Feedback on repair options-

First choice would be closed only at night for 4 years.

Second choice would be full closure for 1.5 yrs. Get it over with as soon as possible.

GP.43.1

Last would be keeping 1 lane open during repair since bridge would be so backed up it wouldn't be worth keeping it open.

Regards
Craig from LBC

Response to Comment GP.43.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.44: Frances Onorato

From: francesonorato@gmail.com
To: caltransvtb@virtualeventroom.net
Subject: Bridge closure
Date: Tuesday, May 28, 2024 9:13:54 PM

Sent from my iPhone
Just my opinion!!
Close the bridge only at night. GP.44.1

Leaving only one lane open on each side during the day will increase chances of accidents. Then traffic will be at a standstill still.

Night time closure is the only solution.

Good luck!!
Thank you.

Response to Comment GP.44.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.45: Wanda Rudd

From: WandaWoman R
To: caltransvtb@virtualeventroom.net
Subject: Vincent Thomas bridge repairs
Date: Wednesday, May 29, 2024 12:15:33 AM

Shut the entire thing down and get it done faster!

Make sure you figure out a way to reroute the semi trucks specifically for them. GP.45.1

I drive the bridges every week, shutting it down is going to be painful, but let's get it done and over with.

Wanda Rudd

Response to Comment GP.45.1

Preference for the Single-Stage Construction Option (Preferred) which is estimated to have the shortest construction duration with use of a pre-cast deck type is appreciated. Section 1.4.7 of the Draft EIR/EA identifies the potential detour routes to be implemented in order to divert traffic around the bridge.

Comment GP.46: Otto Timmons

From: Otto Timmons
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 1:07:20 AM

Re: Should the Vincent Thomas Bridge stay partially open during years-long repairs? Caltrans wants your input • Long Beach Post News

My vote ranking choices, favorite (#1) to least favorite(#4): GP.46.1

#1: Nighttime-only bridge closures, with the bridge closed from 7 p.m. to 6 a.m. every day. Construction would last roughly four years.

#2: Leaving one lane open in each direction for each of the three stages of work. One lane would be open in each direction for each stage, along with multiple weekend full bridge closures and full overnight bridge closures that would be required. Construction would last approximately 32 months.

#3: Leave one lane open in each direction for each stage of two stages of work, with multiple weekends full closures and overnight full closures of the bridge. Construction would last just over two years.

#4: A full closure that would last 16 to 41 months.

Thanks,

Otto Timmons
Long Beach

Response to Comment GP.46.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.47: Ryan Compton

From: Ryan Compton
To: caltransvtb@virtualeventroom.net
Subject: VTB deck replacement project
Date: Wednesday, May 29, 2024 1:15:31 AM

The bridge should close.

People don't believe it but when you close roads the traffic just evaporates. It doesn't redirect onto whatever street people think it will, drivers simply take less trips or change their schedules and the roads keep the same level of congestion. GP.47.1

This is well understood and known as "Induced Demand". Nobody will believe it, but this is how it works and closing the bridge is what you should do.

Response to Comment GP.47.1

Permanent closure of the Vincent Thomas Bridge is not an option. The bridge serves as the primary corridor connecting Terminal Island to the Greater Los Angeles area and important economic corridor to the POLA and POLB. Due to the existing bridge deck deficiencies, action must be taken to address the deck deterioration and maintain the bridge functionality which will last many more decades with a new deck.

Comment GP.48: Jake Newcomb

From: Jake F. S. Newcomb
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 5:55:55 AM

Hello,

I am an Emergency physician that commutes btw Long Beach and Harbor UCLA in Torrance. I favor a nighttime only bridge closure as it will have the least disruptive effect on Traffic flow during daytime hours. GP.48.1

Best,

- Jacob Newcomb, MD.
--
Best, - Jake

Response to Comment GP.48.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.49: Karen Newitt

From: NanookEh Eh
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 6:54:40 AM

As long time San Pedro residents, the Vincent Thomas Bridge provides essential access to Long Beach, Seal Beach and Huntington Beach where we shop, eat, socialize, attend jury duty, dental, hairdresser, medical and eye services during the day.
We all have experienced the massive backups when a vehicle breaks down on the bridge or simply a slow truck OR even when the bridge is being repaired.
We do support this major repair of the bridge and believe the only choice to prevent chaos would be the nighttime closure as stated below. GP.49.1
Thank you.
Karen Newitt
Karen Fontes
1349 W 35th St
San Pedro, CA 90731

- Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day. Construction would last roughly four years.

Sent from my iPad

Response to Comment GP.49.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.50: Nick Pearson

From: Nick Pearson
To: caltransvtb@virtualeventroom.net
Subject: VT Closure
Date: Wednesday, May 29, 2024 10:05:40 AM

Aloha guys,

I'm in favor of the shortest possible timeline of construction when it comes to the upcoming Vincent-Thomas closure. I that means that we have to do a full closure of the bridge, so be it--lets rip the band-aid off and get this critical part of pour infrastructure fixed and back in service. GP.50.1

Thank you for all your hard work, and for your time,

M N Pearson
Long Beach Resident

Response to Comment GP.50.1

Preference for the Single-Stage Construction Option (Preferred) which would require full closure of the bridge is appreciated. It is estimated that the shortest construction duration would be approximately 16 months with a pre-cast deck type.

Comment GP.51: Denise Kelley

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, May 28, 2024 6:14:09 PM

From: Denise Kelley
Organization:
Email: denise.l.kelley@gmail.com
Phone:
Street: 948 N Loma Vista Dr
Zip: 90813
Message: Please leave one lane open in each direction at all hours while doing construction on the bridge. Shutting it down completely would be a major inconvenience to all nearby residents. Additionally not all traffic uses the bridge during commuter hours so I also do not support overnight closures unless absolutely necessary and posted well in advance. Thanks GP.51.1
Opt In: on
*You received this message because Denise Kelley signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.51.1

As noted in Section 1.4.6 of the Draft EIR/EA, both the Two-Stage and Three-Stage Construction Options would leave one lane open in each direction throughout the construction period. However, some construction activities will require full weekend and overnight closures of the bridge. Ample notification to the communities and traveling public will be provided in advance of any full bridge closure.

Comment GP.52: Lance Nassau

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, May 28, 2024 8:27:29 PM

From: Lance Nassau
Organization: Resident
Email: Lancen87@Hotmail.com
Phone: 9492308296
Street: 455 E. Ocean Blvd
Zip: 90802-4934
Message: Night time only closures or keeping one lane open in each Direction is my vote (Depending on cost).

Option number one of full closure of the bridge is problematic in both inconvenience and the length of time for the project completion. It is to big of a gap between 2 years to 4 years. I fear this will be just as long as the four year projection for the night time only closer GP.52.1
Opt In: on
*You received this message because Lance Nassau signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.52.1

As noted in Section 1.4.6 of the Draft EIR/EA, three of the four proposed construction staging options would maintain some traffic on the bridge during construction. Both the Two-Stage and Three-Stage Construction Options would leave one lane open in each direction throughout the construction period while the Nighttime Bridge Closure Option would completely close the bridge during the nighttime hours.

Comment GP.53: Ryan Carroll

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 30, 2024 11:03:26 AM

From: Ryan Carroll
Organization: Rec Ride Revolution
Email: walterthekid@gmail.com
Phone: 5415500016
Street: 1301 E 1st St Long Beach, CA
Zip: 90802
Message: Build the new bridge as quickly as possible. Remove the existing bridge during construction to allow this. GP.53.1
Opt In:
*You received this message because Ryan Carroll signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.53.1

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades.

Comment GP.54: Janet Jensen

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 30, 2024 11:23:49 AM

From: janet jensen
Organization:
Email: jjensen0@yahoo.com
Phone: 512-695-7314
Street: 2733 E 3rd St
Zip: 90814
Message: Please keep it partially opened
Opt In: on
*You received this message because janet jensen signed in on the Vincent Thomas Bridge Comment Form.

GP.54.1

Regards,
System Administrator

Response to Comment GP.54.1

As noted in Section 1.4.6 of the Draft EIR/EA, three of the four proposed construction staging options would maintain some traffic on the bridge during construction. Both the Two-Stage and Three-Stage construction options would leave one lane open in each direction throughout the construction period while the Nighttime Bridge Closure Option would completely close the bridge during the nighttime hours.

Comment GP.55: Makoto Mizutani

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 30, 2024 3:21:57 PM

From: Makoto Mizutani
Organization: Resident
Email: makotom2k@gmail.com
Phone: 213-447-1721
Street: 1916 S. Gaffey Street, San Pedro CA
Zip: 90731
Message: The community outreach for this project has been dismal. The only reason I know about this project is because a friend in Long Beach sent me an article about it. There has been no notification for residents in San Pedro (I've received no emails, mail, or doorhangers), and no signage at the bridge mentioning this is coming. It will affect all residents and most don't even know about it. Please PLEASE do better. GP.55.1
Opt In: on
*You received this message because Makoto Mizutani signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.55.1

Chapter 4 of the Draft EIR/EA identifies the public outreach efforts for the project. Initial efforts included formal notices to 220 agencies, organizations, and elected officials, over 10,000 flyers distributed in the surrounding communities to notify about the initiation of the project. Social media posts were published by Caltrans and four press releases were published to promote the project, announce the public scoping meetings (in-person and virtual), drive awareness and engagement via the Virtual Meeting Room, and create a call to action for comments from the community. In addition, there have been several informal pop-up events in surrounding communities to engage the local community. A project website has been created to provide ongoing project updates and store project information and archived materials, see: https://virtualeventroom.com/caltrans/vtb/. Outreach efforts for notifying the public of the release of the draft environmental document has included three newspaper advertisements (Long Beach Press Telegram, Daily Breeze, and La Opinion), mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with Random Length News, Daily Breeze, and Long Beach Press Telegram. Chapter 4 has been updated for the Final EIR/EA to provide a summary of the outreach efforts related to the public circulation and review of the environmental document.

Comment GP.56: Valente Roman

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 30, 2024 5:41:14 PM

From: Valente Roman
Organization:
Email: vhr44857@gmail.com
Phone: 5625130876
Street:
Zip:
Message: The amount of time for closure is unreasonable; limit trafic to one side or only night time. GP.56.1
Opt In: on
*You received this message because Valente Roman signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.56.1

As noted in Section 1.4.6 of the Draft EIR/EA, construction durations would vary based on the construction staging option. Both the Two-Stage and Three-Stage Construction Options would leave one lane open in each direction throughout the construction period while the Nighttime Bridge Closure Option would completely close the bridge during the nighttime hours.

Comment GP.57: Jildardo Santos

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, May 30, 2024 7:19:39 PM

From: Jildardo Santos
Organization:
Email: jildardo.santos@att.net
Phone: 3102519961
Street: 418 W E St
Zip: 90744
Message: The repairs on the Bridge have to be done and we will be impacted. With the detour routes, I anticipate more drivers will cut through the residential streets. I hope a point is made that the traffic laws be enforced. I live on E St and Island Ave., one block away from a school. I have seen trucks drive on our street rattling my house. Also, many drivers feel STOP signs are optional. I hope that LAPD and Port Police can provide the community with the traffic enforcement officers necessary. Thank you. GP.57.1
Opt In: on
*You received this message because Jildardo Santos signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.57.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes. Caltrans does not have the authority to enforce traffic laws or impose fines, that is the responsibility of local law enforcement. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Comment GP.58: Traber Schroeder

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, June 1, 2024 11:46:05 AM

From: Traber Schroeder
Organization:
Email: traber.schroeder@gmail.com
Phone: 9253484928
Street: 191 Kennebec Ave
Zip: 90803
Message: Hello -

I am a constituent living in Long Beach, CA at 191 Kennebec Ave. I drive on the Vincent Thomas Bridge on a daily basis for my commute to and from work. I am writing today to let CALTRANS know my opinion on the planned bridge closure. My thought is that civil construction projects already take long enough; and that it would be best for everyone involved to close the entire bridge and get the works completed as quickly as possible. Partial bridge closures will only delay the necessary repairs and create additional overhead for the taxpayers. Get this project completed as quickly as possible by closing the bridge entirely to traffic and working quickly to complete all needed repairs. Thank you for listening to my input on this matter. GP.58.1

- Traber Schroeder
Long Beach Resident
Opt In: on
*You received this message because Traber Schroeder signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.58.1

Preference for the Single-Stage Construction Option (Preferred) which is estimated to have the shortest construction duration with use of a pre-cast deck type is appreciated.

Comment GP.59: Vincent Fan

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Sunday, June 2, 2024 6:51:55 PM

From: Vincent C Fan
Organization:
Email: calbear92@ymail.com
Phone:
Street: 4907 Rockvalley Road
Zip: 90275
Message: Since the quickest way to get this project done is complete closure. GP.59.1

There are alternative street detours that can be used. One lane in each direction seems to be a disaster waiting to happen since it only takes 1 car/truck to break down and cause a major backup disruption.
Opt In: on
*You received this message because Vincent C Fan signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.59.1

The proposed traffic detour routes have been identified as the most effective routes for traffic to bypass the construction area and allow for access to/from Terminal Island. The designation of the final routes will be determined based on feedback received from the public and local stakeholders. In addition, keeping one lane of traffic open in each direction for the duration of construction is associated with the Two-Stage and Three-Stage Construction Options, as described in Section 1.4.6 of the Draft EIR/EA. Two other options that were considered either completely close all bridge traffic for the duration of construction Single-Stage Construction Option – (Preferred) or leave the bridge open during the daytime and completely closed at night (Nighttime Bridge Closure Option).

Comment GP.60: Edward Bond

From: Ed Bond
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 11:11:21 AM

To Whom It May Concern:

I am a resident of Downtown Long Beach and commute each day (M-F) between Torrance and Long Beach during morning and evening rush-hours. Over the eight years I have done this commute, I have tried every possible combination of routes. I am telling you, the alternate infrastructure is significantly over capacity, there is no way the traffic from the VTB can be successfully diverted to the alternate routes. Even with the bridge in full operation, the backups on PCH and Anaheim are significant. The 9 mile commute can take as much as 45 minutes.

Unless substantial upgrades to traffic flows, traffic light timing, and lane capacity along PCH and Anaheim are completed before the VTB deck replacement project, the full closure of the VTB will cause catastrophic traffic.

Areas to consider are PCH between Crenshaw and I-110 and Anaheim from the I-110 to Alameda St, in particular the railroad crossing at Alameda. Special attention must be made at the rail crossing at Alameda St on Anaheim as this train typically comes at 7:30Am and 5:30PM (crucial times during heavy rush hour traffic) and can take 10-15 mins to complete the crossings. GP.60.1

There has already been a lane reduction project completed on Anaheim, so likely no option to add additional capacity here.

I hope that Caltrans will select an option that leaves at least some portion of the bridge open, even if the traffic is limited to trucks only and/or speed limitations. It would be a costly mistake to completely close the bridge. The impact will be significant without first considering how to improve the alternate infrastructure to handle more capacity. GP.60.2

I appreciate the opportunity to provide comments.

Thank you,
Edward Bond
226 w 10th Street
Long Beach CA 90813

Response to Comment GP.60.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary restriping and signal synchronization at multiple intersections along the proposed detour routes and repair of detour routes prior to and after project construction, see mitigation measures MM-TR-1 and MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes prior to and after construction.

Response to Comment GP.60.2

As described in Section 1.4.6 of the Draft EIR/EA, three of the four proposed construction staging options would maintain some traffic on the bridge during construction. Only the Single-Stage Construction Option (Preferred) would require the complete closure of the bridge.

Comment GP.61: Gabriela Cruz-Aedo

From: Gabriela Cruz-Aedo
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 11:20:16 AM

my vote would be the below, thank you | GP.61.1

- Leaving one lane open in each direction for each stage of two stages of work. The work would require the installation of a temporary support/bracing system, potentially reduced speeds to 25 mph due to narrowed lanes, and multiple weekend full closures and overnight full closures of the bridge. Construction would last just over two years.

Gabriela

Response to Comment GP.61.1

Preference for the Two-Stage Construction Option is appreciated.

Comment GP.62: Stephen Moore

From: Stephen L. Moore
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 11:25:57 AM

I favor any alternative other than full closure. I feel a full closure of the VT bridge would have debilitating consequences for local traffic and the impacted neighborhoods. GP.62.1

Steve Moore
Sr. Mgr. of Operating Practices, Rules & Safety
Anacostia Rail Holdings Company
Pacific Harbor Line, Inc.
705 N. Henry Ford Ave.
Wilmington, CA 90744
310-984-5771

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Response to Comment GP.62.1

Preference for any construction staging option with the exception of the Single-Stage Construction Option (Preferred) which would completely close the bridge for a duration of approximately 16 or 41 months depending on the deck type used is appreciated.

Comment GP.63: Robert Wendt

From: [redacted]
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck
Date: Wednesday, May 29, 2024 11:48:15 AM
Attachments: image001.png

My one comment would be to keep it open as much as possible for emergency services. Plus the potential impact for the 710 freeway may be greatly increased. | GP.63.1

Robert Wendt M.S.
Career Counselor
CSULB Career Development Center
E: robert.wendt@csulb.edu
P: 562-985-4643
F: 562-985-1641
W: http://careers.csulb.edu

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Response to Comment GP.63.1

As identified in Section 2.9.3 of the Draft EIR/EA, project feature PF-UES-1 will require regular coordination with emergency service providers for ramp or road closures to minimize any potential impacts to emergency services.

Comment GP.64: Mira Womack

From: Mira Womack
To: caltransvtb@virtualexhibitroom.net
Subject: VTB Deck Replacement Project.
Date: Wednesday, May 29, 2024 1:54:32 PM

Hello Sirs of Caltrans,

I would like to cast my vote for option 4, Nighttime-only bridge closures. GP.64.1

I travel M-F directly from Long Beach to RPV, closing or reducing the bridge will significantly impact my travel time and quality of life for years to come. I have just recovered from the other bridge construction. Nighttime-only closures would be the best solution!

Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day.

Thank you so much for the consideration!

Mira

Mira M. Womack, PHR, SHRM-CP
Health Benefits Manager
Territorial Human Resources
The Salvation Army | USA | Western THQ
30840 Hawthorne Blvd. Rancho Palos Verdes, California 90275
phone 562-491-8366
mira.womack@usw.salvationarmy.org

Response to Comment GP.64.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.65: Shelley Agrusa

From: Shelley Agrusa
To: caltranswtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 1:55:30 PM
Attachments: Outlook-LACoSEAL 0.png

Good afternoon.

I use the bridge as part of my daily commute Monday - Friday. Occasionally, I use it on a weekend to go toward the LB area. My preference is: GP 65.1

- Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day. Construction would last roughly four years.

Thanks for asking,

Shelley E.R. Agrusa, RN BSN PHN
Nurse Manager
Coastal Health Center Group
1333 Chestnut Ave
Long Beach, CA 90813
562-753-2301 Office
562-753-2320 Fax
Check out our Nursing SharePoint site!
Nursing Department - Home (sharepoint.com)



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Response to Comment GP.65.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.66: Derek Bougie

From: Derek Bougie
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement project
Date: Wednesday, May 29, 2024 2:21:23 PM

The replacement of the deck on the VTB is welcomed and will have an impact on traffic anyway this is sliced. Seeing it completed as soon as possible would have the lease impact on the cities of DT Long Beach and San Pedro, however some conditions will need to be met. A full bridge closure would mean Harry Bridges Rd, Alameda St, Anaheim and PCH road surface will need to be improved prior to the shut down of the VTB. These roads are barely passable in there current state without traffic. This would mean upgrading the streets to handle the extra traffic with light synchronization to help improve traffic flow. This will not only help the VTB project but the local communities allowing better use of the streets when the project is finished. Trucks are going to be the biggest issue pertaining to traffic in the are. The above improvements will be helpful but specific routs for trucks should be taken into consideration to ease the increased flow and congestion. If these measures get overlooked it would mean the worst possible situation for the 710, 405 and the local infrastructure during a time of increased population during the upcoming World Cup and Olympics. GP.66.1 GP.66.2

Derek Bougie
M 9495002948

Response to Comment GP.66.1

The Single-Stage Construction Option (Preferred) using a pre-cast deck type would have the shortest construction duration at approximately 16 months. As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment GP.66.2

The proposed detour routes have been identified with trucks in mind in an effort to maintain access to and from the ports even with bridge closures. The routes identified currently allow trucks.

Comment GP.67: Maria Lewis

From: Maria Lewis
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Wednesday, May 29, 2024 2:47:39 PM

Good afternoon,

As a resident of Lomita, I vote for leaving one lane open in each direction for each stages of the work. I am hopeful the construction would only last just over 2 years. GP.67.1

Sincerely,

Maria Lewis, BSN, RN, PHN
Community Liaison Public Health Nurse
Los Angeles County Department of Public Health
Community and Field Services
South Bay Region SPA 8
123 W. Manchester Blvd.
Inglewood, CA 90301
Office: 310-330-1521
Cellphone: 323-354-9812
Email: marlewis@ph.lacounty.gov

Response to Comment GP.67.1

Preference for the Two-Stage Construction Option which would maintain one lane of traffic in each direction across the bridge with a construction duration of approximately 25 months is appreciated.

Comment GP.68: Dan Hoffman

From: Dan Hoffman <fishwithdan@yahoo.com>
Sent: Wednesday, May 29, 2024 4:05 PM
To: Caltrans VTB <caltransvtb@virtualeventroom.net>
Subject: Vincent Thomas Deck Replacement

Thanks for the opportunity for comments on this crucial project. I realize that my comments don't directly relate to the EIR/EA but must be taken into consideration because of the possible cumulative impact on our communities and environment.

It seems imperative that repairs to the Alameda Corridor need to take place first to accommodate the additional traffic and coordinated with the Philips 66 Pier 148 project. GP.68.1 GP.68.2

I support the VTBRP that is most efficient and will have the least impact and honestly a little confused on which project that is.

I also believe GT needs to mitigate any damage that may occur to the roads due to the additional wear and tear from rerouting of traffic. GP.68.3

Sincerely,

Dan Hoffman
1315 W I Street
Wilmington, CA 90744

Dan Hoffman | 13109773562

Response to Comment GP.68.1

As identified in Section 2.8.5 of the Draft EIR/EA, mitigation measure MM-EJ-1 requires Caltrans to engage in regular coordination with different agencies to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment GP.68.2

The impacts associated with the project are all temporary and primarily vary in duration based on the construction staging option. The option with the shortest construction duration is the Single-Stage Construction Option (Preferred) with a pre-cast deck type, which will require complete bridge closure for approximately 16 months. The other proposed options presented in Section 1.4.6 of the Draft EIR/EA, would partially maintain traffic across the bridge and would have construction durations ranging from 25 months for the Two-Stage Construction Option, 32 months for the Three-Stage Construction Option, to 48 months for the Nighttime Bridge Closure option.

Response to Comment GP.68.3

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (see Section 2.10.4 of the Draft EIR/EA) Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.69: Tim Christensen

From: Tim Christensen
To: caltransvtb@virtualeventroom.net
Subject: Vincent Thomas Bridge
Date: Thursday, May 30, 2024 5:36:43 AM

Since the roads in the area for alternative routes are so bad I suggest upgrading the bridge one side at a time. GP.69.1
Sent from my iPad

Response to Comment GP.69.1

Both the Two-Stage and Three-Stage Construction Options close half of the bridge for replacement work while maintaining the other half of the bridge for two lanes of traffic, one lane in each direction. Once one half of the bridge deck replacement is complete, work will begin on the other half with the two lanes of traffic moved to the completed side.

Comment GP.70: Vance Morton

From: Vance Morton
To: caltransvtb@virtualeventroom.net
Subject: Bridge
Date: Thursday, May 30, 2024 7:01:07 AM

Keep it partially open. GP.70.1

Response to Comment GP.70.1

Preference for maintaining traffic on the bridge during construction is appreciated. Both the Two-Stage Construction and Three-Stage Construction Options maintain one lane of traffic in each direction across the bridge. In addition, the Nighttime Bridge Closure Option would keep all lanes open during the daytime and completely closed at night.

Comment GP.71: Vance Morton

From: Vance Morton
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Thursday, May 30, 2024 7:02:51 AM

- Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day. Construction would last roughly four years. GP.71.1

Response to Comment GP.71.1

Preference for the Nighttime Bridge Closure construction option is appreciated.

Comment GP.72: Marcia Crabtree

From: Marcia Crabtree
To: caltransvtb@virtualexperience.net
Subject: Vincent Thomas Bridge closure
Date: Thursday, May 30, 2024 8:35:57 AM

PLEASE, PLEASE, PLEASE DO NOT close the bridge entirely! I use the bridge several times a week. Its closure will create much more traffic on the 110 freeway from the port and a much longer drive into Long Beach from San Pedro.

I much prefer that only one lane of the bridge be closed, during certain hours, during the night, when much fewer vehicles would be requiring its use to get between San Pedro and Long Beach. | GP.72.1

Thank you,

Marcia Crabtree

Response to Comment GP.72.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated. As noted in Section 1.4.6 of the Draft EIR/EA, each option will require overnight closures of the bridge and multiple weekend full closures.

Comment GP.73: Michael Alexander

From: Michael Alexander
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project.
Date: Thursday, May 30, 2024 11:37:07 AM

I vote for this option: | GP.73.1

Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day. Construction would last roughly four years.

Thanks,
Michael Alexander

Response to Comment GP.73.1
Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.74: John Peterson

From: John Peterson
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project
Date: Thursday, May 30, 2024 12:13:29 PM

Nighttime closure is the only reasonable answer. My wife has a business in San Pedro and relies on VTB to get there. Alternative routes will not only be unreasonably longer, but more dangerous. Vehicle traffic, higher crime neighborhoods, mental stress would be just some of the factors she will encounter if you close VTB completely or partially. It is bad enough already. Better to take 5 yrs to complete then cause problems to her and surrounding neighborhoods GP.74.1

Question: if the Empire State Building, Disneyland were able to b built in 1 yr, why would it take so long to just replace bridge deck. I'm sure if work is done 24/7 it could be done with full closure of bridge rather quickly. You're not building a new bridge like the other one down the road. I see the work ethics of construction these days and everyone seems to be on slow mo work. And it is not about safety. It's all about $$$. Di, full closure is only viable if done in less than 2 months tops. GP.74.2

John Peterson

Response to Comment GP.74.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Response to Comment GP.74.2

The shortest construction duration is estimated to be approximately 16 months with the Single-Stage Construction Option (Preferred) using a pre-cast deck type. This option would require full closure of the bridge for the duration of construction.

Comment GP.75: Vincent Chairez

9/24, 9:45 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project.

Vincent Chairez <vchairezbusiness@gmail.com>
Thu 5/30/2024 12:52 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello

Before you pick a project.
Almeda street through all of Wilmington is currently In need of a repavement.
Local residents avoid certain sections because of the potholes and deterioration

Please make this a priority before the bridge closures start so that we are prepared to accommodate the detours projected. GP.75.1

Response to Comment GP.75.1

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 (see Section 2.10.4 of the Draft EIR/EA) Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.76: William Cutts

6/4/24, 9:55 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

William Cutts <wcutts87@gmail.com>
Thu 5/30/2024 1:18 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello,

I wanted to share my feedback on the four options Caltrans is considering for approaching the Vincent Thomas Bridge restoration.

As someone who travels over the bridge several times a week, personally I think nighttime-only closures would be most ideal for commuters, with leaving one lane open the second-best option. I've seen first hand how drastically traffic slows when there's only one lane open so even this option can really add congestion and stress to lots of peoples' daily commute. GP.76.1

These are just my thoughts I hope you consider. Thank you for opening this discussion up to the public and allowing email feedback.

Best,
Will Cutts

Response to Comment GP.76.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.77: Trisha Caal

6/4/24, 8:58 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project.

trisha caal <trcaal@icloud.com>
Thu 5/30/2024 2:42 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello CalTrans!

In regards to your recent request for ideas on how to manage commuters while repairing the VTB... why not offer a robust schedule of multiple ferry/barges that transport commuters across the harbor? GP.77.1

This option can facilitate both a partial and complete shutdown.

Could be a great way for commuters to relieve 15-20 minutes of stress, and at the same time can enjoy the view and soak in some vitamin D!

In fact, could be a cool option to keep for pedestrians, bicyclists, tourists, commuters even after the bridge repair is completed.

I am seeking employment and if I can participate in any way, I would love to be given the opportunity!

Kind regards,

-trish

Trisha R. Caal, CPM
LEED AP O + M
San Pedro, California
310.721.9977

Response to Comment GP.77.1

Caltrans met with the POLA regarding numerous mitigation measures to alleviate traffic congestion to Terminal Island due to closures of the Vincent Thomas Bridge. One measure that was discussed was a ferry service that would run from San Pedro to Terminal Island during closures of the Bridge, similar to the service that was in place prior to the Vincent Thomas Bridge's completion in 1963. It was determined that a ferry service would be infeasible for a number of reasons including regulatory concerns of ferries crossing the Main Channel of the POLA interfering with other port traffic, the need to construct and operate points of origin and destination for ferries, acquisition of ferries, and the hiring ferry operators. Parking infrastructure would also be required for ferry patrons.

Comment GP.78: Heather

3/4/24, 10:01 AM Mail - Caltrans VTB - Outlook

Bridge work and closure

Heather <hlord74@gmail.com>
Thu 5/30/2024 2:50 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Full closure of the bridge will be the best option based on being able to get the work done in the shortest time possible along with not having to consider traffic on the bridge during that time. GP.78.1

We have a lot of traffic as it is, we will have to deal with it for the time being.

Response to Comment GP.78.1

Preference for the Single-Stage Construction Option (Preferred) which would require full closure of the bridge is appreciated. It is estimated that the shortest construction duration would be approximately 16 months with a pre-cast deck type.

Comment GP.79: Christian Solorzano

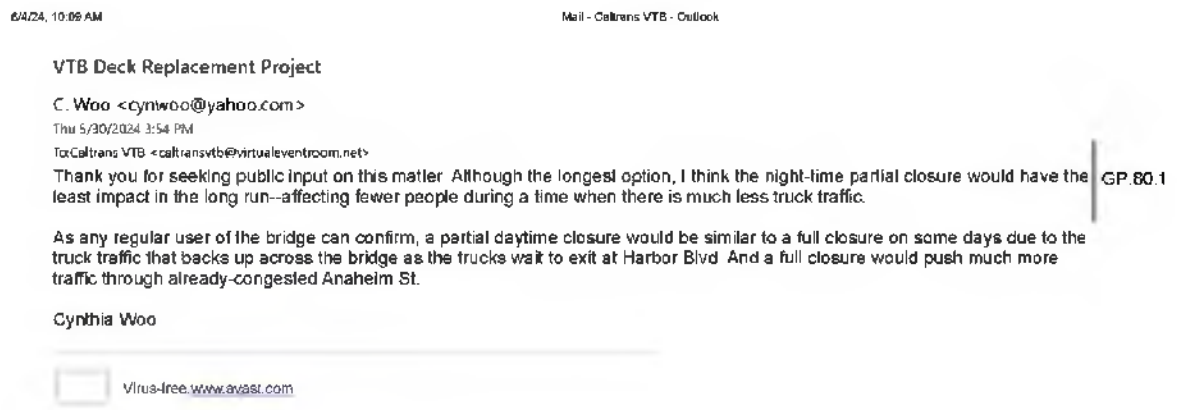
From: Christian Solorzano
To: caltransvtb@virtualeventroom.net
Subject: VTB DECK REPLACEMENT PROJECT
Date: Tuesday, May 28, 2024 11:13:52 PM

Please shut down one lane at a time | GP.79.1

Response to Comment GP.79.1

Preference for the Two-Stage Construction and Three-Stage Construction Options, both of which maintain one lane of traffic in each direction across the bridge is appreciated.

Comment GP.80: Cynthia Woo



6/4/24, 10:09 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

C. Woo <cynwoo@yahoo.com>
Thu 5/30/2024 3:54 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Thank you for seeking public input on this matter. Although the longest option, I think the night-time partial closure would have the least impact in the long run--affecting fewer people during a time when there is much less truck traffic. GP.80.1

As any regular user of the bridge can confirm, a partial daytime closure would be similar to a full closure on some days due to the truck traffic that backs up across the bridge as the trucks wait to exit at Harbor Blvd. And a full closure would push much more traffic through already-congested Anaheim St.

Cynthia Woo

Virus-free.www.avast.com

Response to Comment GP.80.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.81: George Del Campo

6/4/24, 10:12 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Brodge

Darkside Business <darksidebusiness@hotmail.com>
Thu 5/30/2024 6:33 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Sent from my iPhone
Dear Caltrains

Please consider the option noted below to mitigate commute issues. My work week commute traverses Vincent Thomas Bridge from San Pedro to Cerritos to provide mental health services within County | GP 81 1

- Leaving one lane open in each direction for each stage of two stages of work. The work would require the installation of a temporary support/bracing system, potentially reduced speeds to 25 mph due to narrowed lanes, and multiple weekend full closures and overnight full closures of the bridge. Construction would last just over two years.

Thank you for your consideration regarding this matter

George Del Campo, M A

Response to Comment GP.81.1

Preference for the Two-Stage Construction Option is appreciated.

Comment GP.82: George Del Campo

8/4/24, 10:15 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project.

Darkside Business <darksidebusiness@hotmail.com>
Thu 5/30/2024 7:17 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Sent from my iPhone
Dear Caltrans:

I work in the mental health field and commute from San Pedro to Cerritos to serve a public need.

Please consider the following-
Sent email to caltrans

GP.82.1

- Leaving one lane open in each direction for each stage of two stages of work. The work would require the installation of a temporary support/bracing system, potentially reduced speeds to 25 mph due to narrowed lanes, and multiple weekend full closures and overnight full closures of the bridge. Construction would last just over two years.

Thank you for your consideration regarding this matter.

George Del Campo, M.A.

Response to Comment GP.82.1

Preference for the Two-Stage Construction Option is appreciated.

Comment GP.83: Russell Cola

6/4/24, 10:19 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge closure for Repairs

R C <bullsforest@hotmail.com>
Thu 5/30/2024 9:24 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello Friends at Caltrans

The Vincnet Thomas Bridge is a very important route for many people.

Can we PLease just shut down one direction at a time? If the North bound lanes are closed we could use the South bound lanes one for each direction and vice versa. Even just closing one direction and having the other direction with its normal two lanes will make a big difference to the streets in Wilmington. GP.83.1

Russell cole
Harbor City

Response to Comment GP.83.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated.

Comment GP.84: Marlo Cady

4/24, 10:37 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge Project

Marlo Cady <lolacady@gmail.com>
Fri 5/31/2024 5:09 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

My husband & I are property owners who live in San Pedro. Our opinion on the timeline to complete the project is ASAP. Full bridge closure. We realize that traffic will be impacted. A shorter timeline would limit the time traffic will be impacted Traffic is impacted regardless of timeline. Route from Harry Bridges can be used for commercial trucks. After bridge project complete repair Harry Bridges Blvd GP.84.1

Response to Comment GP.84.1

Preference for the Single-Stage Construction Option (Preferred) which would require full closure of the bridge is appreciated. It is estimated that the shortest construction duration would be approximately 16 months with a pre-cast deck type. As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.85: Diane Stewart

Vincent Thomas Bridge

Diane Stewart <dianerenestewart@gmail.com>
Fri 5/31/2024 8:06 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I vote for keeping it open one lane each way. GP.85.1
I travel the bridge five days a week and it would be a hardship if I had to travel the 110, 405 and 719 to get to Ocean Blvd in Long Beach.
Thank you for your consideration.
Yours truly, Diane Rene Stewart

Sent from my iPhone

Response to Comment GP.85.1

Preference for the Two-Stage Construction and Three-Stage Construction Options, both of which maintain one lane of traffic in each direction across the bridge is appreciated.

Comment GP.86: Sean Rotstan

4/24, 10:59 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge Closure - Comments

Sean Rotstan <seanrotstan@gmail.com>
Fri 5/31/2024 10:24 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello, I saw a news article saying to send comments to this email address regarding the closure of the Vincent Thomas bridge. I take the bridge to an evening work meeting (5-9:30pm) on a weekly basis from Long Beach and would be significantly impacted by having the bridge closed during that time. Driving over the two bridges is also a genuinely enjoyable part of my week. So long as the bridge is safe to traverse (as I would obviously emphasize safety over anything else), avoiding closure time during that window would be my preference. Closing the bridge during that window for any longer than a month would effectively remove the Long Beach to San Pedro/PV connection for me. GP.86.1

Thank you for your time and consideration.

Best,

Sean Rotstan

Response to Comment GP.86.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.87: Tom Kessler

6/4/24 11:03 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Tom Kessler <tlkessler@gmail.com>
Fri 5/31/2024 2:25 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I suggest that you only partially close the bridge, down to one lane if necessary, rather than completely close the bridge during this project. | GP 87.1

Thank you,

Tom Kessler
(714) 658-4733
TLKessler@gmail.com

Response to Comment GP.87.1

Preference for the Two-Stage Construction and Three-Stage Construction Options, both of which maintain one lane of traffic in each direction across the bridge is appreciated. In addition, the Nighttime Bridge Closure Option would maintain traffic on the bridge during the daytime and completely closing the bridge during the nighttime hours.

Comment GP.88: Kendra Ard

6/4/24, 11:05 AM Mail - Caltrans VTB - Outlook

Close after 7pm

Kendra Ard <kendraard@outlook.com>
Fri 5/31/2024 7:11 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

The option I support is closing the bridge after 7pm. The daytime partial or complete shutdown options are untenable in my opinion. Please choose to only shut down the bridge in the evenings. GP.88.1
Kendra

Response to Comment GP.88.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.89: Jo Lynn Smith

6/4/24, 11:08 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Jo Lynn Smith <jlsmith2481@gmail.com>
Fri 5/31/2024 9:05 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Suggestion:
Build a new bridge designed for heavy truck traffic. Build it completely separate, or next to the old bridge GP.89.1

Once new bridge is complete, move all traffic to this new bridge and close old bridge for construction.

During the building of new bridge, finalize Repair Design of old bridge, with Construction Staging set to reflect accelerated duration and earlier completion now enabled due to full shut down of bridge. (Perhaps this would be good time to add well designed and constructed Bike/ People Path. Without weight of truck traffic maybe old bridge could carry weight of new Bike/Pedestrian Path with jumper protection included.) GP.89.2

Once repairs on old bridge are complete, separate traffic, leaving trucks on new, more heavily fortified, bridge and moving auto traffic to repaired old bridge.

Maybe new bridge could be designed for rail as well.

Integration of truck traffic, merging onto city streets from new bridge, with other traffic coming from repaired older bridge might be the most difficult task to accomplish.

Of course I must admit I really don't know the area or the complication of all utility relocation necessities from building a new bridge, but from brief reading, it seems it might be necessary.

Good luck with this project.

Thanks for opportunity to comment.

Jo Lynn Smith

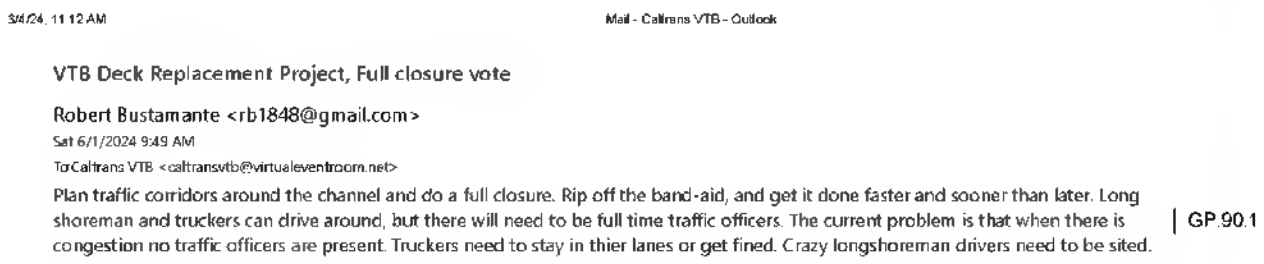
Response to Comment GP.89.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The feasibility and cost of constructing a second bridge while maintaining the existing Vincent Thomas Bridge eliminate this idea from consideration.

Response to Comment GP.89.2

The introduction of multimodal transportation options, such as bike lanes or rail on the Vincent Thomas Bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.90: Robert Bustamante



3/4/24, 11:12 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project, Full closure vote

Robert Bustamante <rb1848@gmail.com>
Sat 6/1/2024 9:49 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Plan traffic corridors around the channel and do a full closure. Rip off the band-aid, and get it done faster and sooner than later. Long shoreman and truckers can drive around, but there will need to be full time traffic officers. The current problem is that when there is congestion no traffic officers are present. Truckers need to stay in thier lanes or get fined. Crazy longshoreman drivers need to be sited. | GP.90.1

Response to Comment GP.90.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated. Section 1.4.7 of the Draft EIR/EA lists the detour routes being considered for the project is appreciated. Caltrans does not have the authority to enforce traffic laws or impose fines, that is the responsibility of local law enforcement. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Comment GP.91: Kristina Guevarra

6/4/24, 11:14 AM Mail - Caltrans VTB - Outlook

VTB closure recommendations

Tina <kr_ash@gmx.com>
Sat 6/1/2024 9:54 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

To Whom It May Concern:

My first choice would be to limit the construction to evening/overnight hours. GP.91.1

Since that is not likely to happen, my alternate suggestion is to retool Harry Bridges and Alameda for better flow when connecting to Anaheim, which requires a redesign of the intersection between Anaheim and Alameda. This detour can avoid residential areas by taking HB to Alameda to Anaheim (east of Alameda). As it currently stands, the intersection at Anaheim and Alameda(HB) is terribly inefficient, with significant backups of traffic trying to turn from NB Alameda to EB Anaheim. This intersection needs to be completely redesigned, preferably by providing a free-flowing turn lane. Since the goal is to limit traffic through residential areas, the best option would be to close off Anaheim just west of Alameda, so it will only be used for local traffic. This will allow greater flow of thru-traffic between the 710 and the 110, and it would be safer for the residents of Wilmington. The timing of the lights on Harry Bridges would also need to be addressed, as it is currently a very slow and inefficient drive due to the timing of the signals. GP.91.2

I have commuted between downtown Long Beach and the LAX area for over a decade. Since I leave early, I can take the 710 to the 405. However, coming home, it is always much faster and less stressful to take the 110 to the 47, via the VTB. Closing down the VTB will make the horrible eastbound afternoon traffic on the 405 and 91 even worse, and it will also cause significant traffic and pedestrian—safety issues on the side streets through Wilmington and Carson.

Thank you

Kristina Guevarra

Response to Comment GP.91.1

Preference for the Nighttime Bridge Closure Option which would limit construction to the overnight hours is appreciated.

Response to Comment GP.91.2

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary restriping and signal synchronization at multiple intersections along the proposed detour routes and repair of detour routes prior to and after project construction, see mitigation measures MM-TR-1 and MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes prior to and after construction. As shown on Figure 1-5 of the Draft EIR/EA, only a short segment of Anaheim Street between Alameda Street and Henry Ford Avenue is included in the proposed detours. The primary east-west detour routes are Sepulveda Boulevard, PCH, and Harry Bridges Boulevard/Alameda Street. The Final EIR/EA removed Willow Street in the City of Long Beach between SR-103 and I-710 from Figure 1-5.

Comment GP.92: Claudia Madrigal

4/24 11:22 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Claudia. CM <claudm5@gmail.com>
Sat 6/1/2024 11:57 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I live in Long Beach, California and work in Long Beach as well. I vote for the bridge to remain completely open during the day and have the work being done at night. More than likely, Caltrains will not meet their deadline-no matter which route is taken. My concern is making sure illegal activities like car racing etc do not take advantage of an 'empty' road. GP.92.1

This also allows for higher wages for the cal trans workers, this is where our tax money should also be going. Back to its people.

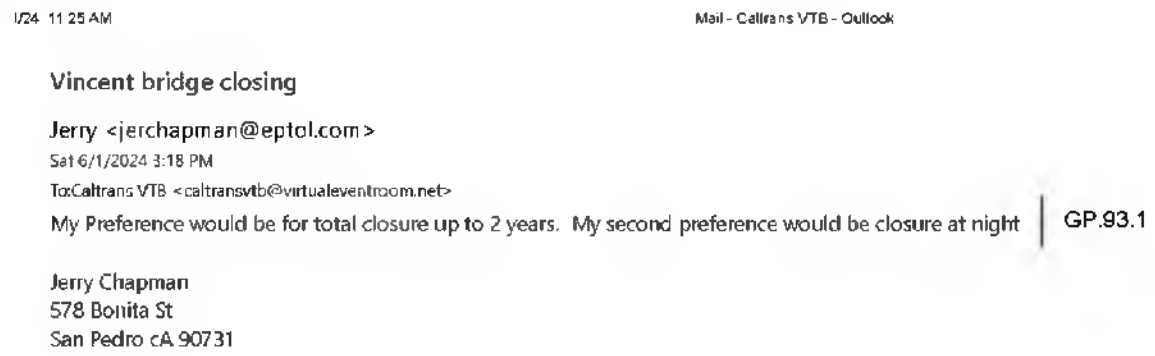
- Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day. Construction would last roughly four years.

Claudia Madrigal
Long Beach, Wrigley Area

Response to Comment GP.92.1

Preference for the Nighttime Bridge Closure Option is appreciated. During the bridge closure periods, the bridge will be secure with access only open to those involved in the construction activities.

Comment GP.93: Jerry Chapman



I/24 11 25 AM Mail - Caltrans VTB - Outlook

Vincent bridge closing

Jerry <jerchapman@eptol.com>
Sat 6/1/2024 3:18 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

My Preference would be for total closure up to 2 years. My second preference would be closure at night | GP.93.1

Jerry Chapman
578 Bonita St
San Pedro cA 90731

Response to Comment GP.93.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Comment GP.94: David Brown

6/4/24, 11:26 AM Mail - Caltrans VTB - Outlook

VTB deck replacement project

David Brown <djbrown@pacbell.net>
Sat 6/1/2024 9:03 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I vote to have the Bridge closed down after 7pm to 5am and total closure on weekends. This way the truckers can continue their container transport work and residents of San Pedro & Wilmington that travel the bridge daily to work & school will continue with their normal routine . GP.94 1

Dave Brown
San Pedro resident
Djbrown@pacbell.net

Response to Comment GP.94.1

Preference for the Nighttime Closure Option is appreciated.

Comment GP.95: Tom Earnist

5/4/24, 11:30 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge future

Tom Earnist <tomearnist@gmail.com>
Sat 6/1/2024 9:33 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

If possible and affordable a new bridge would be the best solution. Leave VT v1 bridge open while construction LY v2, then demolish VT v1. I'm a resident of San Pedro. GP 95.1

Tom Earnist
tomearnist@gmail.com

Response to Comment GP.95.1

As stated in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades.

Comment GP.96: Robert Morris

VTB Deck Replacement Project

Robert Morris <ramorris2002@gmail.com>
Sun 6/2/2024 1:34 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

To Whom It May Concern:

With regard to the proposed four options for the Vincent Thomas Bridge Deck Replacement Project, I am writing to express support for the nighttime closure option.

Safety of the workers on site should be the paramount consideration, and I believe this is best accomplished by a full bridge closure rather than narrowing the bridge to one lane of traffic in each direction. The bridge is quite narrow even without the construction, and even with a reduced speed limit, having active traffic so close to a narrow one-lane work site, with such a steep drop to the water on the other side, seems excessively risky. At the same time, a full 24-hour bridge closure would be extremely disruptive to traffic, and would not necessarily shorten the construction schedule by all that much (potentially as much as 41 months with full closures compared to 4 years for the nighttime only closures). GP.96.1

Nighttime only closures would therefore seem to be the best of both worlds, providing optimal safety, while leaving the bridge open to traffic during the busiest hours.

Robert Morris
Lomita, CA

Response to Comment GP.96.1

Preference for the Nighttime Bridge Closure Option is appreciated. Worker safety is of the upmost importance with Caltrans committed to providing safe and efficient work zones for those performing work and the traveling public.

Comment GP.97: Linda Abrams

VTB Deck Replacement Project.

LindaA <lasprite@cox.net>
Sun 6/2/2024 9:42 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

My preference is Option 3; 2nd choice would be Option 2. | GP.97.1

Linda Abrams
Pt. Fermin resident

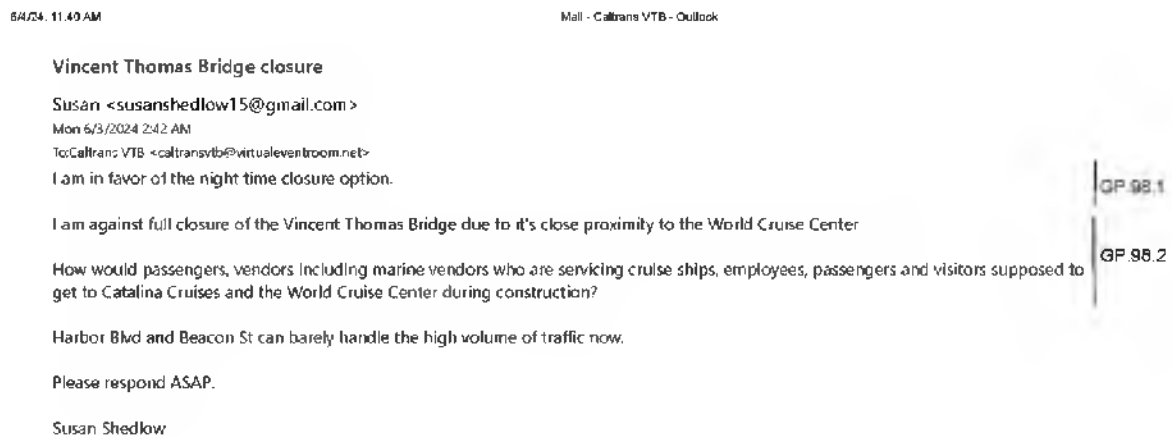
"The four options Caltrans is considering to get the work done are:

- A full closure that would last 16 to 41 months, depending on the type of material chosen for the deck replacement (a "cast-in-place" type would lead to the longer closure, while pre-cast methods would result in a shorter closure).
- Leaving one lane open in each direction for each stage of two stages of work. The work would require the installation of a temporary support/bracing system, potentially reduced speeds to 25 mph due to narrowed lanes, and multiple weekend full closures and overnight full closures of the bridge. Construction would last just over two years.
- Leaving one lane open in each direction for each of three stages of work. One lane would be open in each direction for each stage, along with multiple weekend full bridge closures and full overnight bridge closures that would be required. Construction would last approximately 32 months.
- Nighttime-only bridge closures. This would leave the bridge fully open during daytime traffic hours. The work would require the installation of a temporary support/bracing system and full closure of the bridge from 7 p.m. to 6 a.m. every day. Construction would last roughly four years."

Response to Comment GP.97.1

Preference for the Three-Stage Construction Option is appreciated.

Comment GP.98: Susan Shedlow



6/4/24, 11:40 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge closure

Susan <susanshedlow15@gmail.com>
Mon 6/3/2024 2:42 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I am in favor of the night time closure option. GP.98.1

I am against full closure of the Vincent Thomas Bridge due to it's close proximity to the World Cruise Center

How would passengers, vendors including marine vendors who are servicing cruise ships, employees, passengers and visitors supposed to get to Catalina Cruises and the World Cruise Center during construction? GP.98.2

Harbor Blvd and Beacon St can barely handle the high volume of traffic now.

Please respond ASAP.

Susan Shedlow

Response to Comment GP.98.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Response to Comment GP.98.2

During construction, access to the Catalina Express and World Cruise Center would be maintained. These facilities could be accessed using Front Street and Harbor Boulevard, which are to remain open during construction.

Comment GP.99: Arthur Armendariz

4/24, 11:42 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge Closure

Arthur Armendariz <artiearmendariz@gmail.com>
Mon 6/3/2024 5:05 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I live in San Pedro and travel on the Vincent Thomas bridge regularly. I vote to close the bridge totally so as to complete the project as quickly as possible. GP.99.1

Arthur Armendariz
San Pedro Resident
310-200-1365

Response to Comment GP.99.1

Preference for the Single-Stage Bridge Closure Option (Preferred) is appreciated.

Comment GP.100: Janan Johnson

24, 11 45 AM Mail - Caltrans VTB - Outlook

Please keep the bridge open after 7p to a single lane. Thank you GP.100.1

Janan Johnson <janankjohnson@gmail.com>
Mon 6/3/2024 5:09 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Sent from my iPhone

Response to Comment GP.100.1

Both the Two-Stage Construction and Three-Stage Construction Options allow construction on portions of the bridge while maintaining one lane of traffic in each direction all day. However, each option would require overnight closures and multiple weekend closures of the bridge throughout the construction duration.

Comment GP.101: Jerry Duhovic

6/4/24, 11:49 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Jerry Duhovic <jduhovic@hotmail.com>
Mon 6/3/2024 5:40 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:Jerry Duhovic <jduhovic@hotmail.com>

To Whom It May Concern:

I would recommend the option that leaves one lane open in each direction, notwithstanding the fact that the construction will take longer. I would also recommend banning all trucks during this period. Trucks can take the port streets to the north of the bridge to get to Terminal Island and beyond. A total shutdown and shorter construction period would be my second option recommendation. GP.101.1

Good Luck!

Regards,
Jerry

Jerry V. Duhovic
Cell:(310)502-8036
jduhovic@hotmail.com

Response to Comment GP.101.1

Preference for the Two-Stage Construction and Three-Stage Construction Options both of which maintain one lane of traffic in each direction across the bridge is appreciated. However, each option would require overnight closures and multiple weekend closures of the bridge throughout the construction duration. In addition, the Nighttime Bridge Closure Option would maintain traffic on the bridge during the daytime and completely closing the bridge during the nighttime hours. Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Comment GP.102: Donald Wolf

6/24, 8:29 AM Mail - Caltrans VTB - Outlook

VT Bridge Closure

Donald Wolf <donaldwolf06@gmail.com>
Wed 6/5/2024 7:40 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello,

I want to share my thoughts on closing the bridge and repair. Although closing the bridge completely and doing repairs would be fastest, I feel it's going to be best to do a partial closure. GP.102.1

With a full closure, there would be too much of an impact on our neighbors with traffic.

I personally take the bus to go to Long Beach, so I'm less affected by the closure, but I'm thinking about daily commuters.

Thank you for the opportunity to share my thoughts on the closure and repair of Vincent Thomas Bridge.

Donald Wolf

Response to Comment GP.102.1

Preference for either the Two-Stage or Three-Stage Construction Options which would maintain one lane of traffic in each direction across the Vincent Thomas Bridge for the duration of construction is appreciated.

Comment GP.103: Patrick Di Bernardino

VTB deck replacement project

Patrick D <patrickdibernardo@gmail.com>
Wed 6/5/2024 10:09 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I am writing to express my strong support for the proposed three-stage plan for repairing the bridge, with the additional recommendation of conducting repairs exclusively at night. This phased approach, combined with nighttime work, would significantly minimize disruption to both residents and commuters during the day. GP.103.1

Nighttime repairs would offer a crucial advantage by minimizing the impact on traffic flow. This approach would allow the bridge to remain fully operational for passenger vehicles and essential deliveries during peak hours.

Many of us rely on predictable travel times, especially for work and daily errands. Daytime closures with trucks present would create significant delays and gridlock, causing undue hardship. Nighttime repairs would eliminate this concern and ensure a smoother flow of traffic throughout the day.

Furthermore, nighttime repairs would allow construction crews to focus solely on the task at hand without the added complexities of managing daytime traffic. This could potentially lead to a faster and more efficient repair process overall.

I strongly encourage implementing a plan with nighttime repairs and a daytime restriction on trucks during the closure periods. This approach would significantly minimize disruption for everyone and expedite the bridge's much-needed repairs. GP.103.2

Thank you for considering my suggestion.

Sincerely,

Patrick Di Bernardo

Patrick Di Bernardo
310-923-6670
patrickdibernardo@gmail.com

Response to Comment GP.103.1

Preference for the Three-Stage Construction Option is appreciated. With the Three-Stage Construction Option, one lane of traffic in each direction over the bridge would remain open each day with construction occurring in the closed lanes. In addition, this option would require overnight closures and multiple weekend closures of the bridge to accommodate construction activities.

Response to Comment GP.103.2

Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Comment GP.104: Leah Marinkovich

6/6/24, 10:05 AM Mail - Caltrans VTB - Outlook

VT Bridge

Leah Marinkovich <lmarinkovich@icloud.com>
Wed 6/5/2024 11:16 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Simple,

Leave on lane open each way, no commercial truck traffic. | GP.104.1

Leah Marinkovich

Sent from my iPhone

Response to Comment GP.104.1

Both the Two-Stage and Three-Stage Construction Options leave one lane open in each direction. However, restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Comment GP.105: Sara Saxonberg

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, June 6, 2024 10:04:57 AM

From: Sara Saxonberg
Organization:
Email: sara.saxonberg@gmail.com
Phone:
Street:
Zip: 90731
Message: Thank you for the opportunity to provide feedback. We would vote for the longer term project with night time full closure prioritizing reduced traffic impact during the day. GP.105.1
Opt In: on
*You received this message because Sara Saxonberg signed in on the Vincent Thomas Bridge Comment Form

Regards,
System Administrator

Response to Comment GP.105.1

Preference for the Nighttime Bridge Closure Option which would leave the bridge open during the daytime and completely closed at nighttime is appreciated.

Comment GP.106: Mark Rechtin

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, June 10, 2024 8:23:53 AM

From: Mark Rechtin
Organization:
Email: rechtin.mark@gmail.com
Phone:
Street: 2711 Graysby Avenue
Zip: 90732
Message: Keep half the bridge open while repairing the other side, then vice versa

GP.106.1

Projects like these always take longer than expected. So saying, "It will take less time if we close the whole thing," doesn't mean anything.
The key thing is that closing the entire bridge and diverting vehicles to other routes will make the already-snarled South Bay traffic situation even worse. The 110 will grind to a halt, and the 405 will become a mess from LAX to the 605 all the time. The worst scenario: Imagine the speeding traffic happening on Anaheim, PCH, etc from commuters trying to catch a stale green light â€"A especially in the morning when they are vying for street space with parents on the school run. The number of accidents will be off the charts. Do you want that liability on your hands?
Opt In: on
*You received this message because Mark Rechtin signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.106.1

With the exception of the Single-Stage Construction Option (Preferred), the proposed construction options would maintain traffic in both directions across the bridge throughout the construction period. As described in Section 1.4.2 of the Draft EIR/EA, both the Two-Stage and Three-Stage Options would maintain traffic flow in two lanes while work is being performed while work is being performed in the other lanes. The Nighttime Bridge Closure Option would maintain all lanes of traffic during the daytime hours and be fully closed at night. In addition, several measures have been proposed to address potential traffic-related impacts, including potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes.

Comment GP.107: Stephan Kolar

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Sunday, June 9, 2024 2:25:00 PM

From: Stephan Kolar
Organization.
Email. skolar248@gmail.com
Phone:
Street:
Zip: 90732
Message: I would prefer the nighttime closure option. GP.107.1
Opt In.
*You received this message because Stephan Kolar signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.107.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.108: Teri Phillips

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Sunday, June 9, 2024 1:14:37 PM

From Teri Philips
Organization: Citizen
Email: lexusorders@hotmail.com
Phone: 4242545557
Street: 1327 Westmont Dr
Zip: 90732
Message: After reviewing the proposed construction options. I feel the Two Phase plan would provide residents access who depend on the VTB, while at the same maintaining an aggressive project timeline. GP.108.1

Without budget information the hope would be the shorter project timeline would also be cost effective.
Opt In: on
*You received this message because Teri Philips signed in on the Vincent Thomas Bridge Comment Form

Regards,
System Administrator

Response to Comment GP.108.1

Preference for the Two-Stage Construction Option is appreciated.

Comment GP.109: Nicole Denny

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Friday, June 14, 2024 6:15:44 AM

From: Nicole Denny
Organization:
Email: Daviau.usc@gmail.com
Phone: 3103039430
Street: 870 West Elberon Avenue
Zip: 90731
Message: The bridge should be done in two stage construction to allow traffic to still utilize the bridge during this project. The additional 8-9 months is worth being able to continue using the bridge and it will still allow you to finish in time to use the Ija funds. However, merging needs to be set up appropriately to fix the bottle neck on either side as many entitled drivers in this area don't believe rules apply to them. The merge or cones need to out immediately after Ferry and it may be wise to just close the entrance from Harbor Blvd altogether and have those people go around to Gaffey I'm also curious if there's a difference in safety/ longevity in the ways you pour the concrete or if there's no difference between those methods. If no difference, please choose the most efficient one. However, I believe the answer to that question is necessary to decide what method to use. Thank you GP.109.1 GP.109.2 GP.109.3
Opt In: on
*You received this message because Nicole Denny signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.109.1

Preference for the Two-Stage Construction Option is appreciated.

Response to Comment GP.109.2

Details regarding traffic handling during construction will be developed as part of the final design and will be done in accordance with applicable Caltrans Standards. The TMP to be prepared prior to the start of construction will include traffic control measures, traffic control devices, a public information and outreach plan and emergency/incidence response plan that would identify evacuation routes in the project area.

Response to Comment GP.109.3

Orthotropic steel deck types generally have a design life of up to 75 to 100 years while the pre-cast deck, cast-in-place type design lives are approximately 75 years. However, recent studies in New York area have indicated that there is high potential for early fatigue cracking in Orthotropic steel deck especially on truck routes due to overloading of truck wheel loads.

Comment GP.110: Krystle Parmenter

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Friday, June 14, 2024 8:13:30 AM

From: Krystle Parmenter
Organization:
Email: csulbchick05@gmail.com
Phone: (424) 287-7632
Street: 879 W 25th St
Zip: 90731
Message: This replacement construction is going to impact a mass amount of people and affect their commute to and from anywhere outside of San Pedro. It may be time to replace the Vincent Thomas Bridge with something like what was done for the General Desmond Bridge. This would hopefully eliminate the closures like this current proposed one and it will allow for commuters to not be impacted. GP.110.1

If a bridge replacement is not possible, please try to plan repairs so that theyâ€™re in the evening to early am or allow for one lane to continue to be open on both sides. There are just too many people to only have the 110 available for commuters. GP.110.2
Opt In:
*You received this message because Krystle Parmenter signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.110.1

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights and therefore full replacement is not necessary.

Response to Comment GP.110.2

Preference for either the Two-Stage Construction and Three-Stage Construction Options, which maintain one lane of traffic in both directions during the construction period, or the Nighttime Bridge Closure Option which closes the bridge during the nighttime hours is appreciated.

Comment GP.111: Stephen Brosnan

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, June 15, 2024 2:37:57 PM

From: Stephen Brosnan
Organization: N/A
Email: steve.j brosnan@gmail.com
Phone:
Street: 1009 S Trotwood Ave, San Pedro
Zip: 90732
Message: The current bridge has significant road noise. Please give an estimate of the relative noise that is to be expected from both the pre-cast concrete and orthotropic construction methods. Then, please choose the lower road noise solution. Doing so may reduce the fear that some people experience when traveling on bridges, since road noise is unexpected and makes one doubt the integrity of the bridge construction. GP.111.1
Opt In: on
*You received this message because Stephen Brosnan signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.111.1

Any bridge deck type that is chosen by Caltrans would primarily be governed by safety while also giving consideration to cost, constructability, service-life, and environmental clearances.

Comment GP.112: L Gates

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Sunday, June 16, 2024 9:00:51 AM

From: L.Gates
Organization:
Email: chuyloop@gmail.com
Phone:
Street: 1367W 20th ST
Zip: 90732
Message: In 1996 there was an event which brought attention and raised money for VTB projects in which tickets were sold to the public to walk across the bridge People would come as far as Hollywood to participate in this event Reinstating this yearly event would bring attention and interest to the bridge and the port This event would be a great fundraiser to kick start the project and the enthusiasm of the public prior to the re-surfacing project. GP.112.1
Opt In: on
*You received this message because L Gates signed in on the Vincent Thomas Bridge Comment Form

Regards,
System Administrator

Response to Comment GP.112.1

Potential fundraising events involving the bridge is outside the scope of this project, which is focused on the needed deck replacement.

Comment GP.113: Howard Freshman

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, June 17, 2024 12:28:40 PM

From: Howard Freshman
Organization:
Email: freshmani@yahoo.com
Phone:
Street: 151 Santa Ana Avenue
Zip: 90803-3461
Message: My vote would be to shut down the bridge only at night even though the project would take longer. Not having access to the bridge during daytime commute hours would put more cars on the 405 Freeway which is already unbearable during heavy congestion hours and times of year. I myself use the bridge as an alternate route into and out of Long Beach even though it adds some miles to the distance. GP.113.1

There is a good chance that the estimated timelines for all the options will be greater than anticipated due to unforseen circumstances, such as weather and other variables. GP.113.2

Additionally, imagine the backups that will be created during special events, like Fleet Week. And, a lot of money is being spent on improvements along the San Pedro waterfront already and limiting access to nearby residents in Long Beach would seriously impact attendance and revenue estimates. GP.113.3

Thank you for your consideration.

Opt In:
*You received this message because Howard Freshman signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.113.1

Preference of the Nighttime Bridge Closure Option is appreciated.

Response to Comment GP.113.2

The replacement of the bridge deck is a very complex project consisting of numerous construction activities that are prerequisite activities to the actual deck replacement. Additionally, there are also numerous activities that follow the deck replacement work. The estimated construction timelines were developed in close collaboration of the Caltrans Office of Structures Design, the Construction Manager/General Contractor team, and the participation of a multi-disciplinary group composed of professional and technical staff from Caltrans. The construction duration estimates are based on multiple factors and take into consideration potential weather-related delays.

Response to Comment GP.113.3

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

Comment GP.114: Clay Marshall

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, June 17, 2024 2:45:41 PM

From: Clay Marshall
Organization: N/A
Email: claymarshall@aol.com
Phone: 3104084073
Street: 3635 S Emily St, San Pedro
Zip: 90731
Message: Hi,

I live in San Pedro, work in Long Beach and drive across the VT Bridge at least twice a day. While I understand the need to replace the bridge deck, as a daily commuter, I want to emphasize that a years-long disruption is impractical and unsustainable. The recent replacement of the Gerald Desmond Bridge is a sterling role model of how to rebuild a major bridge without wreaking havoc on those who used the bridge on a regular basis. I see in your FAQ that the VT Bridge is "structurally sound" and that a "need for a new bridge has not been determined at this time," but would the cost of building a new bridge be that much more than the cost to replace the deck? Further, is the new deck just a band-aid that would postpone a more comprehensive repair/rebuild -- at which point the latter will surely be more expensive (especially when you add in the sunk cost of the deck replacement)? In short, the new bridge into Long Beach is wider, safer and more pedestrian-/cyclist-friendly than both its predecessor and the VT Bridge, and perhaps a simultaneous construction/deconstruction would minimize inconveniences to commuters/trucks/etc. GP.114.1

If that's off the table, though, here are my thoughts on the four staging options that have been proposed to date:

--Single-stage: I think full closure should only be a last resort, and of the two types proposed here, the 41-month closure should be the "last last resort."

--Two-stage/three-stage: The shorter option is obviously preferable, but even 25 months with only one lane is too long. Big-rig trucks simply do not have enough horsepower to accelerate uphill, and the resulting traffic jams would be nightmarish. Perhaps there's a way to divert all truck traffic to a detour route? GP.114.2

--Nighttime closure: Four years seems like a long time, especially since building the new Long Beach bridge from scratch took only six. Still, this option seems to be the least disruptful to commuters.

Questions/comments:

--When closures occur, would both directions be worked on simultaneously? Perhaps there's an option where only one direction would be closed at a time? GP.114.3

--As I believe was mentioned at recent public comment session, Caltrans should also consider other local projects that could compound traffic misery GP.114.4

--While I don't care one way or the other about the Olympics, it seems foolish to consider any timeline that wouldn't finish prior GP.114.5

Thanks,
Clay
Opt In: on
*You received this message because Clay Marshall signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.114.1

At this time, it has been determined that the deck replacement is the best option for the bridge. It should be noted that one of the reasons that the Gerald Desmond Bridge was replaced was due to the fact that it did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights.

Response to Comment GP.114.2

Thoughts on the various staging options is appreciated. With regards to restricting trucks use of the Vincent Thomas Bridge during construction, this is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Response to Comment GP.114.3

The overnight and weekend closures associated with the Two-Stage and Three-Stage Construction Options would restrict all traffic from using the bridge during the closure to accommodate the work and for safety. During the day, there would be one lane open in each direction.

Response to Comment GP.114.4

Other local projects have been taken into consideration. See Table 2.1-1 in the Draft EIR/EA for a complete list of other projects occurring within the project area. In addition, project mitigation measure MM-EJ-1 requires regular and ongoing coordination with agencies will occur for projects within the study area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment GP.114.5

The Vincent Thomas Bridge Deck Replacement Project construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is anticipated that the bridge would open to traffic in the Spring of 2027 prior to the start of the 2028 Olympics. Caltrans will continue project coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region.

Comment GP.115: Jeff Mangarpan

Zeina Abouakl

From: Info <info@virtualeventroom.com>
Sent: Tuesday, June 18, 2024 5:25 PM
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jeff Mangarpan
Organization:
Email: Jeffmnh@gmail.com
Phone: 6037705863
Street: 6424 Via Canada
Zip: 90275
Message: Full closure for the shortest repair time with traffic detours along surface streets. The other options add too much cost and time. GP.115.1
Incentives for the GC for beating deadlines. GP.115.2
Opt In: on
*You received this message because Jeff Mangarpan signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.115.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment GP.115.2

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Comment GP.116: James Allen

Zeina Abouakl

From:	James Allen <james@randomlengthsnews.com>
Sent:	Wednesday, June 5, 2024 11:18 AM
To:	VTB Deck Replacement Project
Cc:	adv
Subject:	Re: Vincent Thomas Bridge Deck Replacement Project
Attachments:	RL_Media_Kit_Prices_2024.pdf
Follow Up Flag:	Flag for follow up
Flag Status:	Flagged

If you need more public outreach, or legal notice advertising with this project, do reach. out to our team to advertise your needs GP.116.1

Thank you,
James Preston Allen, Publisher

t 310.519.1442 | f 310.832.1000
1300 S. Pacific Avenue, San Pedro, Ca 90731
www.RandomLengthsNews.com

In the worst of times a vigilant press is essential to the freedom of thought and expression in a free democratic society. In the best of times, it is informative, entertaining and thought provoking. Random Lengths provides news for all times.

On Wed, Jun 5, 2024 at 9:59 AM VTB Deck Replacement Project <caltransvtb@virtualeventroom.net> wrote:

View this email in your browser

YOU'RE INVITED

The **Vincent Thomas Bridge (VTB) Deck Replacement Project** studied the effects that the project may have on the environment and the community. The

Response to Comment GP.116.1

Extensive outreach was performed in notifying the public of the release of the draft environmental document. Outreach included three newspaper advertisements (Long Beach Press Telegram, Daily Breeze, and La Opinion), mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and

Instagram), and media articles with Random Length News, Daily Breeze, and Long Beach Press Telegram.

Comment GP.117: Steve Gonzalez

Zeina Abouakl

From: STEVEN GONZALEZ <gonzosteve@cox.net>
Sent: Wednesday, June 5, 2024 11:49 AM
To: caltransvtb@virtualeventroom.net
Subject: VTB deck replacement project

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi,
Please include a new bike lane in this project. GP.117.1
Thank-you,

Steve Gonzalez
(310) 408-9064

Sent from my iPhone

Response to Comment GP.117.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.118: Dan Hoffman

Zeina Abouakl

From: Dan Hoffman <fishwithdan@yahoo.com>
Sent: Wednesday, June 5, 2024 5:00 PM
To: VTB Deck Replacement Project
Subject: Re: Vincent Thomas Bridge Deck Replacement Project

Follow Up Flag: Flag for follow up
Flag Status: Flagged

The link to "view this email in your Brouser" does not work; I wanted to copy the link and share it on my social media. GP 118 1

Sincerely,

Dan Hoffman

On Wednesday, June 5, 2024 at 09:59:31 AM PDT, VTB Deck Replacement Project <caltransvtb@virtualeventroom.net> wrote

View this email in your browser



YOU'RE INVITED

The **Vincent Thomas Bridge (VTB) Deck Replacement Project** studied the effects that the project may have on the environment and the community. The results of these studies are contained in the **Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)**, which is available for public review and comment from **Tuesday, April 16, to Monday, July 15, 2024.** To view the document, please visit virtualeventroom.com/caltrans/vtb/

Join the project team at a public hearing (one virtual and two in-person) where attendees will have the opportunity to listen to a presentation regarding the

Response to Comment GP.118.1

We are sorry to hear that you had difficulty being able to share the project information on your social media. Social media noticing on Caltrans social media channels is part of the project outreach efforts and will continue throughout the project construction.

Comment GP.119: Donna Nicol

Zeina Abouakl

From: Donna Nicol <Donna.Nicol@csulb.edu>
Sent: Wednesday, June 5, 2024 10:29 PM
To: caltransvtb@virtualeventroom.net
Subject: VTB Deck Replacement Project

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello,

My name is Dr. Donna Nicol and I use the Vincent Thomas Bridge daily for my commute to/from my job at Cal State Long Beach. I think a plan to allow big trucks to use the bridge until 6pm would cause the least stress for all parties. I say this because as a regular car commuter, traffic is bad enough without those big trucks. I would find an alternative route to work but adding more trucks on the regular streets so they can get to the ports will further tear up the roads and add much more time and headaches. Let the big trucks use the bridge until 6pm or later and the rest of us will have to manage on the streets or the 405. You could repair the massive potholes on PCH from Wilmington to Long Beach to help ease congestion. GP.119 1 GP.119 2

Thanks,
Dr. Nicol

Dr. Donna J. Nicol
(Sent via iPhone; Please excuse any typos)

Response to Comment GP.119.1

Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Response to Comment GP.119.2

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2 presented in Section 2.10.4 of the Draft EIR/EA, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.120: Russell Cole

Zeina Abouakl

From:	R C <bullsforest@hotmail.com>
Sent:	Saturday, June 8, 2024 6:48 PM
To:	caltransvtb@virtualeventroom.net
Subject:	Can we make a road construction bridge?
Attachments:	447775840_797867452475794_8801251509217171898_n.jpg
Follow Up Flag:	Flag for follow up
Flag Status:	Flagged

Can we build a bridge on the bridge like this swiss construction company does? Probably makes the grade to steep for trucks but we could keep the commuters flowing GP.120.1

Russell Cole

Response to Comment GP.120.1

The construction phase of this project will be performed under the CM/GC Program, which is an innovative alternative delivery method that allows Caltrans to receive input on innovative design used in the industry, construction methodology, and staging strategies, from the CM/GC technical team throughout the design process. The proposed bridge deck replacement construction options were developed with the close collaboration of the Caltrans Office of Structures Design, the CM/GC team, and the participation of a multi-disciplinary group composed of professional and technical staff from Caltrans. The Two-Stage Construction, Three-Stage Construction and Nighttime Bridge Closure Options maintain traffic on the bridge throughout the construction period.

Comment GP.121: Vladimir Mileant

6/17/24, 9:42 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement

vladimir mileant <vmileant@yahoo.com>
Sun 6/9/2024 9:11 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Hi, I support closing the bridge at night to do the work. GP.121.1

Response to Comment GP.121.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.122: Vivian Dea

6/17/24, 8:48 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Vivian Dea <vivdea@sbcglobal.net>
Sun 6/9/2024 9:34 PM

To:Caltrans VTB <caltransvtb@virtualeventroom.net>

For over 20 years I commuted over the Vincent Thomas bridge daily to downtown Long Beach to work at California State University, Office of the Chancellor. During those work years I regularly encountered delays and bridge closures for various reasons including container truck breakdowns, suicides, road work, Hollywood filming, an annual marathon and accidents.

The bridge repair work is necessary, and the impact is inevitable and will be significant to individuals and commerce. With partial lane closures, there still is the possibility of full bridge closure due to unforeseen events. I believe full closure of the bridge will be the least painful of the options GP.122.1

As a resident of San Pedro I hope there is consideration for residents and people traveling for work or leisure to the ports, Catalina Express, cruise terminals, West Harbor and to events such as Fleet Week..

Thank you for your consideration,
Vivian Dea

Response to Comment GP.122.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated. Coordination with the various events occurring in the area would occur to provide ample notification of detours and planned bridge closures.

Comment GP.123: Panagiotis Panagiotou

VTB Deck Replacement Project

Panagiotis Panagiotou <panpan1000@hotmail.com>
Sun 6/9/2024 11:35 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

The VTB Deck Replacement Project should be completed in the least amount of time possible. The complete closure of the bridge seems like the only way to ensure the project is done properly and within the time allotted. It will also allow for the seamless completion of the new offramp at Harbor Blvd. GP.123.1

Additionally, allowing for one side of traffic to continue or for one late on both sides or one lane at all during the Project is rife with potential delays and traffic headaches due to all the traffic the bridge currently holds, especially during peak commute hours. It creates unreasonable expectations and the bridge would constantly be backed up or have closures due to impacted traffic.

The only issue foreseen in the complete closure of the VTB would be the resurfacing of Alameda, Anaheim and Pacific Coast Highway and the Terminal Island Freeway since these would be the alternative routes used by truck traffic and commuters. Alameda is in dire need for repair from Harry Bridges to Anaheim and beyond, as is the Terminal Island Freeway with all its "imperfections." Anaheim and Pacific Coast Highway would need the least amount of maintenance but the Wilmington Community will be severely impacted regardless of what choice is made by the planning committee. GP.123.2

I hope this is helpful and if I can be of any additional help please reach out, I am happy to discuss this issue if more information is sought.

Panagiotis Panagiotou

Response to Comment GP.123.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated. The shortest construction timeline would be approximately 16 months with use of a pre-cast deck type.

Response to Comment GP.123.2

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.124: Patrick Di Bernardo

6/17/24, 9:54 AM Mail - Caltrans VTB - Outlook

VTB Replacement Project

Patrick D <patrickdibernardo@gmail.com>
Mon 6/10/2024 12:29 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I am writing to express my strong support for the proposed three-stage plan for repairing the bridge, with the additional recommendation of conducting repairs exclusively at night. This phased approach, combined with nighttime work, would significantly minimize disruption to both residents and commuters during the day. GP.124.1

Nighttime repairs would offer a crucial advantage by minimizing the impact on traffic flow. This approach would allow the bridge to remain fully operational for passenger vehicles and essential deliveries during peak hours.

Many of us rely on predictable travel times, especially for work and daily errands. Daytime closures with trucks present would create significant delays and gridlock, causing undue hardship. Nighttime repairs would eliminate this concern and ensure a smoother flow of traffic throughout the day.

Furthermore, nighttime repairs would allow construction crews to focus solely on the task at hand without the added complexities of managing daytime traffic. This could potentially lead to a faster and more efficient repair process overall.

I strongly encourage implementing a plan with nighttime repairs and a daytime restriction on trucks during the closure periods. This approach would significantly minimize disruption for everyone and expedite the bridge's much-needed repairs. GP.124.2

Thank you for considering my suggestion.

Sincerely,

Patrick Di Bernardo

Response to Comment GP.124.1

Preference for the Three-Stage Construction Option is appreciated. With the Three-Stage Construction Option, one lane of traffic in each direction over the bridge would remain open each day with construction occurring in the closed lanes. In addition, this option would require overnight closures and multiple weekend closures of the bridge to accommodate construction activities.

Response to Comment GP.124.2

Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Comment GP.125: Leah Marinkovich

6/17/24, 10:02 AM Mail - Caltrans VTB - Outlook

Incorrect Public meeting dates for San Pedro

Leah Marinkovich <lmarinkovich@icloud.com>
Thu 6/13/2024 10:30 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

There are incorrect meeting dates published on your website for San Pedro. GP.125.1

Sent from my iPhone



Leah Marinkovich

Response to Comment GP.125.1

The meeting information on the Caltrans website is accurate. The meeting in San Pedro occurred on Thursday, June 13th, at the Peck Park Community Center.

Comment GP.126: James Otto

Zeina Abouakl

From: Judge James D. Otto <JDOtto@lacourt.org>
Sent: Monday, June 17, 2024 2:49 PM
To: caltransvtb@virtualeventroom.net
Subject: Vincent Thomas Bridge

Importance: High

I would prefer as the most practical leaving one lane open in each direction for each of three stages of work. One lane would be open in each direction for each stage, along with multiple weekend full bridge closures and full overnight bridge closures that would be required. Construction would last approximately 32 months. GP.1 26.1

James D. Otto

Response to Comment GP.126.1

Preference for the Three-Stage Construction Option is appreciated.

Comment GP.127: Ivan Gonzalez

Ivan Gonzalez 5/13/2024

Thank you for inviting us to speak today on behalf of the Wilmington community. Wilmington community is generally supportive of the -- however, we have concerns about the significant increase in truck traffic it would run through our city streets. They expect it to raise truck exhaust emissions by three to four times the current rate. Unfortunately, there is no current· mitigation plan for this type of pollution and the potential health ramifications for our residents, putting children, seniors and young adults are unclear This is a significant public health concern. You also have a Philip 66 project.· We understand the importance of these projects for the Port of Los Angeles, however the plan Philip 66 project at Pier 148 through 151 coincides with the Vincent Thomas Bridge project, and is also expected to increase truck traffic and pollution in Wilmington. While we support necessary improvements to the port, we urge decisionmakers to consider a phased approach. Propose starting the Vincent Thomas Bridge project first to assist impacts on traffic flow and pollution levels within Wilmington. The Vincent Thomas Bridge project does not cause significant traffic disruptions than about the significant increase in truck traffic it would run through our city streets.· The Vincent Thomas Bridge project does not cause significant traffic disruptions than the Philip 66 project can be greenlighted.· Approving both projects simultaneously without a clear understanding of the impact on our community is simply unfair to the Wilmington residents. Also your air quality and traffic studies does not include additional projects like the Phillips 66 and the increased truck traffic which it's supposed to increase by 2,000 trucks. And its emissions releases for air quality, it can push those particles past its current forecast, the city of Wilmington. I thank you for your time and consideration.

GP.127.1

GP.127.2

GP.127.3

Response to Comment GP.127.1

With regards to potential impacts related to air quality, a detailed analysis is provided in Section 2.13 of the Draft EIR/EA. The analysis assessed the increased emissions that would be generated by diverted traffic within the surrounding communities during the peak periods for the different construction staging options, as well as emissions associated with construction activities. The results of emissions modeling are presented in Table 2.13-9 of the Draft EIR/EA and indicate that while there would be temporary increases in emissions from diverted traffic within the communities, those increases would be well below the significance thresholds established by the South Coast Air Quality Management meaning that the project-related emissions would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. In addition, as identified in Section 2.13.4 of the Draft EIR/EA, two minimization measures and a project feature would be implemented minimize air quality impacts related to construction emissions, including the requirement for use of Tier 4 engines for all off-road diesel vehicles, which meets the strictest EPA standards for diesel engines.

Response to Comment GP.127.2

The list of planned projects included in the Draft EIR/EA represents the list of projects within the project area that were known at time of the Notice of Preparation for the Vincent Thomas Bridge Deck Replacement Project which was April 2023. The Berths 149 - 151 (Phillips 66) Marine Oil Terminal and Wharf Improvements Project, which is currently preparing an EIR following the release of the Notice of Preparation/Initial Study in February 2023 has been included in the Final EIR/EA. At this time, it is not clear when construction of the Phillips 66 project would occur. Should the construction schedule of the Phillips 66 Project and Vincent Thomas Bridge deck replacement overlap, Caltrans will engage in regular coordination with the agencies responsible for this project to minimize potential impacts and schedule conflicts between the different projects, as required by mitigation measure MM-EJ-1 in Section 2.8.5 of the Draft EIR/EA.

Response to Comment GP.127.3

As mentioned in the previous response, the Phillips 66 Project has been added to the Final EIR/EA. The project is currently preparing an EIR following the release of the Notice of Preparation/Initial Study in February 2023. At this time, it is not clear when construction of this project would occur. Based on available data from the Draft Initial Study with Mitigated Negative Declaration (November 2021) for the Phillips 66 Project, construction of the project would not result in construction emissions in exceedance of South Coast Air Quality Management District significance thresholds. However, these temporary emissions would contribute to the overall temporary cumulatively considerable air quality impacts within the project area, as identified in Section 2.23.1.6 of the Draft EIR/EA. In addition, it is estimated that construction of the Phillips 66 Project would generate approximately 54 vehicle trips during a peak day which would contribute to temporary cumulatively considerable impacts to traffic. It should be noted that the deck replacement on the Vincent Thomas Bridge would not result in long-term changes to the existing air quality and traffic conditions.

Comment GP.128: Victor Christensen

Sal Dicostanzo 5/13/2024

Hi, my name is Victor Christensen, I'm a member of the Northwest San Pedro neighborhood council speaking as an individual. To -- not to beat a dead horse -- but I will -- the Alameda-Wilmington Street detour areas are in bad shape already, and there needs to be a commitment to repair them, as the last speaker said, before the work begins on the bridge. But also after it is over because, as part of the detour, you're going to have all the semi-trucks and other traffic going through that way, which is going to pretty much wreck the roads all over again.So afterward -- and after the bridge is open again, that needs to be repaired -- you know, as needed, of course -- all over again because there will probably be a lot of damage done by the detour traffic. Also, I see maps of the detour routes. I don't yet see maps of the surface street road closure areas, such as the Gaffey Street onramp to the bridge at Harbor Boulevard, the southbound Harbor Freeway exit to the same bridge at Harbor Boulevard. And those need to be identified as well so people can figure out the alternative routes to take based on those road -- you know, surface street road closures. And I know this -- this is kind of a question and I haven't read the EIR yet so I don't know if it's in there, but I would like to see what are the structural and lifespan differences of the three types of materials, the CIP and the other two. I don't know if that's identified in also after it is over because, as part of the detour, you're going to have all the semi-trucks and other traffic going through that way, which is going to pretty much wreck the roads all over again. I don't know if that's identified in the EIR, but the -- that I would like to see And also keep in mind, the Olympics are coming in '28 So 41 months from '25 is past that, so be careful of that. Thank you

GP.128.1

GP.128.2

GP.128.3

GP.128.4

Response to Comment GP.128.1

As stated in project mitigation measure MM-TR-2 in Section 2.10.4 of the Draft EIR/EA, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. It should be noted that the repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

Response to Comment GP.128.2

The designation of the final routes will be determined based on feedback received from the public and local stakeholders. The final detour plan will be identified as part of the TMP. In addition, there will be a messaging campaign including advertisements, social media outreach, use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.128.3

Orthotropic steel deck types generally have a design life of up to 75 to 100 years while the pre-cast deck, cast-in-place type design lives are approximately 75 years. However, recent studies in New York area have indicated that there is high potential for early fatigue cracking in Orthotropic steel deck especially on truck routes due to overloading of truck wheel loads.

Response to Comment GP.128.4

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. It is anticipated that the bridge would open to traffic in the Spring of 2027 prior to the start of the 2028 Olympics.

Comment GP.129: Elva Silva

Elva Silva 5/13/2024

But I live in the east Wilmington area -- where I see that -- on the map where you have the routes that are being diverted.· And my -- my concern is about vehicles coming through our neighborhood that are taking routes to come through. We already have really big problems regarding the -- the vehicle -- the big-truck traffic.· So I would like to see a lot more of the traffic officers out here during a lot of that time and -- in late evening/early mornings. So I do have a big concern about that, about the truck traffic and then the overflow traffic coming through our neighborhoods.· We already have problems with people running stoplights and speeding down our street; so.and then we have -- if there's people that are not familiar with the area, I really would like to see that we focus on a lot of the -- the neighborhood of east Wilmington. Thank you

GP.129.1

Response to Comment GP.129.1

Caltrans does not have the authority to enforce traffic laws or impose fines, that is the responsibility of local law enforcement. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts. In addition, as identified in project feature PF-TR-1 Caltrans will prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Comment GP.130: Melanie Labrecque

Melanie Labrecque 5/13/2024

Hi, my name's Melanie Labrecque. I am on the Northwest San Pedro Neighborhood Council but speaking as an individual. One of I'm I concur with what Victor said and other people.· And the idea of having multiple projects going on at the same time, there needs to be a coordinated effort between all the areas to make sure that this isn't happening or it's just going to be a mess. The other thing is you have these detour areas that people are designated to go, but you know how that goes, they are going to find, like, a different way to go.· And what I see happening, a lot of those trucks, like they are doing now, taking North Gaffey and going from Anaheim up to North Gaffey and Channel Street exit to get over to John Gibson. And that's going to be a problem because North Gaffey is a mess right now.· It's a construction -- big holes all over, as well as Channel Street's a mess. And that area just can't tolerate a lot of traffic there.· It just is a standstill already with truck traffic at the Channel Street exit for the 110 and John Gibson. It just sits. And when trucks get -- try to come off that, then it's backed-up traffic all the way to -- back in three to four different directions. So we need to really think about what our detours are and also the areas that they are going to try and funnel into too.· That's it

GP.130.1

GP.130.2

Response to Comment GP.130.1

While there is the potential that multiple projects will be ongoing during the Vincent Thomas Bridge deck replacement, as required by project mitigation measure MM-EJ-1 in Section 2.8.5 of the Draft EIR/EA, Caltrans will engage in regular coordination with agencies responsible for other projects to minimize impacts and schedule conflicts between the different projects.

Response to Comment GP.130.2

The proposed traffic detour routes have been identified as the most effective routes for traffic to bypass the construction area. The designation of the final routes will be determined based on feedback received from the public and local stakeholders. The final detour plan will be identified as part of the TMP. In addition, there will be a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Comment GP.131: Douglas Epperhart

Douglas Epperhart 5/13/2024

I guess for full disclosure, I should tell you I'm the president of the Coastal San Pedro Neighborhood Council, and like everybody, I'm just talking for myself. One thing I -- in all of this process that I don't think I've heard anybody discuss are the various way-finding apps that people use, such as WAZE and Google Maps and whatnot. And I would hope that as we approach whatever is going to happen with the bridge, and any other project for that matter, somebody let's these folks know what's going on and not to get out there and start telling folks to start taking people's side streets and driving down alleys and whatnot to avoid traffic. know a lot of folks depend on these things, and I think if we get people off of the routes, you know, as -- like I say, driving around the neighborhood, there's going to be some problems. So that -- that's all I have to say, was I hope somebody's thinking about that. Thanks

GP.131.1

Response to Comment GP.131.1

Caltrans currently coordinates project-related roadway closures with various way finding apps and will ensure roadway information related to project detours and closures is provided.

Comment GP.132: Barbara Steelman

Comments on VTB

Drew Leach <drew.leach@lacity.org>
Wed 6/12/2024 10:38 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Cc:Sergio Carrillo <sergio.carrillo@lacity.org>

Comment from constituent Barbara Steelman.

"I live in San Pedro. I am also the vision head (manager) at the Port of LA. One of my staff members takes the VTB daily. I asked her about traffic on the bridge, and there is definite traffic flow going into San Pedro. Yet, when I look at all of the staging options, I see it open in one lane in each direction, and not with the flow of traffic. For example, two lanes coming into San Pedro in the morning, and two lanes going to Long Beach in the evening, instead of one lane in each direction. GP.132.1

Between option 3 stage and nightly closure, it's 32 months or 48 months, there was discussion of the project needing to be submitted by 40 months to qualify under the infrastructure bill. Therefore, there should be an option that goes right up to the 40 months to still qualify for this. GP.132.2

I like the nightly bridge closure with two exceptions. It's fully closed during the day time- great, and weeknight closures- great. But there could also be weekend closures too. That could speed it up, maybe get it to the 40 month target. GP.132.3

I also think it was significant what was mentioned by the public- there needs to be coordination between all the other government agencies that are working on the street improvements around the bridge. GP.132.4

And consideration about the Olympics, especially if the Harbor area is used for anything for the Olympics. GP.132.5

Has Caltrans done a traffic study to determine when there's more traffic going one way or the other?" GP.132.6

--
Drew A. Leach (she/hers)
San Pedro Field Deputy
Office of Councilmember Tim McOsker
15th Council District | City of Los Angeles
Main Line: 310-732-4515 | Direct Line: 310-732-4517

Response to Comment GP.132.1

With the exception of the Single-Stage Construction Option (Preferred), the construction staging options would maintain traffic flow across the bridge in both directions during the day. Providing traffic flow in only one direction in the morning and the opposite direction in the evening was not considered since current conditions allow flow in both directions as not all traffic crosses the bridge in one direction.

Response to Comment GP.132.2

As highlighted in Section 1.2.3 of the Draft EIR/EA, the BIP is a competitive grant program part of the Infrastructure Investment and Jobs Act to replace, rehabilitate, preserve, or make resiliency improvements to bridges. The project is to be constructed using State funds through the SHOPP and reimbursed through federal funds from the IIJA. The project is eligible for BIP grant funding if it is completed and open to traffic by Spring 2027. Of the four proposed construction options, only the Single-Stage Construction Option (Preferred) using the pre-cast deck type would allow the project to be completed in time to qualify for BIP grant funding.

Response to Comment GP.132.3

Preference for the Nighttime Bridge Closure Option is appreciated. It should be noted that the nighttime closures would occur during the weekends as well as during the week. Complete weekend closures were not considered as part of this option.

Response to Comment GP.132.4

As identified in Section 2.8.5 of the Draft EIR/EA, mitigation measure MM-EJ-1 requires Caltrans to coordinate with other agencies for projects with overlapping construction to avoid and minimize schedule conflicts between projects.

Response to Comment GP.132.5

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

Response to Comment GP.132.6

As identified in Section 2.10.2 of the Draft EIR/EA, a Traffic and Operations Analysis Report was completed to assess the potential traffic impacts associated with the construction of the project. The findings of the report are summarized in Section 2.10 of the report. Generally, traffic flows in the direction of the ports during the morning hours and away from the ports in the evening hours.

Comment GP.133: Cassie Tom

2/24, 9:51 AM VTB Deck Replacement Project - Caltrans VTB - Outlook

VTB Deck Replacement Project

Cassie K <cgtom1@gmail.com>
Thu 6/27/2024 1:43 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

To whom it may concern,

I strongly believe that nighttime-only bridge closures (and therefore leaving the bridge FULLY open during daytime traffic hours) is, without a doubt, the best of the 4 options being considered for the planned repair work on the Vincent Thomas Bridge. Many people use this bridge daily (am and pm) 5x/week. I work at Providence Little Company of Mary, San Pedro and many of my coworkers also use this bridge. I even recall there was an accident on the 110 freeway, and therefore many people on the 110 could not get to the VTB. And I recall that the bridge had NO CARS or traffic on it, further attesting to the fact that MANY people rely on this bridge for transportation. The few times I have had to use alternative routes have been a nightmare. GP.133.1

The other choices of closing the bridge such that there is one lane open in each direction would ALSO be horrible. Traffic is already terrible with just 2 lanes. And when there is an accident on the bridge such that it is minimized to one lane, the traffic is horrendous. Reducing the bridge to one lane for >2 years, or 32 months is definitely not a good option. Those are such LONG time periods.

I hope it is clear that fully closing the bridge for 16 - 41 months is also a terrible idea that would significantly negatively impact traffic and the well being of so many lives.

I, and so many others, implore you to only close the bridge fully at nighttime and leave it fully open during the day. There is SIGNIFICANTLY less traffic at night, and having to take alternative routes at night would not impact people's lives and traffic as significantly.

Please, think of the positive (or negative) impact you could have on so many lives. And please choose to have a positive impact!

Thank you,
Cassie Tom
cgtom1@gmail.com

Response to Comment GP.133.1

Preference for the Nighttime Bridge Closure Option, which will keep the bridge open to traffic during the daytime is appreciated.

Comment GP.134: John Winkler

'2/24, 10:01 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

John Winkler <jhwinkler@me.com>
Fri 6/28/2024 11:55 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Dear Sir,

I have written letters in the past a number of times, in which I feel that this re-routing is going to cause accidents, injury and chaos by closing the Vincent Thomas bridge to repave the surface.

My solution was not even on the table, as the other choices in my option were not workable. Eugene Seroka (Director of the LA Port) feels that it would cost $6 billion dollars to build another bridge and dismantle the old bridge.

Consequently, there was no discussions of an alternative solution by building another bridge along-side the existing bridge. I feel that Seroka's estimate of $6 billion is way off the chart. It would not be the port's responsibility, so I wonder why or how did Seroka came up with this figure? It would be Caltrans to fund the bridge, not the Port of LA. GP. 134.1

On that same note, it cost $1.56 billion to replace the Desmond Bridge in Long Beach. With the Vincent Thomas bridge, you are not replacing it, you are building a new bridge next to the existing bridge, so you have one-way travel on each bridge.

Therefore, you do not have to demolish the bridge, you keep it open while you build the new bridge. The $1.56 billion would be less, because there is not demolition of the old bridge.

Keep in mind you still have the cost of re-paving the Vincent Thomas bridge, although you have two bridges in which you can keep traffic flowing.

Caltrans and the Port of LA need to look into the future. This is an opportunity to not only reduce the flow of car and truck traffic, it could also be an opportunity to open a bike lane on each bridge. GP. 134.2

Sincerely yours,
John Winkler
Retired ILWU Longshoreman

Response to Comment GP.134.1

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The components of the current bridge that need replacement are the bridge deck, guard rails, median barrier, and seismic sensors.

Response to Comment GP.134.2

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.135: Jamie Bedolla

Jamie Bedolla 5/30/24

I just got a couple of things. I personally believe that we should state to the single-stage for the 60 -- 60-month of pre-cast and that will help us out. And I got a question. You said, you're they're going to restripe some streets or something? And you gonna have from Willow Street from the (unintelligible) to Willow Street to the 103. Right now on Willow Street it's illegal to for trucks to --they're clogged right there -- from the 103 to the longest freeway, they cannot -- trucks cannot go through there. So if you guys can get us through that, then you can have the road (unintelligible) removed Anaheim Street and but the traffic that were going right now. So if that is something that will help during this through the -- not for trucks -- but for the community. It's a big problem. And the third item, the enforcement. I know that Caltrans doesn't enforce traffic, but I -- what Caltrans is doing repairs for the street sweeping on the freeway, there's always one or two highway patrol cars following to protect them. So I will hope you will guys will fund the police department, the CHP, and the LAPD, and Port Police and the Long Beach PD to do 24-hour truck enforcement which is currently not being done in this community. Thank you very much. GP.135.1 GP.135.2 GP.135.3

Response to Comment GP.135.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated. It should be noted that with use of the pre-cast deck type, the construction timeline would be approximately 16 months.

Response to Comment GP.135.2

As identified on Figure 1-5 Map of Potential Detour Routes in the Final EIR/EA, Willow Street in the City of Long Beach between SR-103 and I-710 is not included as a detour route because the current restrictions to trucks over three tons along this portion of Willow Street would remain in place. The Final EIR/EA removed Willow Street from Figure 1-5.

Response to Comment GP.135.3

As noted in your comment, enforcement of traffic laws and imposing fines on the local roadways is beyond the authority of Caltrans. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts. Caltrans is unable to provide funding to local law enforcement agencies for 24-hour truck enforcement.

Comment GP.136: Olivia Fernandez

Olivia Fernandez 5/30/24

Good evening. I -- I would like to take this from a different perspective. I did see the picture of the roads on the freeway -- I mean, on the bridge.· And our streets look the same. I was born in the West Basin 85 years ago. And the Port is the first place where all the goods go through the nation. Wilmington should be the best and loveliest port travel (applause). I have an article that I found it was by the Wilmington Daily Press Journal dated February -- excuse me. Tuesday, June 28th, 1954. The next -- and it was entitled, Long, Overdue. The neglect of Wilmington by the Los Angeles has been around for a long time.· Wilmington has gotten a bum deal and it goes on and it talks about this building that in -- it had been promised that we would have a municipal building in Wilmington and instead it took the federal government to build this building during the war. I can't find my notes · The Peter Mendoza, Joanne Masaki, and I in the late 80s and 90s, we put together the Wilmington Homeowners. We had two aims. One, to stop building of the terrible three-story apartment buildings that were destroying our town. Also our second concern was the truck traffic.· It's only gotten worse. We stood on corners, counting the trucks back in those days and the only thing the city did was to change the route and trucks could not go up Anaheim beyond Mcfarland (phonetic). But my main concern is Pacific Coast Highway.· My mitigation suggested that we have no trucks on Pacific Coast Highway. Students have been killed.· One of my neighbors is disabled as a young girl because she was in an accident there involving a truck. A young man was killed also on Alameda Boulevard, going to school. At one time we had two tunnels that went under PCH. They were helpful, but they were closed up. I would like to have you really enforce the truck traffic and if Malibu has no trucks and if the Pasadena Freeway has no trucks, Wilmington shouldn't have trucks. Thank you. GP.136.1

Response to Comment GP.136.1

State Route 1 also known as PCH is under the jurisdiction of Caltrans. The section of PCH within the Vincent Thomas Bridge Deck Replacement Project study area is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. Restricting trucks use of PCH during construction is not feasible because the Terminal Access route provides truck access between the National Network Routes and a freight terminal facility.

Comment GP.137: Deborah Sedlachek

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, June 20, 2024 2:29:43 PM

From: Deborah Sedlachek
Organization:
Email: sedlachek@aol.com
Phone: 310-753-4609
Street: 10 Paseo de Castana, Rancho Palos Verdes
Zip: 90275
Message: Please keep the bridge open , even if limited, we had to suffer with the closure of the Gerald Desmond bridge for years and extensions, to do this again is unbelievable, it should have been done at the same time. GP.137.1
Opt In: on
*You received this message because Deborah Sedlachek signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.137.1

As described in Section 1.4.6 of the Draft EIR/EA, three of the four proposed staging options, including the Two-Stage Construction Option, Three-Stage Construction Option, and Nighttime Bridge Closure Option, keep the bridge open in some capacity throughout the duration of construction. Only the Single-Stage Construction Option (Preferred) would completely close the bridge for the duration of construction.

Comment GP.138: Luis M

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, June 25, 2024 7:15:32 PM

From: Luis M
Organization: U.S. Customs and Border Protection
Email: luislakers@aol.com
Phone:
Street:
Zip: 90502
Message: Considering that a full closure of the bridge could take up to 41 months, it makes more sense to choose night time bridge closure at 48 months. GP.138.1

I use the bridge 3 times a week during the day and a full closure or partial lane closure would be very disruptive for commuters.

On average based on the options provided, the best case scenario for a form of closure is 2 years, but it would require disrupting rush hour traffic. I vote for the 4 year closure, with no impact to rush hour traffic and full closure at night.

I am very skeptical of the 16 month full closure option. It will not be done in 16 months. And even if 16 months could be guaranteed, I do not feel it is wise to disrupt rush hour traffic for 16 months. Night time bridge closure is the way to go.
Opt In: on
*You received this message because Luis M signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.138.1

Preference for the Nighttime Bridge Closure option is appreciated.

Comment GP.139: Claire Betar

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, June 27, 2024 6:36:41 AM

From: Claire Betar
Organization:
Email: geezer1935@gmail.com
Phone: 3105612860
Street: 3934 Bluff Place
Zip: 90731
Message: Iâ€™m in favor of only nighttime closure. Driving on the bridge with the truck traffic is often a nightmare with lane closures, especially if there is a breakdown or accident. GP.139.1
Opt In: on
*You received this message because Claire Betar signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.139.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.140: Pat Nave

Pat Nave 5/30/24

Good evening. I am Pat Nave. I am even older than Tim McOsker. I've been around for a long time. I've been doing environmental stuff for a long time. I've had to defend a few. I am going to compliment you on your traffic section, which it's really well done and it's completely unreadable. I will give you an example. Intersection that says Sepulveda Boulevard and the 110. (Mumbling) please speak the section for us. The phrase is don't (unintelligible) associated with the national manufacturing association (mumbling) because HCU methodology does not support; HCU2000 is used instead. Now, what the hell does that mean? Could you take this thing and hire a consultant who can write and put most of this stuff into -- excuse me -- I'm sorry to insult you like that -- but could you put most of it into an appendix and then just tell us something that we can use here. I assume it has to do with the level of service, computations. I can't really tell from this, but I am almost certain that there are really important when you calculated for all your options but it looks you counted every truck as if it was a vehicle -- a car. And a truck is not a car. It's two and a half cars or three cars. And a wide and a obstructed view and everything else. The other thing is that -- I'll move quickly. You know, if you recalculate your work, you're going to drive every intersection in Wilmington to a narrower route with those trucks and reroute. And our two roadways, as one of the (unintelligible) those cars -- two more points. One, after you do run these trucks through our Wilmington streets will allow 65,000 pound wheel trucks on a 35,000 pound our wheel of streets. (Heavy mumbling.) I think repave the streets of Wilmington. So last thing is I couldn't tell from the document how you prepare for a COVID-level decreases in traffic. So you need to check that. Thanks.

GP.140.1

GP.140.2

GP.140.3

GP.140.4

Response to Comment GP.140.1

The TOAR was prepared using software that is fully consistent with the guidelines of the Highway Capacity Manual (HCM), which is the professional standard for traffic engineering studies. There are multiple versions of the HCM, and the most recent version was used in most cases. There are some intersections where the geometry did not allow for the analysis using the most recent version, so an older version was used in that case. That application of the HCM methodologies is a standard traffic engineering approach.

Response to Comment GP.140.2

Truck traffic, which is 6.4% on the bridge, was considered in the analysis reported in the TOAR. Intersection analysis considers the percentage of truck and an adjustment factor (Passenger Car Equivalent) that amplifies the effects of trucks on operations.

Response to Comment GP.140.3

With regards to the comment about repaving the streets of Wilmington, with implementation of mitigation measure MM-TR-2 as stated in Section 2.10.4 of the Final EIR/EA, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. It should be noted that the repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies.

Response to Comment GP.140.4

The methodology used for the traffic analysis presented in Section 2.10 of the Draft EIR/EA focused on documenting existing traffic volumes and future "no construction" and construction alternative traffic forecasts and conducting operational analyses to compare the traffic associated with the proposed construction alternatives with the no construction alternative within the study area. Existing traffic volumes used for the analysis were obtained via field counts conducted for this project and Streetlight, a supplier of transportation data. These data were collected after the COVID-19 pandemic. Future forecasts were based on the Port Transportation Analysis Model (PortTAM) travel demand model, a standard tool for

projecting future traffic that relies on land use forecasts. Other changes in traffic patterns, as what occurred during the COVID-19 pandemic, cannot be predicted and are not a standard approach for traffic engineering studies.

Comment GP.141: Craig Louis

Craig Louis 5/30/24

Good evening. Craig Louis. I am representing myself and our industrial properties as far as Wilmington, particular we're on far East Anaheim Street between Santa Fe and Wilmington. I am particularly concerned with the sheer volume of traffic that's going to be recruited on the surface routes. I heard members say 68,000-sumn. Usually in these projects, the one thing that we never hear is any kind of policy agreement or budgeting for how public safety is going to be called in, the white gloves of traffic-directing officers, what kind of a cooperation your policy is developing with CHP, LAPD, even the Port Police. They will all have overlapping jurisdictions in these areas, and I think that needs to be clearly spelled out and budgeted. The other thing and less important but important to me is over the years we've seen this kind of inexplicable lack of signage as we come down eastbound off of the bridge and heading towards Long Beach or coming towards Long Beach heading towards San Pedro. There is nothing indicating that there is a city or town to the north called Wilmington. Nobody would ever know that you cross the bridge, and you can go to Wilmington. There's humans here, small businesses, large businesses, all sorts of things. And I would like to see Caltrans in particular address this. I've mentioned in each one of these projects it's usually kind of laughed off. It's an industrial area. Whatever. But we're past that now. So I would like to see that addressed. Thank you very much.

GP.141.1

GP.141.2

GP.141.3

Response to Comment GP.141.1

The average daily traffic crossing Vincent Thomas Bridge is 53,000, with approximately nine percent of this traffic being heavy trucks. Full bridge closures (Preferred) would require all of this traffic to divert around the bridge via the designated detour routes which include both I-110 and I-710 along Sepulveda Boulevard, PCH, and Harry Bridges Boulevard/Alameda Street serving as the primary east-west detour routes. Both the Two-Stage Construction and Three-Stage Construction Options maintain one lane of traffic in each direction across the bridge. In addition, the Nighttime Bridge Closure Construction Option would maintain traffic on the bridge during the daytime and completely closing the bridge during the nighttime hours.

Response to Comment GP.141.2

Caltrans does not have the authority to enforce traffic laws or impose fines, that is the responsibility of local law enforcement. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Response to Comment GP.141.3

Caltrans is responsible for signage within the state highway system. Placement of additional signage on local streets to denote the community of Wilmington would be the responsibility of the City of Los Angeles.

Comment GP.142 Andrea Vona

Comment on Vincent Thomas Bridge deck replacement project

Andrea Vona <avona.email@gmail.com>
Wed 6/19/2024 11:15 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Greetings,

Please avoid closing the Vincent Thomas Bridge during the day. It is a key corridor for many commuters. GP.142.1

Regards,
Andrea
Sent from my iPhone

Response to Comment GP.142.1

Three of the four proposed construction options will keep at least a portion of the Vincent Thomas Bridge open to motorist during the day. Only the Single-Stage Construction Option (Preferred) would not allow motorist access across the bridge during the day as the bridge would be completely for the duration of construction.

Comment GP.143: Jon Hildebrand

Concerns About VTB Project

JON HILDEBRAND <spjon27@cox.net>
Sat 6/22/2024 2:36 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello There,

As a San Pedro resident for the past 48 years, I am very concerned about this project that is suggested for the Vincent Thomas Bridge. I know how Cal Trans always states their plans and it takes much longer than is stated. I drive the bridge daily to head to downtown Long Beach. I have seen work take place from Cal Trans and the employees are never working. There is an entire lane blocked for 1 truck, and about 7 people standing there not doing a thing, when at least 6 of them should be working.

It sounds like Cal Trans is focused on the 1 year plan. Will people put their jobs at stake to make sure it gets done in this time? Can the residents of the Harbor Area get a written guarantee that this will be completed within this time frame? Will the work be taking place 24 hours a day, (like it should) to make sure it is completed on time. Multiple shifts have worked in the past and should be considered. GP. 143.1 GP. 143.2

This job will have a MASSIVE impact and the surrounding areas will be flooded with truck traffic and ways to get to the 710 freeway. How will you work with the lights to make sure it is not a constant traffic jam on these streets? Will you forbid semi trucks from using these streets? GP. 143.2

These things all need to be answered, and I look forward to your responses.

Jon Hildebrand

Response to Comment GP.143.1

The anticipated duration for completion of the project varies based on the different construction options. The shortest construction duration is with the Single-Stage Construction Option (Preferred) using a pre-cast bridge deck type. With this option, construction would last approximately 16 months and would require the complete closure of the bridge for the duration of construction. The longest duration is 48 months using the Nighttime Bridge Closure option. This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment GP.143.2

The Single-Stage (Preferred), Two-Stage, and Three-Stage Construction Options allow for work to occur 24 hours on the bridge. Under the Nighttime Bridge Closure Option, no work would occur during the daytime hours since all lanes of traffic across the bridge will remain completely with work only occurring at night.

Response to Comment GP.143.3

As identified in Section 2.10.4 of the Draft EIR/EA, mitigation measures and a project feature will be implemented to address the temporary traffic flow impacts within the project area. Mitigation measure MM-TR-1 which requires Caltrans to coordinate with local jurisdictional agencies on implementing temporary improvements such as restriping, minimal geometric reconfigurations, and signal phasing at 13 intersections. MM-TR-2 requires Caltrans to partner with the City of Los Angeles to seek opportunities for repairing designated detour routes prior to and after project construction. It should be noted that work on roads outside the Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. In addition, as identified in project feature PF-TR-1 Caltrans will

prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Comment GP.144: Olivia Fernandez

From: oina_martinez
To: caltransvtb@virtualpentroom.net
Cc: Olivia Fernandez; Alejandra Rodriguez
Subject: VTB redecking project Comment
Date: Tuesday, July 2, 2024 5:28:53 PM

It is my strong desire that **no** use of Pacific Coast Highway as a detour route. There are many reasons: already a main artery, several crossings to schools, etc. including the fact that access for trucks on Pasadena Fwy, Malibu road, and Long Beach have restrictions on use. However, why can't Wilmington have the same? GP.144.1

I noticed last night new markings on the Roosevelt bridge, so preps are being made for its use. Can the high volume of additional traffic make it unsafe for future use? The bridge was constructed in mid 30's when traffic was at a minimum; the VT bridge in the early 60's. Yet, it needs work. Why? Could it be the heavy volume? What will it do to our bridge? It served the nation during WWII, Olympics, Hands Across America as an example, and continues with all its port and industrial related activity. GP.144.2

The Alameda corridor, Harry Bridges Blvd. and freeways can effectively be used for the upcoming renewal of the VT. It is my strong desire that there be non-use of **truck** traffic on PCH. GP.144.3

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Olivia Fernandez

Response to Comment GP.144.1

As identified on Figure 1-5 of the Draft EIR/EA, PCH along with Sepulveda Boulevard, and Harry Bridges Boulevard/Alameda Street are proposed east-west corridors to bypass the Vincent Thomas Bridge. Restricting trucks use of PCH during construction is not feasible because the portion of PCH between I-110 and I-710 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route provides truck access between the National Network Routes and a freight terminal facility.

Response to Comment GP.144.2

The Vincent Thomas Bridge, while structurally sound has a deteriorating deck. This is due to concrete fatigue primarily caused by heavy truck traffic, as well as environmental deterioration due to age and the marine environment the bridge is exposed to. In addition, the existing bridge railings and median concrete barrier need to be replaced because they do not meet the requirements of the new MASH. The proposed improvements will provide a viable bridge deck, the design life of which is estimated to last decades.

Response to Comment GP.144.3

As stated in the previous response to comment 144.1, restricting truck use of PCH is not feasible because it is a designated Terminal Access Route providing a connection between the interstate and freight terminal facility.

Comment GP.145: Mitch Tavera

Vincent Thomas Bridge

Mitch Tavera <mktavera@gmail.com>
Wed 7/3/2024 9:52 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I appreciate your outreach to the San Pedro/Wilmington community regarding the Vincent Thomas Bridge Deck Replacement Project. I hope you seriously consider option two or three. Complete closure of the bridge would be traffic catastrophic for the surrounding San Pedro/Wilmington areas GP.145.1

Be well
Mitchell Tavera

Response to Comment GP.145.1

Preference for either the Two-Stage or Three-Stage Construction Options which would maintain one lane of traffic in each direction across the Vincent Thomas Bridge is appreciated. Full bridge closures would be required at night and over multiple weekends.

Comment GP.146: Elaine Wakayama

VTB Deck replacement

Elaine Wakayama <ewakayama@yahoo.com>
Fri 7/5/2024 2:30 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Between the two choices of the bridge being closed down completely for 41 months or to allow one lane of traffic after 7pm for the deck replacement, I think it would be better to allow one lane of traffic after 7. I think if you completely close down the bridge it would really impact the other side streets with lots more traffic of people trying to get to Long Beach. GP.146.1

Response to Comment GP.146.1

It should be noted that complete closure of the bridge under the Single-Stage Construction Option (Preferred) could be completed in approximately 16 months or 41 months depending on the replacement deck type used. Both the Two-Stage and Three-Stage Construction Options would maintain one lane of traffic in each direction across the bridge for the duration of construction, however each option would require overnight full closures of the bridge and multiple weekend full closures.

Comment GP.147: Alabún'mí Jones

VTB Deck Replacement Project

Alabun'mi Jones (AMJ) <amjones81@gmail.com>
Sat 7/6/2024 11:45 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Although a nighttime closure would take the most amount of time, it would be the least interruptive for traffic. The vast majority of commuters use the bridge during daytime hours. | GP.147.1

AMJ (Alabun'mi A.M. Jones), LCSW
Pronouns: they/them, AMJ (what's this?)

The Universe is my Classroom: every encounter
is an opportunity to both teach and learn. ~me

Response to Comment GP.147.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.148: Mona Sutton

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 6, 2024 11:55:03 AM

From: Mona Sutton
Organization:
Email: monasutton63@yahoo.com
Phone: 3108904504
Street: 437 w 38th st San Pedro ca
Zip: 90731
Message: My vote is complete closure until repairs are completed | GP.148.1
Opt In: on
*You received this message because Mona Sutton signed in on the Vincent Thomas Bridge Comment Form

Regards,
System Administrator

Response to Comment GP.148.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Comment GP.149: Monica Marshall

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 6, 2024 12:03:17 PM

From: Monica Marshall
Organization:
Email: mnmk0426@yahoo.com
Phone: 3107563795
Street: 3025 S Pacific Ave., San Pedro Ca
Zip: 90731
Message I use the VT Bridge to commute to work Daily. Iâ€™d like to see 1 Lane open in both directions on the Bridge while repairs are being made. Also, the detour streets along Alameda to Anaheim are in such disrepair I cringe at the thought of having to use that particular detour due to the constant Potholes and flat tires Iâ€™ve encountered. Do not refer me to City/Cal Trans for reimbursement because I can make a Claim, But it is up to them (IF) they will accept my ClaimðŸ˜¡ GP.149.1 GP.149.2
Opt In:
*You received this message because Monica Marshall signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.149.1

Preference for either the Two-Stage or Three-Stage Construction Options which each keep one lane open in each direction during construction is appreciated.

Response to Comment GP.149.2

Under mitigation measure MM-TR-2 described in Section 2.10.4 of the Draft EIR/EA, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to after the construction of the project. It should be noted that the repair or improvements provided to the detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies.

Comment GP.150: Stephanie Milda Mardesich

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 6, 2024 3:16:17 PM

From: Stephanie Milda Mardesich
Organization: LA Harbor International Film Festival
Email: stephaniemardesich@yahoo.com
Phone: 3105190756
Street: 2205 W 25th St Unit 3
Zip: 90732
Message: Succinctly:
1) Ban all large trucks from VTB - they are the problem and have caused excessive stress and damage - they should be routed on alternate streets and if necessary us the newly constructed Desmond Bridge replacement GP.150.1
2) Bring back the "ferry" to convey automobiles, and passengers, from SP to Ter. Is. GP.150.2
3) Port of Los Angeles should have financial responsibility because the trucks in #1 are carrying cargo for the ships that are docking in POLA. GP.150.3
4) Work on the VTB should be done "one side at a time" so there is still use of the bridge, ergo why #1 is important - ban the trucks! GP.150.4
Stephanie Mardesich
LA Harbor Intâ€™l. Film Festival Founder/Director
Family residing in SP since 1917
constituent City of Los Angeles CD 15

Opt In: on
*You received this message because Stephanie Milda Mardesich signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.150.1

Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route provides truck access between the National Network Routes and a freight terminal facility.

Response to Comment GP.150.2

The purpose of this project is to replace the deteriorating deck of the Vincent Thomas Bridge. Consideration of alternate transportation modes such as ferries is not within the scope of this project. Caltrans met with the POLA regarding numerous mitigation measures to alleviate traffic congestion to Terminal Island due to closures of the Vincent Thomas Bridge. One mitigation measure that was discussed was a ferry service that would run from San Pedro to Terminal Island during closures of the Bridge, similar to the service that was in place prior to the Vincent Thomas Bridge's completion in 1963. It was determined that a ferry service would be infeasible for a number of reasons including: regulatory concerns of ferries crossing the Main Channel of the POLA interfering with other port traffic, the need to construct and operate points of origin and destination for ferries, acquisition of ferries, and the hiring ferry operators. Parking infrastructure would also be required for ferry patrons.

Response to Comment GP.150.3

The Vincent Thomas Bridge is part if State Route 47 and is therefore under the responsibility of Caltrans for maintenance. The project is part of the SHOPP that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). Funding for SHOPP projects is a mixture of Federal and State funds, including the Road Maintenance and Rehabilitation Account created by Senate Bill (SB) 1 which generates funds for vehicle registration and fuel taxes. It should be noted that heavy trucks comprise only 8.8 percent of the average daily traffic volume across the bridge.

Response to Comment GP.150.4

Both the Two-Stage and Three-Stage Construction Options close half of the bridge for replacement work while maintaining the other half of the bridge for two lanes of traffic, one lane in each direction. Once one half of the bridge deck replacement is complete, work will begin on the other half with the two lanes of traffic moved to the completed side.

Comment GP.151: Darryl Battle

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Sunday, July 7, 2024 10:11:14 AM

From: Darryl Battle
Organization Self
Email: yodcb@aol.com
Phone: 310-971-7367
Street: 2800 South Anchovy Ave
Zip: 90732
Message: I am in favor over overnight work on the bridge Do Not shut the bridge. Impact to San Pedro and Wilmington will be devasting! GP.151.1
Opt In: on
*You received this message because Darryl Battle signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.151.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.152: Javier Gonzalez Camarillo

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, July 8, 2024 9:17:44 AM

From: Javier Gonzalez Camarillo
Organization: Studio G Architecture
Email: javier@studiogarchitecture.net
Phone: (626) 831-4540
Street: 461 W 6th Street, Suite 214
Zip: 90731
Message: 1. The shortest timeline for construction should be a priority. GP.152.1
2. The use of pre-cast deck systems should be a priority GP.152.2
3. Road Improvements to the alternate routes should be made in advance of the project. GP.152.3
4. Temporarily limit street parking on alternate routes to allow full width of road. GP.152.4
5. Conflict with other construction projects in the harbor should be considered in the EIR Such as:
a) The SR-47 Interchange Reconfiguration Project should be done in advance or parallel to this project. GP.152.5
b) West Harbor construction
c) Berths 148-151 Phillips 66 Marine Oil Terminal and Wharf Improvement Project
6. Alternate transportation from San Pedro to the Docks should be provided: water taxis, shuttles, etc. GP.152.6
7. Consideration of events in the area, such as the World Cup of Soccer in 2026, and the LA Olympics in 2028 to be considered. GP.152.7
1) If limited use of the bridge is available:
a) No truck traffic should be allowed. GP.152.8
b) Dock workers should be given priority at peak hours. GP.152.9
8. Consider using both lanes of the off-ramp transition from North 103 Fwy to West PCH to create a 2-lane off-ramp to PCH GP.152.10
during construction.
Opt In:
*You received this message because Javier Gonzalez Camarillo signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.152.1

The shortest construction timeline of 16 months would be the Single-Stage Construction Option (Preferred) using a pre-cast deck type.

Response to Comment GP.152.2

A pre-cast deck type is one of the options under consideration.

Response to Comment GP.152.3

Under mitigation measure MM-TR-2 described in Section 2.10.4 of the Draft EIR/EA, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to after the construction of the project. It should be noted that the repair or improvements provided to the detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies.

Response to Comment GP.152.4

As described in Section 2.10.3.1 of the Draft EIR/EA, existing parking along proposed detour routes would be maintained.

Response to Comment GP.152.5

Other planned projects occurring in the project area are included in the Draft EIR/EA analysis. The projects are listed in Table 2.1-1 of the Draft EIR/EA and represents the list of projects within the project area that were known at time of the Notice of Preparation for the Vincent Thomas Bridge Deck Replacement Project which was April 2023. a) The Harbor Boulevard Interchange Project is scheduled to begin construction this year with completion anticipated by 2026. Construction of the proposed project is anticipated to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. b) The West Harbor project status has been updated to reflect continuing construction with anticipated completion in 2025. c) The Berths 149 - 151 (Phillips 66) Marine Oil Terminal and Wharf Improvements Project, which is currently preparing an EIR following the release of the Notice of Preparation/Initial Study in February 2023 has been included in the Final EIR/EA. At this time, it is not clear when construction of the Phillips 66 project would occur. Should the construction schedule of the Phillips 66 Project and Vincent Thomas Bridge deck replacement overlap, Caltrans will engage in regular coordination with the agencies responsible for this project to minimize potential impacts and schedule conflicts between the different projects, as required by mitigation measure MM-EJ-1 in Section 2.8.5 of the Draft EIR/EA.

Response to Comment GP.152.6

The purpose of this project is to replace the deteriorating deck of the Vincent Thomas Bridge. Consideration of alternate transportation modes is not within the scope of this project.

Response to Comment GP.152.7

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

Response to Comment GP.152.8

Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because the SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route provides truck access between the National Network Routes and a freight terminal facility.

Response to Comment GP.152.9

Implementation of a priority system for bridge use is not feasible.

Response to Comment GP.152.10

Widening of on- and off-ramps of I-110 is outside of the scope of the Vincent Thomas Bridge deck replacement project. Modifications to roads outside of the Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies.

Comment GP.153: Jackson Hurst

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, July 9, 2024 9:57:58 AM

From: Jackson Hurst
Organization: n/a
Email: ghostlightmater@yahoo.com
Phone:
Street: 4216 Cornell Crossing, Kennesaw, GA
Zip: 30144
Message: I approve and support Caltrans Vincent Thomas Bridge Deck Replacement Project. I have reviewed the Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) for Caltrans Vincent Thomas Bridge Deck Replacement Project and I support the findings in the document. I also support the build alternative because the build alternative will replace the existing deck with a new deck that has seismic sensors which will improve safety during a major earthquake. GP.153.1
Opt In: on
*You received this message because Jackson Hurst signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.153.1

Support of the project is appreciated.

Comment GP.154: Julie Louise

7/10/24, 4:10 PM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Julie Louise <julielouise129@gmail.com>
Wed 7/10/2024 12:31 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Good afternoon,

As a concerned commuter I would like to propose:

No full closures of the bridge at any time
-Partial closure with one lane open each way -NO Commercial Truck traffic

GP.154.1

This plea is for the health and safety of all who work on Terminal Island and to allow emergency access when needed.

GP.154.2

I appreciate your consideration in this matter.

Sincerely,

Julie Louise

Response to Comment GP.154.1

All of the proposed construction options require some level of full closure of the bridge. Even the Two-Stage and Three-Stage Construction Options which keep open one lane of traffic in direction would require complete bridge closures overnight and over multiple weekends. In addition, restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal facility.

Response to Comment GP.154.2

Regular coordination with emergency service providers will continue throughout the project construction as required by project feature PF-UES-1 identified in Section 2.9.3 of the Draft EIR/EA. Caltrans will coordinate ramp and/or road closures with emergency service providers so emergency access can be maintained throughout the project area.

Comment GP.155: Jorge Quintero

Jorge Quintero

Thank you. Good afternoon. My name is Jorge. I am a special region of West Counseling and Partners. We have over 9,000 members in 12 states, and we've 4,000 members that live right here in the South Bay. Our position on the harbor project. We have great timing and (unintelligible) considerable that we have and the environment. Many of our members live in the South Bay. We love to work in this distant time. With the skills, knowledge, and experience to work and complete this important project. Caltrans will have to use responsible contractors, though, to help pay the men and women a normal wage that includes apprenticeship members and healthcare benefits for workers. Using all the workforce that lives and recreates in the area makes sense to reduce the environmental vehicles on the road, which is less pollution. This is a much-needed project. That would be great for the community. Because of the great of the projects, we have (mumbling) partners supporting environmental reporting and has continued moving forward with this project. Thank you. GP.155.1 GP.155.2

Response to Comment GP.155.1

Caltrans will follow its standard protocols when hiring a contractor to perform the bridge deck replacement work. This project is being delivered via CM/GC delivery method. The CM/GC is selected during design phase. While the CM/GC will be responsible for providing the workforce to perform the work, it is likely that the majority of the workers will be from the region due to the large supply of skilled workers in Southern California.

Response to Comment GP.155.2

Support of the project is appreciated and as mentioned the replacement of the deck on the Vincent Thomas Bridge is needed to preserve the functionality and structural integrity of the bridge while enhancing its overall safety.

Comment GP.156: Evelyn Alvarado

Evelyn Alvarado

Good evening. My name is Evelyn Alvarado, A-L-V-A-R-A-D-O. And I am a member of the Western States Regional Council of Carpenters. I am a sixth-year apprentice, company carpenter. Good evening, as a woman I have faced quite some obstacles working in a men -- male-dominated field being told, no, that I couldn't do something and actually made me find the strength to be able to do it moving forward. What I see is that I do support this big project. Because I live in the South Bay area, and it would be a great opportunity to work closer from home being able to come home to my family early. Being in construction we have to travel very far, and, I believe that this is a great GP.156.1

Response to Comment GP.156.1

This project is being delivered via CM/GC delivery method. The CM/GC is selected during design phase. While the CM/GC will be responsible for providing the workforce to perform the work, it is likely that the majority of the workers will be from the region due to the large supply of skilled workers in Southern California.

Comment GP.157: Ray Regalado

Ray Regaldo

Thank you. I am here to talk to a little bit about what we have in the community have been talking about for such a long time. We really appreciate the Scottish community giving me the advisory council and being included in the technical advisory as well. So that is how to communicate to you all, but I think the other thing that is very important is access to the communication that's coming out from what you're saying. GP.157.1

So it's really important that we get a full effort and I also want to make sure that I express the appreciation of the community by the fact that you have increased the public commenting period to 90 days. Within being in the council system, it's a very difficult for us to get public comment, document, get it (unintelligible) and it takes the process – the process that is actually no different than what you've been doing because we're (mumbling) proud members of the -- so it's really important that you have given us the extra time. GP.157.2

I may say a couple of things that are a little bit repetitive, but I think what's important is to make sure that there's a realization that we are committed to the fact that we need this bridge -- we need it so that -- so we use it as long as we can so we really appreciate of the fact that you're doing some construction work or the construction work that's going to let it last longer. But we want to make sure that the work is being done in a manner in which it doesn't impact the community as much as the community's circle that did. GP.157.3

So a couple of things that we would like to do but mention at this particular point is the fact that the main portion of communication, meaning, that communication between the project and these other projects that are going on within the community is taken into consideration because, like I was saying, it was kinda surprising point that it was – what appeared to be a lack of knowledge between Western Avenue Project and the fact that they seem to be aware of the Vincent Thomas Bridge Project. Now, we're talking about the community's perception that is something that, you know, it's within the same state agency. Perhaps there should have been some better communication. We hope that's something that's going to remedy as we go along. So the other things too is during this time we're going to have major projects as councilmember across from us said we want to make sure that say those members are known because we will be impacted as a community – our small business, our large business, our workers, people who are like me, retired from work that need to get back and forth through our community. We need to have the ability to be able to protect the exhibition. What I would like to do is hit on a couple of things. GP.157.4

We want to make sure that there's consideration, and we're not exactly sure when the traffic studies were done, but the entire community, our traffic changes daily. And it doesn't necessarily change in the time that we can say that, you know, every day between 6:00 and 7:00 we're going to have this impact. If we have crew ships, if we have container ships and they're all here at the same time, it's going to impact the traffic that we're going to see and sometimes that happens on weekends. So I am hoping that some of this traffic, some of these traffic studies occur over the course of the weekend. (Crowd stomping.) There are times where there's these traffic stoppers, if you will, because I think it's not unreasonable to imagine that in this particular case we have traffic sometimes that's backed up all the way beyond PCH on the 110 Freeway, and they're all continuing traffic moving, because we have that traffic work going on at the same time. GP.157.5

So I am going to bring up to the fact that there's another thing that we're hoping you might when you're mitigating these problems and that is the fact that we need coordination between our various traffic control agencies and our -- that'd include the Department of Transportation, the traffic routing unit. There's a problem on the streets, but we also probably going to need -- what goes on with LAPD first and foremost how we're -- we're hoping that there will be some coordination there so if traffic starts to back up, that they're going to be utilized GP.157.6

to help us get the traffic done so that it's mandatory. And I am going to even say that this whole plan -- I am hoping that we will communicate with the (unintelligible) and perhaps the school, because it's going to impact our kids going to school, and the parents who are taking them to school. So we need to take a look at that. GP.157.6 cont

And what I would like to say is that we have a multi-diverse community here. And most of the information is all in English. We have a high populations in Spanish speakers. I am not seeing much of a simulation being shared (unintelligible). We need to do that. And we have other communities within our areas. They need to know what's going to happen. So I hope you may consider something that's multi-lingual for the announcements. For now, I will stop there. I appreciate the extra time. And thank you (applause.) GP.157.7

Response to Comment GP.157.1

Active participation on the TAC is appreciated as it is an important way for the project to obtain meaningful input and identify key concerns of the community.

Response to Comment GP.157.2

Active participation from the local communities and residents is an essential part of the project development. Caltrans wants to be sure that all the community concerns can be heard and therefore extended the public comment period from the typical 45 days to 90 days.

Response to Comment GP.157.3

As mentioned in your comment, the project is needed to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety and preserve its useful life for many more decades. Caltrans seeks to implement this necessary project with the least amount of impact to the local communities and traveling public.

Response to Comment GP.157.4

Caltrans is committed to continue coordination efforts with other agencies regarding planned, current, or proposed projects. As identified in Section 2.8.5 of the Draft EIR/EA, mitigation measure MM-EJ-1 requires Caltrans to engage in regular coordination with different agencies to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment GP.157.5

The Traffic Operations Analysis Report was approved in January with information from that report summarized in the Draft EIR/EA. The analysis examined the temporary traffic impacts associated with each of the proposed construction staging options for existing (2023) and future 2027 construction year during the weekday AM, MD, and PM peak hours, which are the time periods anticipated to experience the most traffic. TMC were collected for study area intersections in the field in April 2023 but with additional intersections added after the traffic analysis had begun, the latest turning volume data from StreetLight InSight, dated April 2022, was used for the added intersections. The field TMC were compared to the StreetLight TMC, and an average growth factor was derived for each peak period (AM, MD, and PM).

Response to Comment GP.157.6

As stated in the response to comment GP.157.4 above, Caltrans will continue coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed

about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and community-based organizations.

Response to Comment GP.157.7

Caltrans is aware of the diverse community residing in the project area and has made a concerted effort to provide project information in both English and Spanish. This has included advertisements and notices in the Spanish language newspaper, La Opinion, providing mailers in English and Spanish and providing interpreters at public meetings. Caltrans is committed to continuing its multi-lingual noticing through project completion.

Comment GP.158: Maria Matthews

Maria Matthews

Can you hear me now? Okay. Thank you so much to Caltrans for hosting this event. We really appreciate it. Thanks everyone for coming out. I want to take a quick step back and advocate for a wider bridge for three reasons. It would help throughput during peak hours. You can add bike lanes to connect to San Pedro with the Port of Long Beach, for the people that commute to those ports. Even also allows time to Long Beach and continuity to the South Bay. The third reason is or we could add emergency lanes for traffic accidents when this happen. That is pretty sketchy as it is and it would be nice to have pull-overs for any accident. You could also prevent accidents with better visibility, as you go down the bridge, and (unintelligible) over it. We can't see around that curve. Traffic goes pretty fast. So you get better visibility, with having an emergency lane and can reduce vehicles to have access to (mumbling) that occur on the bridge. I don't know if you've been stuck on the bridge. If there's an accident there, there is not good. So I have a proposal for you. (Unintelligible) and I think we should build a second bridge. We should build that bridge Then switch traffic -- all traffic -- the second bridge, retrofit those two bridges, and then make each bridge one way. And that would completely meet the throughput through to Long Beach and it would match the other bridge. There would be no traffic closures because all traffic had been diverted at any given time. And it would be the -- for all construction because they won't have to have traffic bunched up this time. So I think this is the best proposal for everybody. I think the only downside is the cost. (Mumbling).

GP.158.1

GP.158.2

Response to Comment GP.158.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. Widening of the bridge to accommodate additional travel lanes, emergency lanes or bicycle lanes is not feasible as the existing bridge structure and geometry would not support the additional widening that would be required.

Response to Comment GP.158.2

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The feasibility and cost of constructing a second bridge while maintaining the existing Vincent Thomas Bridge eliminates this idea from consideration.

Comment GP.159: Vic Christensen

Vic Christensen

Member of the (unintelligible), neighborhood council, for speaking tonight as an individual tonight. Two major things. One, I didn't see anything about the estimated lifetime, the different type of materials being considered. So the pre-cast and so on. Basically how long do we have to do this again? The other thing with that is quality control methods to involve with each of those different choices. For example, if you do a pre-cast and transported it from somewhere else to the the bridge, the transportation method can crack the -- crack. What would be done on this end to ensure that you don't have a damage done on the panel bed. And the cast-in-place, what's being done to make sure that they're above levels that have, you know, creaked in and it's going to cause weakness of the layer. The other thing that's been covered a little bit is the -- I don't know if you've familiar with this map here -- last night when we're on the Western Avenue meeting I asked the question about these different things and (mumbling) and that sort of thing. And they were basically clueless. They only knew a few of them, but (unintelligible) so that's one of the reasons that I am here. A few other things that weren't on this list and haven't been mentioned yet are things, like, upon the West Harbor, Long Beach, and Carson, we have some relatively limited things. And they're going to need construction. So none of that was mentioned and all of that needs to be factored in to the logistics to make sure that things don't get even worse than it originally is.

GP.159.1

GP.159.2

GP.159.3

Response to Comment GP.159.1

Orthotropic steel deck types generally have a design life of up to 75 to 100 years while the pre-cast deck, cast-in-place type design lives are approximately 75 years. However, recent studies in New York area have indicated that there is high potential for early fatigue cracking in orthotropic steel deck especially on truck routes due to overloading of truck wheel loads.

Response to Comment GP.159.2

Quality inspections and testing of all materials will be performed following Caltrans Construction Quality Assurance Program Manual and Construction Manual guidelines. Mock-up slabs will be built to test them out to prevent cracking of Portland Concrete slabs from handling (transporting and lifting). Cast-in-place is not a preferred deck type due to long duration of construction time.

Response to Comment GP.159.3

The Western Avenue project was not known at the time of the NOP which establishes the baseline for the existing conditions. Since the release of the Draft EIR/EA, several projects that are planned for the project study area have been revealed. As previously stated, Caltrans will continue their coordination efforts with other agencies and projects through the duration of construction. Based on the preliminary Western Avenue project construction schedule, it is anticipated that the project will be complete in May 2025 before construction begins on the Vincent Thomas Bridge in mid to late 2025. The Final EIR/EA has been updated to account for additional projects identified. As required by mitigation measure MM-EJ-1 from Section 2.22.2.9 of the Draft EIR/EA, Caltrans is committed to maintaining regular and ongoing coordination with other agencies for projects overlapping with the Vincent Thomas Bridge deck replacement to minimize schedule conflicts and traffic disruptions.

Comment GP.160: Diana Nave

Diana Nave

Good evening. My name is Diana Nave. And I have a couple of things. The first is the rewards and punishment. It's very important that there be rewards for finishing the contract early and punishment if they're late. So we get an on-time or early completion of the project. GP.160.1

Second thing is early signage and lots of signage. The signage should begin before you get to the 91 and allow people to take off from the 91 as well as a routes as detour. I am particularly concerned about signage at the 47 on-ramp. I have experience of being on the on-ramp with the -- there was a closure and the bridge it hadn't been notified at the beginning of the on-ramp so I just want to make sure that it's done. GP.160.2

Same thing as on Google Maps. We can put something and it would actually redirect people on there -- Google Maps. GP.160.3

Finally, what's being talked about several times already is the EIR, or the cumulative impacts, missed a lot, not only the Western Avenue project missed, but one of the quick complies is the location and timing matches San Pedro will be immediately allocated with 1500 units. That begins in 2026 right there on (unintelligible.) There's a (mumbling) project on South Center. Several other residential projects -- thank you. GP.160.4

Response to Comment GP.160.1

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment GP.160.2

Advanced signage will be an important part of the project notification strategy. As described in Section 2.10.4 of the Draft EIR/EA, project feature PF-TR-1 requires Caltrans to prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.160.3

Caltrans currently coordinates project-related roadway closures with various way finding apps and will ensure roadway information related to project detours and closures is provided.

Response to Comment GP.160.4

The Western Avenue project was not known at the time of the NOP which establishes the baseline for the existing conditions. Since the release of the Draft EIR/EA, several projects that are planned for the project study area have been revealed. As previously stated, Caltrans will continue their coordination efforts with other agencies and projects through the duration of construction. Based on the preliminary Western Avenue project construction schedule, it is anticipated that the project will be complete in May 2025 before construction begins on the Vincent Thomas Bridge in mid to late 2025. The Final EIR/EA has been updated to account for additional projects that have been identified.

Comment GP.161: Pat Nave

Pat Nave

Good evening. My name is Pat Nave. Following my daughter -- (mumbling.) Is regarding traffic, the document is quite technical. It's not that important to be, particularly focused on the Chapter 2 in terms of level surface. Most people doesn't understand level surface, if we do -- 58 intersections and then for various alternatives. So, first of all, how many of those -- is what they is between cars and trucks. A truck is seventy-five feet long. That's five times as long as a big-sized car. And then typically we can't -- two and a half car. So if you count those trucks that are being -- two and a half cars, equals to the fact that we have cars in every intersection, respectively. You know, five points already -- and all of the intersections on Gaffey Street are going to be (unintelligible). Other two comments are mitigation. Councilmember and that would occur sixty-five pound of being dumped so thirty-five pound wheel-load design streets. So it's strongly that you include for as needed to be repainting, so there's for the for those pavements. The second last comment I have is to look into possibility of using traffic diversions for the port. Thank you. GP.161.1 GP.161.2 GP.161.3

Response to Comment GP.161.1

The Level of Service analysis followed the Highway Capacity Manual methodologies using Synchro (version 11) software. Both cars and trucks were considered in the analysis. Existing traffic data, including vehicle classification, was obtained from field turning movement counts and from StreetLight InSight data which included truck volumes. Future traffic forecasts were developed using the PortTAM.

Response to Comment GP.161.2

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary restriping and signal synchronization at multiple intersections along the proposed detour routes and repair of detour routes prior to and after project construction, see mitigations measures MM-TR-1 and MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes prior to and after construction.

Response to Comment GP.161.3

The proposed detours for the project are presented in Section 1.4.7 of the Draft EIR/EA. The proposed detours provide routes to/from the ports while avoiding closures of the Vincent Thomas Bridge.

Comment GP.162: Patricia Wiley

Patricia Wiley

I am Patricia Wiley. I am a resident of San Pedro, and I know it's been mentioned the traffic concerns, Monday through Friday, but I am just wondering what logistical consideration are being given to the crew shifts that will be here on the weekends and, in addition, to the cars and trucks that will be on our highways? That's it. GP.162.1

Response to Comment GP.162.1

As described in Section 1.4.7 of the Draft EIR/EA, several detour routes to divert traffic from the bridge have been proposed. These detours provide access to Terminal Island and allow the traveling public to bypass the Vincent Thomas Bridge.

Comment GP.163: Michelle Acone

Michelle Acone

Hello. Michelle Acone. I live in the South Bay, and I am a Mantra worker. We work at the harbor 24 hours a day, seven days a week and many times we are traveling in the early mornings and the evening when it's dark. And a lot of times, you know, there are potholes in there, some of tires are broken off. And that we back (mumbling.) So I know we talked about fixing the roads, but many times roads aren't fixed until the problem like that occurred, and then it's a patch job and if it rains or there's heavy traffic, then those patches comes out. So if there's going to be somebody who needs monitoring the roads between company that's -- that's doing the work and somebody that's monitoring and make sure and actually making funding, because I am lucky enough to be able to have full auto insurance; and some people don't and that could end of the job, if their car breaks down. Or if they lose a tire. And another thing I came to hear about is time train schedules. That's huge. And then, also, I we all know that Wilmington is going to take the biggest hit on this. And a full closure – biggest thing for me is that (unintelligible) it's so dangerous down there that is moving a bio (unintelligible) of personal or a natural disaster and also timing too. The road -- it's better to be night hours, even though we are at the harbor 24 hours. Because out of the community danger to the kids because people are going to be the cutting through all the community and then also -- also the fabricated materials. I'd confer with just transport and just the issue with concrete, but also we're talking about fabrication. If you close this down completely it's nice that we have food trucks in there but the local businesses are going to take a hit. A lot of them will go out of business and just because it's that's going to less customers because more to and from during the daytime hours and then also just public transportation and then also there's a company to put any to help community for business that are going to be impacted.

GP.163.1

GP.163.2

GP.163.3

GP.163.4

Response to Comment GP.163.1

The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, see Section 2.10.4 of the Draft EIR/EA, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment GP.163.2

Operations and scheduling of trains is the responsibility of the railroads; however, Caltrans will coordinate proposed closures and detours with the POLA as they are responsible for coordination with railroads within the Vincent Thomas Bridge Study Area.

Response to Comment GP.163.3

As described in Section 1.4.2 of the Draft EIR/EA, all proposed construction options would require some bridge closures. The Single-Stage Construction option (Preferred) would require complete closure of the bridge for the duration of construction. Both the Two-Stage and Three-Stage Construction options would leave one lane open in each direction, however full bridge closures would be required each night and over multiple weekends. The Nighttime Bridge Closure option would allow full traffic across the bridge during the day and full closure each night.

Response to Comment GP.163.4

Caltrans met with the POLA regarding numerous mitigation measures to alleviate impacts due to closures of the Vincent Thomas Bridge. One measure that was discussed was food truck services on Terminal Island. Food trucks have previously operated on Terminal Island but with little economic success. The trucks are going to operate in locations that provide strong business. While Caltrans cannot subsidize food trucks or force them to operate on

Terminal Island, through ongoing coordination with the CAC and local chambers of commerce, it can be made clear that there is an opportunity for local businesses to provide food services for workers on Terminal Island while the Vincent Thomas Bridge construction is occurring. As stated in Section 2.6.3.2 of the Draft EIR/EA, it is anticipated that the temporary increase in construction employment would spur additional economic activities, including increased fuel sales at local gas stations, dining at local restaurants, and potential business at local motels and hotels.

Comment GP.164: John Bogakis

John Bogakis

I am going to be as brief as I can. I do support this project, because I support safety. There's a lot of concerns behind the lives – driving over a bridge. (Unintelligible). I am going to speak to the timeline. As much as it pains me as a local restaurant owner -- two restaurants. One that delivers and caters over this bridge a minimum 20 times a day, seven days a week, 363 [sic] days a year. It is going to be really hard, but I am here to tell you my suggestion would be the least amount of time possible to knock this project out and that is because on a weekly basis we see the bridge in one lane, and it is just as much as not worse on a disaster as at one lane than when it's completely closed. So I would rather be ready for alternate routes and have a plan in place than have to deal with the daily struggle trying to get over the bridge, because trucks are backed up forever. I feel sorry and I am hurting for friends in Wilmington because they are going to suffer the most. So us in San Pedro kind of not really complain too much and really band with our brothers in Wilmington, but, again, we have a events coming like the World Cup, Olympics, among other things, that is going to bring a lot of tourism into our area. So we need to knock this out as quickly as we can. Do it safely, do it in a timely manner, and get over it. I would rather have one miserable year than four really bad ones. Thank you. GP.164.1

Response to Comment GP.164.1

Preference for the Single-Stage Construction Option (Preferred) which would have the shortest construction duration of approximately 16 months with use of a pre-cast deck type is appreciated. As required by project feature PF-TR-1 presented in Section 2.10.4 of the Draft EIR/EA, Caltrans will prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Comment GP.165: Amy Makoto

Amy Makoto

Hi, I am Amy. I am a resident of San Pedro. I live on Kathy Street. And the only thing -- first of all, I wanted to thank everyone who presented. This is the most information that I got about this project. I am not involved in any city council. Only reason I heard about this meeting is because (unintelligible) the councilmember. And I assume most people in the community don't know anything about this project. One time I miss -- honestly, I think I am fairly engaged with things going on in the community. I've moved here for 11 years now. But I look at this room and I know that most of our neighbors know nothing about what's going to be happening. So I just really urge the whole team to improve their outreach. It's been a really dismal -- I only know about this because I happen to sign up for councilmember's e-blast. That's reaching such a small portion of the people. So whether that's door-to-door outreach or just, like, a postcard that goes out to all the residents, just that goes out to Wilmington and all the surrounding areas. We just need to get the word out that this is happening. Secondly, I think I can (unintelligible) to happen but the structure is falling apart from daily uses, but I strongly urge the team to not do a cast-in-place process. It sounds like it's going to take four years with full closures. So I hope -- I am wondering why that's even an option, because it's just so --anyways. That's it. Thank you. GP.165.1 GP.165.2

Response to Comment GP.165.1

Chapter 4 of the Draft EIR/EA identifies the public outreach efforts for the project. Initial efforts included formal notices to 220 agencies, organizations, and elected officials, over 10,000 flyers distributed in the surrounding communities to notify about the initiation of the project. Social media posts were published by Caltrans and four press releases were published to promote the project, announce the public scoping meetings (in-person and virtual), drive awareness and engagement via the Virtual Meeting Room, and create a call to action for comments from the community. In addition, there have been several informal pop-up events in surrounding communities to engage the local community. A project website has been created to provide ongoing project updates and store project information and archived materials, see: https://virtualeventroom.com/caltrans/vtb/. Outreach efforts for notifying the public of the release of the draft environmental document has included three newspaper advertisements (Long Beach Press Telegram, Daily Breeze, and La Opinion), mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with Random Length News, Daily Breeze, and Long Beach Press Telegram. Chapter 4 has been updated for the Final EIR/EA to provide a summary of the outreach efforts related to the public circulation and review of the environmental document.

Response to Comment GP.165.2

Opposition to a cast-in-place deck is appreciated. The Single Stage Construction Option with the pre-cast deck type is preferred. A cast-in-place deck would only be used under the Single-Stage Construction option resulting in an approximately 41-month construction timeline.

Comment GP.166: Matt Garland

Matt Garland

I am Matt Garland. And I sit on a ·neighborhood council, but I encourage all of you guys to come next Tuesday to sit with us in San Pedro, but I am hearing speak to you personally I am a member of that. I drive these alternative routes every day, and it's usually three or four times a day. They're all -- and John is right -- it's just – so anyway, personally I am going for the no-build alternative. GP.166.1

Sure. Build another bridge. Long Beach did. And I understand there's federal funding at stake. And I respect that. But this is going to be a major problem for everybody and these communities. And that's my personal opinion. Thank you for your time. And thank you. GP.166.2

Response to Comment GP.166.1

If the No-Build Alternative is implemented, there would be no repairs to the Vincent Thomas Bridge deck, resulting in continued deterioration of the deck and possibly necessitating emergency construction and unplanned closure of the bridge.

Response to Comment GP.166.2

As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The feasibility and cost of constructing a second bridge while maintaining the existing Vincent Thomas Bridge eliminates this idea from consideration.

Comment GP.167: Michael Ross

Michael Ross

I am Michael Ross. 45-year resident who is in San Pedro. I wanted a PBS special on what the bridges entail and there's no discussions about cables and that costs traffic incident in Italy in 19 -- 2011. So my question is, it's basically, what is the expected life expectancy of the cable? And how is -- questions about maintenance and especially inspection -- and understanding some of the local air through the casing and grounding cables around the -- that prevent rusting. And so I am just curious, how long do we expect that cable to last and I want to give a shout-out to Tim McOsker for the pickleball courts. GP.167.1

Response to Comment GP.167.1

Generally, a design life of this type of bridge is 100 or plus years for the main components: towers, cables, and anchorages. They are inspected every two years. Latest bridge inspection report indicated that cables are in general good condition.

Comment GP.168: Esther Hudak

Esther Hudak

Hello, my name is Esther Hudak. I am a resident of San Pedro, and I am also on the ILWU worker. I have concerns. Because is it necessary I am on that bridge about three to four times a day and, one, when you talk about the 30 days, I think it needs to be 60 to 90 days, much more for the morning for the community and the other thing is the number one alternative route that you're talking about is Harry Bridges. As the other communities have indicated, that is already a pothole-ridden nightmare. But trying to get off the 110 Freeway, I drive, like, everyday trying to get -- it is so small -- the exit lane and the off-ramp is really tiny. I just don't understand how that commute, number one, an alternative. So if maybe the traffic study can look into something else? I don't know what. You need to widen that off-ramp. You need to widen the exit. Okay. GP.168.1

Response to Comment GP.168.1

Harry Bridges Boulevard is one of several proposed detour routes as shown on Figure 1-5 of the Draft EIR/EA. As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary restriping and signal synchronization at multiple intersections along the proposed detour routes and repair of detour routes prior to and after project construction, see mitigation measures MM-TR-1 and MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes prior to and after construction. Widening of on- and off-ramps of I-110 is outside of the scope of the Vincent Thomas Bridge deck replacement project.

Comment GP.169: Lee Williams

Lee Williams

Thank you for having me. I am Lee Williams. And I want to thank everyone for being here. This is a great attendance. I know it wasn't super easy to find out about this project. But the fact that you're here, you're committed, and sticking around till the end means a lot. So thank you. I am Lee Williams. I am a Realtor. Like Tim said, but I also – I volunteer as the commission at the Port of Los Angeles. And in that, I often talk about (unintelligible), you know, we're willing to look at the time and the inconvenience, right, and I hope that everyone weighs the timeline and the inconvenience equally and think to yourself what would make the most sense for you. I hope that we hire locally. I completely agree that we have some of the best talent in the region right here, and we should putting them to work so when they leave their house to go build that bridge, they remember their effort was on that. And if we're going to have, and as a community, the most pain and suffering, we shall benefit by employing people locally. I agree with the incentives in terms of the shorter timeline. I agree with penalties for going over the timelines. I heard that there was a captain (unintelligible) I want to make sure that Port of Los Angeles, we have representatives on both. I want to make sure that (unintelligible) represents San Pedro, because he goes to a lot of the council neighborhood meetings and I want there to be a close alignment with the community and the Port. And then I want Sylvia Moreno to be that for Wilmington because obviously, that's where the most pain is going to be. I want to see last night. That was a crazy meeting in terms of Western conversation. I would love to see a better coordination on the different projects as we're looking at this (unintelligible). And, lastly, personally, since my wife is a worker at ILW and my volunteer job requires (unintelligible) to work every day, I really hope that you consider making one really bad year and compared to four really bad years. And so the faster we get this project done, the better. But I appreciate you being here. I appreciate the community being here and making sure that we continue to see -- this both before the project happens and all the way through the entire project. Thank you.

GP.169.1

GP.169.2

GP.169.3

GP.169.4

GP.169.5

Response to Comment GP.169.1

Caltrans will follow its standard protocols when hiring a contractor to perform the bridge deck replacement work. This project is being delivered via CM/GC delivery method. The CM/GC is selected during design phase. While the CM/GC will be responsible for providing the workforce to perform the work, it is likely that the majority of the workers will be from the region due to the large supply of skilled workers in Southern California. As described in Section 2.6.3.2 of the Draft EIR/EA, there is the potential that increased construction employment would spur additional economic activities, including increased fuel sales at local gas stations, dining at local restaurants, and potential business at local motels and hotels.

Response to Comment GP.169.2

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment GP.169.3

Caltrans will continue project coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed about the project and proposed detours and

closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination.

Response to Comment GP.169.4

It should be noted Caltrans is currently coordinating with other agencies through the TAC. As required by mitigation measure MM-EJ-1 from Section 2.22.2.9 of the Draft EIR/EA, Caltrans is committed to maintaining regular and ongoing coordination with other agencies for projects overlapping with the Vincent Thomas Bridge deck replacement to minimize schedule conflicts and traffic disruptions.

Response to Comment GP.169.5

Please note that the shortest project construction timeline is with the Single-Stage Construction Option (Preferred) which would last approximately 16 months using a pre-cast deck type and full bridge closure.

Comment GP.170: Jamie Bulach

Jamie Bulach

Hi. Jamie Bulach. I am Jamie. I live in San Pedro. I am also ILWU. So (mumbling.) My thing is I've been following a lot of the projects that (unintelligible) because they also got money. And we share Western Avenue San Pedro on the East side. (Unintelligible) a lot of their goes to sites for a lot of their proposed sites for building was along the western corridor. So we're going to have pressure as San Pedro residents on Western and on Gaffey and it's going just going to be a lot so if we can actually communicate with them or just to bring it to your attention or communicate with them of whatever facility or whatever EPN that they can indulge on at the same time. GP.170.1

And the other thing is safety. And lastly more of a medical aspect for emergency purposes as well as for dialysis patients because a lot of dialysis patients need Torrance and Harbor City was overflowing. So a lot of patients have been diverted to Carson and to over by Long Beach Memorial. So lot of people do travel the bridge and for the 110 to get to the dialysis treatment for multiple times a week, sometimes three or four or five times a week. So that's going to add delay to wait time to getting to their appointments. So if you can have more information to that. That could be necessary. Thank you. GP.170.2

Response to Comment GP.170.1

As identified in Section 2.8.5 of the Draft EIR/EA, mitigation measure MM-EJ-1 requires Caltrans to engage in regular coordination with different agencies to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.

Response to Comment GP.170.2

The potential impacts to vehicular travel resulting from each of the proposed construction staging options is presented in Section 2.10 of the Draft EIR/EA. While it is anticipated that there will be increased traffic congestion and delay along roadways within the project area, these impacts would be temporary, vary in duration and severity depending on the roadway and construction staging option implemented. Several measures to help mitigate the impacts have been identified, including MM-TR-1 and MM-TR-2. In addition, project feature PF-TR-1 requires Caltrans to prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures as shown in Section 2.10.4 of the Draft EIR/EA. Throughout the duration of project construction, Caltrans will continue regular coordination with CAC to implement solutions to reduce project related impacts, including to better manage traffic impacts, monitor effectiveness, keep the community informed and listen to community feedback during construction.

Comment GP.171: Eric

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, July 9, 2024 11:58:15 AM

From: Eric
Organization:
Email: evuoso@cox.net
Phone: 3104272898
Street:
Zip: 90731
Message: Whatever the final choice for the project is the detour routes should be surveyed and paved as they are all in terrible shape. The detour routes are not only limited in size but will inevitably damage vehicles because of potholes and lack of upkeep GP.171.1
Opt In:
*You received this message because Eric signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.171.1

As stated in project mitigation measure MM-TR-2 in Section 2.10.4 of the Draft EIR/EA, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. It should be noted that the repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

Comment GP.172: Patrick Di Bernardo

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, July 9, 2024 3:44:36 PM

From: Patrick DiBernardo
Organization:
Email: patrickdibernardo@gmail.com
Phone: 3109236670
Street: 577 W 9th St
Zip: 90731
Message. I am writing to express my enthusiastic support for the proposal to repair the bridge using a 48-month nighttime closure plan, with the added recommendation of restricting trucks entirely. This approach would significantly minimize disruptions to commuters. GP.172.1

Nighttime repairs offer a crucial advantage: maintaining smooth traffic flow throughout the day. Many of us rely on predictable travel times, especially for work and daily errands. Experience shows that trucks are the primary cause of congestion during construction or lane closures. Restricting trucks would eliminate this concern and ensure a smoother flow of traffic, particularly for passenger vehicles and essential deliveries.

Furthermore, focusing solely on construction during quieter night hours allows crews to work more efficiently. This could potentially lead to a faster and more streamlined repair process overall.

Therefore, I strongly encourage implementing a nighttime repair plan coupled with daytime restrictions on trucks. This approach would significantly minimize disruption for everyone, expedite the bridge's much-needed repairs, and ensure a smoother flow of traffic for all.

Thank you for considering my suggestion.

Sincerely,

Patrick Di Bernardo
310-923-6670
Opt In:
*You received this message because Patrick DiBernardo signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.172.1

Preference for the Nighttime Bridge Closure Option is appreciated. Restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal facility.

Comment GP.173: Leah Marinkovich

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Tuesday, July 9, 2024 6:55:09 PM

From: Leah Marinkovich
Organization: Terminal Island worker
Email: leahmarinkovich@gmail.com
Phone: 3102512040
Street: 28544 Montereina Drive
Zip: 90275
Message: No Full closures of the bridge at any time.
Partial closure with one lane open each way with NO Commercial Truck traffic GP.173.1

This is for the health and safety of all who work on Terminal Island and to allow emergency access when needed. GP.173.2

Thank you,
Leah Marinkovich
Opt In:
*You received this message because Leah Marinkovich signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.173.1

All of the proposed construction options require some level of full closure of the bridge. Even the Two-Stage and Three-Stage Construction Options which keep open one lane of traffic in direction would require complete bridge closures overnight and over multiple weekends. In addition, restricting trucks use of the Vincent Thomas Bridge during construction is not feasible because SR-47 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal.

Response to Comment GP.173.2

Regular coordination with affected agencies and jurisdictions will continue throughout the life of the project to facilitated multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts to emergency services as part of the CAC and TAC coordination which will continue throughout project construction.

Comment GP.174: Thomas James Norman

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Wednesday, July 10, 2024 7:27:46 PM

From: Thomas James Norman
Organization:
Email: tjnorman@gmail.com
Phone: 3102432146
Street: 452 North Patton Ave
Zip: 90732
Message: Mr. Jason Roach
Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main St, MS 16-A
Los Angeles, CA 90012
I am writing about the planned repairs to the Vincent Thomas Bridge as a resident of San Pedro with a spouse and two children who commute from San Pedro. Nearly all of my neighbors rely on private transportation and the announcement of this project came as a surprise to my daughter and I who commute to Long Beach for work and school. We understand the need to redeck the bridge to lengthen its life span; however, there are several decisions made by your department that unnecessarily our lives and others in San Pedro, Wilmington and the Harbor area. Upon review with neighbors we note several omissions and errors throughout the DEIR.
Given the options presented I think that the best option is the Single Stage Construction option with precast or orthotropic construction and with financial incentives and disincentives. Reasons for this include the following: GP.174.1
This option creates the shortest period of massive disruption to traffic.
Full closure is less confusing. With the partial closures people would need to remember the time it is closed and know whether it is closed that particular night or weekend.
The Port of LA is a 24/7 port so nighttime closures are almost as problematic as daytime closures.
If there is an accident or a truck breaks down with only one lane open in each direction it will create a traffic nightmare as bad as Carmageddon
This is one of the few exits from San Pedro in case of disaster, so should be closed for the shortest time possible for public safety.
How is the Department of Transportation coordinating with its other projects and those of the City and County?
The Caltrans project on Western Avenue from 25th Street to the 405 Freeway. Construction is due to last from 2026 to 2029.
At the first public meeting about this project the team seemed unable to ask how the VT Bridge construction would impact the community and their project!!!
Please know that the Western Avenue project will cause traffic congestion, driving people to go west into Palos Verdes or east down Capitol, Westmont, etc. If the projects overlap, traffic will grind to a halt on these streets, particularly during Taper Ave. Elementary School/Dodson Middle School, and Mary Star drop off and pickup times.
Also note that West Harbor construction has just begun in earnest.
This project is incorrectly shown as completing construction in 2024. That is only the first stage. Construction has just begun on phase 1B to be followed by phase 1C and construction of the 6,200 seat amphitheater. GP.174.2
National and International events.
The DEIR does not take into consideration numerous planned events, in and around the harbor, including the World Cup, the Olympics, Fleet Week, and cruise ship traffic.
The MOTEMS project in Wilmington (Berths 148-151). The start date for this project is within the next few months. During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR
The proposed Port of LA John S Gibson Truck and Chassis parking lot that is anticipated to generate 1794 truck trips per day.
Why will it take so long?
I do not understand why the project will take 16 months, 480 days. The bridge is 2513 feet long; if Caltrans places just four 10â€™ lengths each day on each of the four lanes, the job will be finished in 62 days, just two months. GP.174.3

Please explain why it will take eight times longer. I moved here from Minneapolis which had a bridge failure on August 1, 2007 and it was reopened on September 18, 2008. The repair of the I-10 in Los Angeles after the fire on November 11, 2023 was prioritized and reopened November 20th!
Has the infrequent bus service from San Pedro to other communities been factored in?
In meetings with officials and reviewing documents the frequency of bus service for actual San Pedro locations is inaccurate. Could the frequency of these and new routes be increased? GP.174.4

Sincerely,

Dr. Thomas J. Norman
452 N. Patton Ave.
San Pedro, CA 90732

Opt In: on
*You received this message because Thomas James Norman signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.174.1

Preference for the Single-Stage Construction Option (Preferred) using the pre-cast deck based on the reasons listed is appreciated.

Response to Comment GP.174.2

As part of the development process of this project, regular coordination between Caltrans and other agencies has occurred monthly as part of the TAC. Caltrans is committed to continuing the coordination efforts throughout construction as required by mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA.

The list of planned projects included in the Draft EIR/EA represents the list of projects within the project area that were known at time of the Notice of Preparation for the Vincent Thomas Bridge Deck Replacement Project which was April 2023. However, the list of projects has been appropriately updated in the Final EIR/EA to include additional projects that have been identified in project area.

Response to Comment GP.174.3

The Vincent Thomas Bridge is 6,000 feet in length not 2,513 feet. The Vincent Thomas Bridge deck replacement is a very complex project consisting of numerous construction activities that are prerequisites activities to the actual deck replacement. Additionally, there are also numerous activities that follow the deck replacement activities. It is important to understand that in order to maintain four construction headings that will accelerate the completion of the project, the deck replacement will occur in two halves due to the inaccessibility to the bridge from areas below which are occupied by ongoing POLA activities. This staged construction results in a longer construction duration. In order to maintain the stability of the bridge, bracing needs to be added to both the Suspended Span and to the Approach Spans. These activities are required to occur prior to the replacement of the bridge deck and contribute to the duration of the work as scheduled. Although the activities will start prior to the bridge closure, as early works, they will not be completed prior to the scheduled closure of the bridge. Additionally, due to the cantilever condition resulting from a staged construction, the approach span will also require temporary steel deck supports for the cantilevered condition. The removal of the deck, on both the Suspension Span and the Approach Spans, will also require a temporary counterweight system that will be re-located during the replacement of the deck. These are required to maintain the weight

of the bridge deck in order to maintain the bridge's stability and also contribute to the duration of the work. Prior to the closure of the bridge, a protective shielding system underlying the entire bottom of the bridge, and a work access system for the entire bridge needs to occur. This is in addition to the fabrication of the deck and the steel bracing systems. Additionally, the bridge's main cable band bolts need to be tightened or replaced, this is a very time-consuming process which requires an engineered access system below the main cables. Following the deck replacement work activities that follow include the median barrier, the bridge railing, the bridge fencing, the bridge lighting system, and the seismic monitoring system.

Response to Comment GP.174.4

An assessment of the existing bus service was provided in Section 2.10 of the Draft EIR/EA. Decisions about bus frequencies and routes are made by the various transit agencies providing the service. As part of the continuing agency coordination efforts through the CAC and TAC, transit providers will be kept informed of project-related detours and bridge closures, providing them opportunities to temporarily modify service if needed.

Comment GP.175: Stu Woodward

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Wednesday, July 10, 2024 8:25:05 PM

From: Stu Woodward
Organization:
Email: therealswoodward@gmail.com
Phone:
Street: 28002 Braidwood Drive
Zip: 90275
Message: I would very much like to see a well protected bicycle path that connects San Pedro to Long Beach, by way of the Gerald Desmond Bridge bike path. GP.175.1
Opt In:
*You received this message because Stu Woodward signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.175.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.176: Luis Castaneda

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Wednesday, July 10, 2024 10:29:25 PM

From: Luis Castaneda
Organization:
Email: es.133star@gmail.com
Phone: 4242100092
Street: 1306 North Meyler Street
Zip: 90731

Message: I'm in favor for the single stage construction. This option allows for complete reconstruction in the least possible time. The sooner the replacement project is underway at full speed, the sooner the community will have full access once again. GP.176.1

In regards to the preliminary detour routes, it needs to be addressed that Alameda Street needs to be resurfaced before the bridge closure. This street is a mess with the many potholes and uneven pavement. No one likes to drive on this street for this reason and the amount of trucks that take this route. There needs to be alternate routes implemented for the the truck drivers alone. GP.176.2 Also, there is no mention of ferries as a possible alternative. Is this not feasible? The City of Long Beach already has water taxi options, why can't we? GP.176.3

Thank you for the opportunity to offer my feedback.
Opt In
*You received this message because Luis Castaneda signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.176.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment GP.176.2

As stated in project mitigation measure MM-TR-2 in Section 2.10.4 of the Draft EIR/EA, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. It should be noted that the repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. It should be noted that Alameda Street is one of several proposed detour routes, along with Harry Bridges Boulevard, PCH, and Sepulveda Boulevard. All these east-west streets were selected because they allow trucks.

Response to Comment GP.176.3

Caltrans met with the POLA regarding numerous mitigation measures to alleviate traffic congestion to Terminal Island due to closures of the Vincent Thomas Bridge. One mitigation measure that was discussed was a ferry service that would run from San Pedro to Terminal Island during closures of the Bridge, similar to the service that was in place prior to the Vincent Thomas Bridge's completion in 1963. It was determined that a ferry service would be infeasible for a number of reasons including regulatory concerns of ferries crossing the Main Channel of the POLA interfering with other port traffic, the need to construct and operate points of origin and destination for ferries, acquisition of ferries, and the hiring ferry operators. Parking infrastructure would also be required for ferry patrons.

Comment GP.177: Christopher Michel

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Thursday, July 11, 2024 11:12:54 AM

From: Christopher Michel
Organization:
Email: chris24michel@gmail.com
Phone: 1 (424) 241-8752
Street: 9 stirrup Rd
Zip: 90275
Message: Please put protected bike lanes on the bridge! We donâ€™t need more car-only infrastructure! Please think of other road users other than private automobiles. GP.177.1
Opt In: on
*You received this message because Christopher Michel signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.177.1

The purpose of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The introduction of multimodal transportation options, such as bike lanes on the bridge, is not feasible due to the existing bridge geometry and restrictions for bicycle and pedestrian access on the bridge.

Comment GP.178: Bob Gelfund

Bob Gelfund 5/30/24

Hi, my name is Bob Gelfund. And I am a long-time member cofounder of the Coastal San Pedro Neighborhood Council. So it's really hardening to listen to the heartfelt remarks of our sister council of Wilmington Neighborhood Council And it's certainly very clear that shutting the bridge down at any moment will shut a lot of traffic right through all the streets that we have been hearing about. And that the Coastal San Pedro Council and any of the other neighborhood councils (mumbling) are willing to work with this neighborhood council. I do live in San Pedro and I want to mention one little issue which is, San Pedro, just like Wilmington, it's surrounded with dangerous things like refineries and (unintelligible) filled with toxic substances and so on. And we have been trying to prepare our communities for a disastrous earthquake and also for some other -- which that might require evacuation, and there's just not many ways to get out of San Pedro where you think about 110, the Gaffey meets the 110, maybe western area and there's, of course, the bridge. And if you're going to close the bridge down, that is a significant loss to the ability of San Pedro residents to evacuate. This is a problem. And someone needs to be looked at. GP.178.1

We talked to the fire department. I want to suggest that a mitigation measure which is that we lost our ability to get out through a street that was destroyed by landslide. That's like 12 years ago. We're still waiting for it to fixed. It probably will never get fixed if we leave it to Los Angeles City Council But the State could personally mitigate this by putting in-- I'll say -- half the cost of replacing that road and it needs to be mitigated for this one problem. And I think that you will hear a lot of other stuff from the San Pedro residents at the Peck one. Thank you GP.178.2

Response to Comment GP.178.1

It is noted in Section 3.2.9.1 of the Draft EIR/EA that there is the potential for traffic delays for motorists evacuating the surrounding areas due to bridge closures, detours and/or temporary reduction in available roadway capacity. However, Project Feature PF-TR-1, provided in Section 2.10, requires preparation of a TMP. Additionally, PF-UES-1, provided in Section 2.9, would require coordination with emergency service providers for ramp or road closures. Collectively, these project features would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. The regular coordination with the affected agencies and jurisdictions will continue throughout the life of the project.

Response to Comment GP.178.2

Funding the repair of a roadway closed over a decade ago is outside the scope of this project.

Comment GP.179: Cecilia Moreno

Cecilia Moreno 5/30/24

Good evening. Cecilia Moreno. And I just wanted to take a moment to thank Councilman McOsker, our neighborhood council and all of the community members that are here speaking up because this -- this project is going to be so impactful to our community for those of us who live and work here that are our voice, our opinion, our concerns really need to be expressed. So thank you everybody that is here and I absolutely could not agree more with the need to start the rerouting way before you get to Sepulveda. You got freeways like the 91, the 405, if you reroute these trucks down the roads that are already built for that kind of truck traffic, and not give Supelveda and Alameda and all these other streets its options. I think that that really needs to be studied and pushed further. Regarding enforcement, I know we talked about enforcement. We live it. I work for the Port of LA. We discussed enforcement. The reality is it doesn't happen the way we need it to happen and if we're talking about all these trucks and other vehicles coming down our street, what I would like to propose or suggest is have you study -- and I know that the councilman is listening -- during the time of this project and some of the other projects that are overlapping during this time, that we visit the idea of increasing double and tripling the fines during this time because once those trucks get fined 500 and the next time is $1,500 for doing the same thing, they're going to stop, just like we would. So give it to them. And it's a special project – I think it's a special project It's a special time and that we study -- if it hurts you in your pocketbook, you're going to listen. So I just think that that's something that if we can study and look at I really appreciate it And, again, thank you for the community to coming out and speaking

GP.179.1

GP.179.2

Response to Comment GP.179.1

The detours presented in the Draft EIR/EA represent a range of possible routes in the vicinity of the Vincent Thomas Bridge. It is likely that motorists coming from areas north of the project area would use freeways such as SR-91 and I-405 to connect to I-10- and I-710 in order to access locations on either side of the bridge, including San Pedro on the west side of the bridge and Terminal Island on the east side. As required by project feature PF-TR-1 presented in Section 2.10.4 of the Draft EIR/EA, Caltrans will prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.179.2

Enforcement of traffic laws and imposing fines on local roads is beyond the authority of Caltrans. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will continue to coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Comment GP.180: Gabby Silvery

Gabby Silvery 5/30/24

Good evening. My name is Gabby Silvery (phonetic). You will give me four minutes because of the translation. Thank you for coming here and presenting the project. It's definitely clear that the bridge needs to be fixed. I am not here to ask questions but just to make suggestions. Hire companies that would take really seriously the the work at hand. It's not only reconstructing the bridge, this is a community that would be affected in many aspects. Sometimes I cannot understand why do they need four trucks, two pick-up trucks, and fifteen people to cover a hole in two months. (Applause.) I am not an -- not an analytic type of person. I am not -- I graduated from a (unintelligible) but even my little girl --she was surprised they were driving on Florence, they were fixing -- four workers in the morning who passed by there. Coming back at 1:00 p.m. they had finished, they were at lunch. They had finished the whole project, the lines were painted and everything. From Pacific there are still going into finishing the sidewalk. They're not finishing. So that's the real problem here. Hire them by contract and not per hour So they don't play dumb. So they can finish faster, and they will be done with all these problems. Thank you. GP.180.1

Response to Comment GP.180.1

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Comment GP.181: Laura Espinosa

Laura Espinosa 5/30/24

Good evening. My name is Laura Espinosa. My question is for Caltrans. (Simultaneous indiscernible crosstalk.) Exiting Figueroa | GP.181.1

Response to Comment GP.181.1

No comment to provide response for.

Comment GP.182: Margarita Mendoza

Margarita Mendoza 5/30/24

Hello, everyone. My name is Margarita Mendoza. I am a 61-year-old living here in Wilmington, and I know it's been repeated. I am just going to echo my thoughts. Looks like most traffic impact will be burden to the City of Wilmington. (Unintelligible) city's main access point streets like PCH, Anaheim -- and Harry Bridges. We already have problems with trucks using residential streets. My question is: What will be done to mitigate the traffic on residential areas?· Second, PCH and Anaheim be removed from the preliminary detour routes? Note, this is a main source of transportation for Wilmington residents and people that are commuting to work and getting around town so that (mumbling) if you could remove Anaheim Street and Pacific Coast Highway off of your detours. Thank you. GP.182.1 GP.182.2

Response to Comment GP.182.1

As noted in section 2.4.10 of the Draft EIR/EA, several measures and a project feature will be implemented to address temporary impacts to traffic flow within the project area. In addition, Caltrans will maintain regular community engagement throughout project construction to address key concerns and develop strategies to reduce potential impacts.

Response to Comment GP.182.2

The detours presented in the Draft EIR/EA represent a range of possible routes. Due to the location of the Vincent Thomas Bridge, location of the community of Wilmington adjacent to the project site, existing roadway network, and geographical constraints of the area, PCH, along with Harry Bridges Boulevard, and Sepulveda Boulevard have been identified as potential east/west routes to formally detour traffic around the bridge during closures. Only a short segment of Anaheim Street between Alameda Street and Henry Ford Avenue is included as a potential detour route. The majority of Anaheim Street through Wilmington is not part of the proposed detours. The determination of the designated detour route(s) to be implemented during construction will be based on the project stakeholders in development of the TMP in Project's design phase.

Comment GP.183: Maya Tra

Maya Tra 5/30/24

Good evening. everybody. My name is Manni (phonetic) Tra. I am a resident here in Wilmington. So many faces that I've seen before. And I would like to thank everybody for showing up. And maybe what we need to do next time is grab another friend to come to the meetings, because I don't know about you, I really didn't get the word until just recently. I had other things in my life that, granted -- didn't get the word. And I am glad this many people showed up. I have one concern that I am going to voice tonight. The rest will be in writing. When is the infrastructure? This bridge is 60 years ago. My plumbing -- my infrastructure in front of my house is over a hundred years old. So if I am talking about all these people not going where they're supposed to go -- they're not supposed to go down the residential -- trucks, right? Well, it's happening now so what's going to stop them when they all get detoured and they all try to get to their route spot on time? So we're all looking at our infrastructure. So I am going to be able to flush my toilet, get my water, have my gas means in place, and we need to keep an eye on those things. We need to know those that can -- protective for our future -- with all these trucks coming. The next thing I wanted to say, probably the last, is I know you're all professionals. You're all work very, very hard at this presentation, and I appreciate the presentation. But I think there might be a couple of things you can do to fix it. Like, of course, bigger screens so I can see it from fourth row and also maybe you're talking about -- because you feel passionately put your part together. You know what you're saying, but I don't understand when you tell me Route 30. Where's Route 30? But if you maybe said Harry Bridges, aw, got it. Harry Bridges, I know where that is. And speaking in a way that we, the laypeople, your people out here in the audience understand. I had so many questions from each of you when you were talking. I really want to ask a question, you know. Even as I was writing them down, I could not ask you all the questions I have. So maybe gear a little bit more friendly to us, the people in the audience? Thank you very much for everything.

GP.183.1

GP.183.2

Response to Comment GP.183.1

As required by project feature PF-TR-1 presented in Section 2.10.4 of the Draft EIR/EA, Caltrans will prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures. However, Caltrans does not have the ability to force motorists to use the designated detours nor the ability to enforce traffic laws on the local roadways. While it is unlikely that traffic on existing roadways would result in damage to the infrastructure of adjacent buildings and residences, Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project to minimize the effects of damaged roadways as required by project mitigation measure MM-TR-2 identified in Section 2.10.4 of the Draft EIR/EA.

Response to Comment GP.183.2

Your feedback regarding the presentation is appreciated. It is important that the project information is presented clearly and in a manner that is understandable to everyone. Project information is also readily available on the project website: https://www.virtualeventroom.com/caltrans/vtb/#materials

Comment GP.184: Medina

Medina 5/30/24

Hi, thank you. While the Port Complex has been our (unintelligible) for over 100 years, we have yet to master how to effectively move thousands of trucks from the Port Complex out to the 110, 710, and the 47 and on to their destinations. The bridge will likely mirror the crisis that we saw during the pandemic, where thousands of trucks were delayed, speeding, cutting through residential streets and drivers panicked, trying to make delivery deadlines and making unsafe decisions without consequences. While I cannot tell you the measures that you need to take to eliminate all issues, I do have a few.· The first is, back with the idea -- or financial incentives for the selected contractors.· Money drives them out and usually under expected timelines. Second is effective communication. There are partners like HAIC, HDA, and several others that have access to trucking industry and independent drivers to communicate the anticipated changes Time effective communication is a pivotal part of this project Third, while Harry Bridges is possibly a reasonable detour, my suggestion is to place barriers, physically limit access to the residential streets off of Harry Bridges, to ensure there's no flow of traffic and safety of residential neighborhoods. Alameda, although part of the heavy truck corridor, it cannot support additional truck traffic to destinate The conditions are extremely poor -- beyond poor and therefore truckers use Anaheim/PCH and other neighboring streets. If appropriate upgrades could be made to Alameda, I anticipate the street being used, rightfully as intended. Five, any alternative routes or arterial streets communicated by Caltrans should have built-in sites to prevent trucks from accessing residential side streets, whether it's bollards, cameras, or physical cul-de-sacs, we have to ensure that access is limited to standard vehicles only.· This is for safety and continued trust for the public Six, emissions are expected to increase.· Providing a traffic airfare environmental system through residential homes, along those (unintelligible) corridors and path of travel would be a step in the right direction. This could be done with the harbor community (unintelligible) foundation, which serves as a recipient of any funds for any port expansions and community improvements. Seven, safe passages to school · Wilmington Park Elementary School, Banning High School, and Wilmington Middle School among others are within the proposed alternate route. Their safety --and excuse me -- their safety is expected to be comprised. Caltrans should consider funding crossing guards for the safety of our students and their family during school time. Eight, enforcement.· While you can implement rules and barriers to properly drive traffic out of our neighborhood, human behavior cannot help itself. Enhancing enforcement in the region is nonnegotiable, but only with the right enforcement will drivers begin to recognize the need to follow the rules that you implement. And, nine, the contingency planning. If the project takes longer than anticipated it's crucial to have contingency plans in place. This could include temporary benefactor measures to continue the enhancements, communication, and enforcement and further the support for any impacted residents and schools. Last and final, we support any decision that the community makes in terms of which package to choose, the short one or the long one Thank you.

GP.184.1
GP.184.2
GP.184.3
GP.184.4
GP.184.5
GP.184.6
GP.184.7
GP.184.8
GP.184.9

Response to Comment GP.184.1

This project is being delivered via CM/GC delivery method. During the design phase, Caltrans prepares and shares project plans and specifications with the CM/GC. Caltrans and the CM/GC work together to develop and finalize the construction schedule while considering areas where the schedule can be accelerated. If Caltrans and CM/GC reach an Agreed to Price, the CM/GC becomes the General Contractor responsible for constructing the project. The incentives for CM/GC to expedite the construction schedule are not included with the process.

Response to Comment GP.184.2

As the comment states, communication regarding detours and closures will be essential. Caltrans is committed to maintaining regular and ongoing coordination and engagement with other agencies, emergency service providers and the public, as highlighted by mitigation measures MM-EJ-1 and MM-EJ-2 and project feature PF-UES-1 found in the Draft EIR/EA. In addition, as required by project feature PF-TR-1 Caltrans will prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.184.3

Caltrans will continue regular coordination with the public and local agencies, including the POLA, POLB, and local law enforcement, through the end of construction in an effort to minimize the potential for large trucks cutting through residential areas.

Response to Comment GP.184.4

Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to after the construction of the project, however any repair work on Alameda Street would be dependent on approval by all respective local jurisdictional agencies.

Response to Comment GP.184.5

As mentioned in the response to comment GP.184.3, Caltrans will continue coordination with local jurisdictions and collaborate on other options to limit truck access through residential neighborhoods.

Response to Comment GP.184.6

As discussed in Section 2.13.3 of the Draft EIR/EA, replacement of the Vincent Thomas Bridge deck would not result in changes to long-term operational emissions because the project is not expected to alter traffic patterns or induce vehicle miles traveled. During the construction period, there would be increased emissions resulting from construction activities and equipment, however these emissions would be very low due to construction occurring predominantly within the existing bridge structure footprint. In addition, while the diverted traffic during construction would result in temporary increases in emissions, it would not result in incremental increases greater than the South Coast Air Quality Management District localized significance thresholds at sensitive receptor locations, see Table 2-13.17. As identified in Section 2.13.4 in the Draft EIR/EA, the construction contractors are also required to comply with Caltrans Standard Specifications, Non-standard Special Provisions, and California Code of Regulations requirements designed to minimize air quality impacts associated with construction activities. Caltrans has reviewed the CERP and is committed to the goals in the CERP. Caltrans will explore potential strategies to advance CERP goals and will continue to coordinate with other agencies including SCAQMD, and the local community as necessary to ensure that the provisions of the WCWLB CERP are adhered to throughout the construction process and to update the community as steps are taken.

Response to Comment GP.184.7

Caltrans will continue to coordinate with LADOT and LAUSD on a regular basis through the Project TAC to develop and implement solutions for safe school crossings for those facilities adjacent a proposed detour route.

Response to Comment GP.184.8

Caltrans does not have the authority to enforce traffic laws or impose fines, that is the responsibility of local law enforcement. However, as indicated by project mitigation measure MM-EJ-1 presented in Section 2.8.5 of the Draft EIR/EA, Caltrans will coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction to develop strategies and solutions to minimize potential issues related to the detours and traffic.

Response to Comment GP.184.9

Caltrans is committed to continuing communication and adhering to avoidance, minimization, and mitigation measures through the end of project construction.

Comment GP.185: Robert Trani

Robert Trani 5/30/24

Yeah, my name is Robert Trani. I am a resident, stakeholder here, homeowner. And I just wanted to say that I support the Wilmington Neighborhood Council that they have a list of things we're all for Wilmington support, and we hope that you listen to it carefully and go through it and also I wanted to make a comment in regard to the traffic that's going on in Anaheim. There's bike lanes that shouldn't even be there in the first place and because (applause). And it's also a hazard. It's a hazard with the big trucks, emergency parkways, and access. So with regards to that, I just wanted so say I support the Wilmington Neighborhood Council forums and thank you. GP.185.1

Response to Comment GP.185.1

The bike lanes along Anaheim Street are part of the City of Los Angeles Anaheim Street Safety Improvements and not part of the Vincent Thomas Bridge Deck Replacement Project. It should be noted that no project detours are proposed on Anaheim Street between Alameda Street and I-110.

Comment GP.186: Simie Seamon

Simie Seamon 5/30/24

Good evening. I thank you for letting us have this meeting tonight. My name is Simie Seamon. And I gave my two minutes to Gina Martinez from the Neighborhood Council. And my feelings were in that letter as well. Thank you. GP.186.1

Response to Comment GP.186.1

Please see the responses (NC.1.1 - NC.1.23) provided to Wilmington Neighborhood Council letter.

Comment GP.187: Steve Salas

Steve Salas 5/30/24

Hello. My name is Steve Salas. I am a Wilmington resident. Just for transparency, I work for the City of Los Angeles, part of the Port of Los Angeles, but I am here as a resident. My biggest concern today is the traffic study, whether it's the accuracy of that study, was it from 8 to 5; 9 to 4, you know, early in the mornings, daytime.· Wilmington has a lot of traffic at nighttime. Warehouses have high peak hours. I am not sure if that study is part of that study I want to (unintelligible) detouring the route, the 405, the 91 Freeway. Just a comment, I am surprised -- just a comment, Gaffey Street isn't included in there.\ But, again, over 50,000 trucks traffic is coming to Wilmington per day. My biggest concern is the pollution. What price do you put our health on that per day? One of the mitigation dollars, San Pedro and Wilmington will receive anything? I didn't see anything in the presentation today. I didn't hear no mitigation for sound barriers. No window for poor income communities that protection from the pollution for residence. No mention of pollution monitors at various locations during the construction project. This way you can monitor how much pollution has increased. Again, our health is going down with over 50,000 trucks coming our way. Next, people speak here about about truck enforcement. I (unintelligible) many of our departments in other areas, they do warnings -- over a thousand warnings. Warnings are not going to cut it. We need tickets, like traffic tickets, real tickets, not just warnings. Next, I work for the city of (unintelligible) part of the GIS group. We had a connection with Google Maps, a lot of different apps. I recommend to Caltrans reach out to Google Maps, the engineers and other routing apps to help with the rerouting. A lot of these truckers complain to us that they go through the resident area. I said, hey, these -- my app put me through the residential area. So they complain about the apps sending them through the residential areas. So I would recommend you guys reaching through those apps. Look at, this is not -- for me, it's not fair that Janice Hahn's elections under -- elections Wilmington has been increased industrial use And it's going to increase even more under Tim McOsker. As I said, Alameda corridor is going to expand -- more traffic The project here does not speak about the on-dock Rail B project, the Port of Long Beach is going to put a brand new rail yard inside of Long Beach. I am sorry, the City of Wilmington. A lot of that traffic is going to be rerouted through Anaheim. This project doesn't mention on rail Dock B project. That's coming down the pipeline, which also increase pollution The EIR from Long Beach said pollution levels will be high and unmeasurable. High and unmeasurable. So they can't rate their pollution levels. I can only imagine how you're going to rate your pollution. So lastly, again, Wilmington always gets heavy industrial use. I am not against San Pedro being industrialized, but I am against Wilmington always take on the industrial use. Again, I work for the Port of LA. I've seen all the tank farms come down. I've seen all the warehouses that these truckers are saying that they need. Come down. Again, I am not against San Pedro being industrialized Why is it always Wilmington increasing, why not other cities being put to industrial use? Thank you.

GP.187.1
GP.187.2
GP.187.3
GP.187.4
GP.187.5
GP.187.6
GP.187.7

Response to Comment GP.187.1

As discussed in Section 2.10 of the Draft EIR/EA, the traffic analysis assessed three specific time periods, the AM peak period from 7 to 9 AM, mid-day period from 1 to 3 PM, and afternoon peak period from 4 to 6 PM.

Response to Comment GP.187.2

Both the I-405 and SR-91 freeways are located north of the project study area, however it is likely that motorists coming from areas north of the project area would use freeways such as SR-91 and I-405 as a connection between I-110- and I-710 in order to access locations on either side of the Vincent Thomas Bridge, including San Pedro on the west side of the bridge and Terminal Island on the east side. Caltrans will develop strategies in the TMP to encourage motorists to use the state highway system when feasible over local streets. Gaffey Street was not included as a potential detour route since the north-south traffic can be adequately served by the parallel running I-110.

Response to Comment GP.187.3

The Draft EIR/EA includes analysis of potential impacts related to air quality (see Section 2.13). The air quality analysis assessed the increased emissions that would be generated by diverted traffic within the surrounding communities during the peak periods for the different

construction staging options, as well as emissions associated with construction activities. The results of emissions modeling are presented in Table 2.13-9 and indicate that while there would be temporary increases in emissions from diverted traffic within the communities, those increases would be well below the significance thresholds established by the South Coast Air Quality Management meaning that the project-related emissions would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. In addition, as identified in Section 2.13.4, two avoidance measures and a project feature would be implemented minimize air quality impacts related to construction emissions, including the requirement for use of Tier 4 engines for all off-road diesel vehicles, which meets the strictest EPA standards for diesel engines.

Response to Comment GP.187.4

The analysis of project-related traffic noise along the proposed detour routes is presented in Section 2.14 of the Draft EIR/EA. Based on the results of the analysis, most of the residential areas along the detour routes during daytime and nighttime resulted in less than 3 dBA increase in noise levels during the construction period and therefore noise abatement, such as noise barriers is not required.

Response to Comment GP.187.5

Enforcement of traffic laws and imposing fines is beyond the authority of Caltrans. As identified in Section 2.10.4 of the Draft EIR/EA, a TMP will be developed prior to the start of project construction which will include strategies for notifying motorists about bridge closures and detour routes. In addition, with project mitigation measure MM-EJ-2, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction.

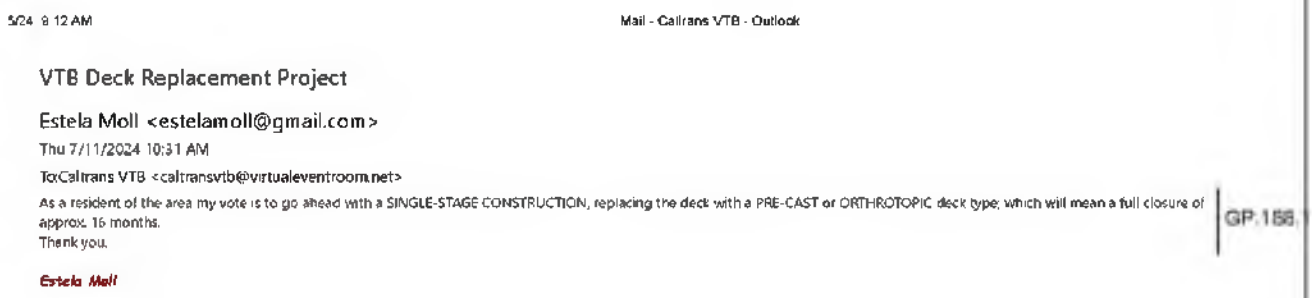
Response to Comment GP.187.6

Caltrans currently coordinates project-related roadway closures with various way finding apps and will ensure roadway information related to project detours and closures is provided.

Response to Comment GP.187.7

Since the release of the Draft EIR/EA, several projects that are planned for the project study area have been revealed which were not known at the time of the NOP which established the baseline for the existing conditions. As required by mitigation measure MM-EJ-1, Caltrans will maintain the TAC and continue to engage in regular coordination with different agencies and projects with overlapping construction to avoid and minimize schedule conflicts. These projects will be included in the Final EIR/EA however with appropriate coordination and management of traffic, the cumulative impact is not expected to be significant.

Comment GP.188: Estela Moll



5/24 8:12 AM Mail - Caltrans VTB - Outlook

VTB Deck Replacement Project

Estela Moll <estelamoll@gmail.com>

Thu 7/11/2024 10:31 AM

To:Caltrans VTB <caltransvtb@virtualeventroom.net>

As a resident of the area my vote is to go ahead with a SINGLE-STAGE CONSTRUCTION, replacing the deck with a PRE-CAST or ORTHROTOPIC deck type; which will mean a full closure of approx. 16 months.
Thank you.

GP.188.1

Estela Moll

Response to Comment GP.188.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Comment GP.189: Olivia Fernandez

VTB Deck Replacement Project

Olivia Fernandez <ocferna2@gmail.com>
Fri 7/12/2024 11:33 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

1 attachments (15 KB)
5 July 2024.docx

Dear Mr. Gene Seroka, Executive Director

It is with great concern that I foresee an unhealthy and dangerous impact on the Wilmington community by the proposed VTB Deck Replacement Project. No other area will suffer the conditions brought on by the planned detours.

Please help Wilmington in its effort to have a safe and healthy quality of life. I hope the Port of Los Angeles will be an active participant using its many resources to fulfill an important goal.

GP.189.1

A letter is attached for your review and consideration.

Sincerely,
Olivia Cueva-Fernandez
1657 N. Marine Avenue
Wilmington, CA 90744

5 July 2024

TO: Mr. Jason Roach, Senior Environmental Planner
FROM: Olivia Cueva-Fernandez
SUBJECT: VTB Deck Replacement Project

Dear Sir:

Last year, I sent a letter with comments on the proposed VTB project and I have read the Draft EIR/EA report. My concern remains that the project will have a severe impact on Wilmington. It is a human rights issue. We deserve a safe environment whether a full closure or phased approach is implemented. GP.189.2

Heavy-duty trucks exceedingly use Pacific Coast Highway and its dangerous Harbor Freeway ramps, and a steady stream use Lomita Blvd. and residential streets. Trucks also travel along Avalon Blvd., Figueroa Street, and on Anaheim Street west of McFarland Avenue. The community plan has not adequately addressed community recommendations for safe truck access to and from the port, industrial, and business areas. The problem has only worsened. No enforcement agency works to enforce existing regulations.

The Alameda Corridor and Harry Bridges Blvd. were built to handle port related traffic, neither is used to capacity. I highly recommend that if PCH is used as a detour is should NOT allow trucks. Another important factor is the (Roosevelt) bridge between Eubank and Sanford Avenue. It is over 90 years old. It wasn't built for container-carrying trucks traveling at high speeds. The VTB is a relatively modern structure (sixty years) with heavy loads whose wear and tear has resulted in need of this project. Also, using PCH splits the community in half, a situation somewhat similar to Wilshire Blvd. bisecting MacArthur Park for which the City of LA seeks a remedy. GP.189.3

I do not believe Caltrans has done enough to provide information to the community. Three meetings in San Pedro and only one in Wilmington; that's absurd. Why weren't presentations given for better outreach to groups such as - ILWU members, Rotary, senior citizen groups, VFW, churches, and other Wilmington organizations? GP.189.4

More than 51,000 residents will be affected by the 44,500 vehicles that travel daily on the VTB. Students who attend Banning High, two middle schools, and more than five other schools cross the highway to attend classes. We will suffer from the impact. I strongly suggest an extensive campaign and signage to publicize and enforce alternate routes as detours other than PCH. GP.189.5

I advocate for no trucks on PCH, make public traffic survey results of PCH circulation, establish an oversight committee, and provide the community with mitigation provisions for our health, safety, and better environment. GP.189.6

Sincerely,

Olivia Cueva-Fernandez

CC: Tim McOsker, Los Angeles City Councilmember, District 15
Gene Seroka, Executive Director, Port of Los Angeles

Response to Comment GP.189.1

The POLA is an active stakeholder and member of the TAC.

Response to Comment GP.189.2

Implementation of the Single-Stage Construction Option (Preferred) with full bridge closure would result in temporary unavoidable cumulatively considerable impacts to air quality and traffic when considered with other reasonably foreseeable projects in the project area. Caltrans will continue to collaborate with the community through the project TAC and the CAC until completion of project construction to implement solutions to reduce project related

impacts, including to better manage traffic impacts, monitor effectiveness, keep the community informed and listen to community feedback during construction.

Response to Comment GP.189.3

Restricting trucks use of PCH during construction is not feasible because the portion of PCH between I-110 and I-710 is a designated Terminal Access Route under the federal STAA and is identified on the Truck Network Route under California State Highways for District 7 (Los Angeles and Ventura Counties) map dated June 6, 2023. A Terminal Access route is a designated roadway which provides truck access between the National Network Routes and a freight terminal. It should be noted that the determination of the designated detour route(s) to be implemented during construction will be based on the evaluation in the environmental document and feedback from the project stakeholders.

Response to Comment GP.189.4

Public outreach has been an important part of the project from its initiation. Chapter 4 of the Draft EIR/EA identifies the public outreach efforts for the project. Initial efforts included formal notices to 220 agencies, organizations, elected officials, and over 10,000 flyers were distributed in the surrounding communities to notify about the initiation of the project. Social media posts were published by Caltrans and four press releases were published to promote the project, announce the public scoping meetings (in-person and virtual), drive awareness and engagement via the Virtual Meeting Room, and create a call to action for comments from the community. In addition, there have been several informal pop-up events in surrounding communities to engage the local community. A project website has been created to provide ongoing project updates and store project information and archived materials, see: https://virtualeventroom.com/caltrans/vtb/. Outreach efforts for notifying the public of the release of the draft environmental document has included three newspaper advertisements (Long Beach Press Telegram, Daily Breeze, and La Opinion), mailing the Notice of Availability for the Draft EIR/EA to elected officials, agencies, and interested stakeholders, over 11,000 mailers in English and Spanish to the surrounding communities, flyer distributions to community locations, attendance to local events, posts on Caltrans social media platforms (X and Instagram), and media articles with Random Length News, Daily Breeze, and Long Beach Press Telegram. Chapter 4 has been updated for the Final EIR/EA to provide a summary of the outreach efforts related to the public circulation and review of the environmental document.

Response to Comment GP.189.5

The development of the final detour plan will occur as part of final design with the TMP. In addition, there will be a robust messaging campaign including advertisements, social media outreach, use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.189.6

As mentioned in response GP.189.3, restricting trucks on PCH is not feasible since it is a designated Terminal Access route. However, Caltrans will continue project coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for multi-jurisdictional collaboration and to develop additional strategies and solutions to minimize potential project related impacts in addition to those mitigation measures identified in the Draft EIR/EA.

Comment GP.190: Stephen Ayres

VTB Deck Replacement Project.

Stephen Ayres <stephen.ayres1987@gmail.com>
Fri 7/12/2024 1:07 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Please close at night. As someone with a 8:15-4:45 shift, I have strict hours to see my patients and the night time closure would be best for me and a majority of other patrons. GP.190.1
Thank you,
Stephen Ayres

Sent from my iPhone

Response to Comment GP.190.1

Preference for the Nighttime Bridge Closure Option is appreciated.

Comment GP.191: Maria Enriquez

VTB Deck Replacement Project

Maria Enriquez <smenriquez5@yahoo.com>
Sat 7/13/2024 2:51 PM

To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I attended a presentation at WilHall park recreation center in Wilmington regarding the Vincent Thomas Bridge project. I am very concerned of the detours that are planned to go through Wilmington! It is frightening to me!

First concern is our health Wilmington residents have to live with the very poor air quality in our city! We are surrounded by refineries, railroads traveling through our neighborhood streets, trucks driving illegally through our neighborhoods also. We residents have family, friends or neighbors that have cancer, asthma and other illnesses related to our air quality. Unfortunately, we all know someone that has passed away from these health conditions. GP.191.1

Second concern are the increase in vehicles driving on Pacific Coast Highway, Lomita Blvd and Sepulveda Blvd. Since the disastrous change done to Anaheim street, changed from two lane street to one lane street and the barriers blocking left turns and no parking, the traffic is extremely heavier on PCH, Lomita and Sepulveda. There are vehicles running red lights at the intersections of these streets. We do not have traffic enforcement. There is also an increase in trucks driving now trying the detours the replacement project has selected. GP.191.2

Third concern are the repairs needed on our highway and streets. We were shown the repairs needed on the bridge but our city does not get repairs done and they are worse than the bridges roads. If they do get repaired in Wilmington it is poorly done so that the potholes and breaks in street are back in a couple of days. GP.191.3

Please do not allow the detours through Wilmington!!! Possibly consider the detours to be north of Sepulveda such as 710 to the 91 or 105 or any others besides through Wilmington!!! It will be disastrous to our city and especially to residents!!! GP.191.4

Thank you and please make changes!!!

Maria Elena Enriquez

Response to Comment GP.191.1

With regards to potential impacts related to air quality, a detailed analysis is provided in Section 2.13 of the Draft EIR/EA. The analysis assessed the increased emissions that would be generated by diverted traffic within the surrounding communities during the peak periods for the different construction staging options, as well as emissions associated with construction activities. The results of emissions modeling are presented in Table 2.13-9 and indicate that while there would be temporary increases in emissions from diverted traffic within the communities, those increases would be well below the significance thresholds established by the South Coast Air Quality Management meaning that the project-related emissions would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. In addition, as identified in Section 2.13.4, two minimization measures and a project feature would be implemented minimize air quality impacts related to construction emissions, including the requirement for use of Tier 4 engines for all off-road diesel vehicles, which meets the strictest EPA standards for diesel engines.

Response to Comment GP.191.2

Regular coordination with affected agencies and jurisdictions will continue throughout the life of the project to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts. Currently there is ongoing coordination with law enforcement agencies as part of the CAC and TAC which will continue throughout project construction. No detours associated with the Vincent Thomas Bridge deck replacement have been selected yet. The determination of the designated detour route(s) to be implemented during construction will be based on the evaluation in the environmental document and feedback from the project stakeholders.

Response to Comment GP.191.3

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including the repair of selected detour routes prior to and after construction, see mitigation measure MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work

with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes.

Response to Comment GP.191.4

The desire for east/west detour farther north of Wilmington is appreciated. Currently, Sepulveda Boulevard in the City of Carson is proposed as the northern most east/west street detour. Caltrans will prepare a TMP to outline the actions to be implemented as part of the bridge closures and detours. Part of this plan includes advanced messaging about detours and closures via permanent overhead message signs along the highways approaching the project area and portable changeable message signs at key locations. With advanced noticing, interstate traffic from the north would be directed to use I-405 as a connection between I-110 and I-710.

Comment GP.192: Roger Vermont

VTB Deck Replacement Project

Roger Vermont <rogervermont@yahoo.com>
Sat 7/13/2024 4:12 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

I am writing to express my concern regarding the scheduled closure of the VTB and to request that any necessary closures be restricted to nighttime hours to minimize the impact on the community. GP.192.1

The VTB serves as a crucial route for residents, commuters, and emergency services. Its closure during daytime hours in the past has led to significant traffic congestion, delays, and inconvenience for many. Moreover, the daytime closure affects local businesses that rely on steady customer traffic and timely deliveries.

By restricting the bridge closure to nighttime hours, ideally from 9:00 PM to 5:00 AM, we can mitigate these adverse effects. Nighttime closures would ensure that the majority of daily commuters and businesses are not disrupted, while still allowing for necessary maintenance or construction work to be carried out efficiently.

I understand the importance of maintaining and upgrading our infrastructure, and I believe that adjusting the closure schedule to nighttime hours is a reasonable compromise that balances these needs with the community's daily activities.

Thank you for considering this request. I am confident that such a change would greatly benefit our community.

Sincerely,
Roger Vermont (San Pedro Local)

Sent from my iPhone

Response to Comment GP.192.1

The Nighttime Bridge Closure Construction Option will keep all lanes across the bridge open during the daytime traffic hours (6:00 a.m.–7:00 p.m.) and completely close the bridge overnight.

Comment GP.193: Pat Nave

Comment on VTB DEIR

pat nave <overbid2002@yahoo.com>
Sun 7/14/2024 1:35 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Just the other day I drove over the bridge and back. It isn't in that bad a shape, certainly not structurally.

I think you should add slurry sealing and restriping the bridge as an alternative to be considered. You could grind it, reseal and restripe it in about a week and do it for a lot less cost than redecking it. GP.193.1

Thanks.

Response to Comment GP.193.1

As described in Section 1.2 of the Draft EIR/EA, the existing Vincent Thomas Bridge deck has structural deficiencies and a bridge deck condition rating of "poor." A full deck replacement is necessary in order to preserve the functionality and structural integrity of the bridge. In addition, the existing bridge median barrier and guardrails do not meet the requirements of the new Manual for Assessing Safety Hardware.

Comment GP.194: Silvia Dorado

Night Time Closure for Vincent Thomas Bridge

Silvia Dorado <sdorado.gallegos@gmail.com>
Mon 7/15/2024 8:38 AM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Please consider closing the bridge at night during the construction period. You can even close it down on the weekends. But please, please, please don't close it down to one lane in the day. I currently live in Downey and take the bridge every morning Monday through Friday to my job in San Pedro. It takes me about 45min in the morning. After work, takes me 1 to 1.5 hr to get home. If the bridge is down to one lane I would have to look for another job where I don't have to take the bridge. I've worked in San Pedro for 16 yrs and love my job. I was raised in San Pedro and my extended family still live in Pedro. Again, please consider closing the bridge at night only. GP 194.1

Silvia Dorado
Sent from my iPhone

Response to Comment GP.194.1

The Nighttime Bridge Closure construction option will keep all lanes across the bridge open during the daytime traffic hours (6:00 a.m.–7:00 p.m.) and completely close the bridge overnight.

Comment GP.195: Veronica Vaca

Vincent Thomas Bridge Deck Replacement Project

Veronica V <verovaca310@gmail.com>
Mon 7/15/2024 4:14 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Do not shut the bridge down completely. A partial closure is fair. Our health depends on you being fair. Wilmington residents are praying you do the right thing. I am Veronica Vaca, a
San Pedro native and Wilmington resident for 39 years with an auto immune disease that I developed after my parents bought a home next to an oil well drilling site. I was told a my Endocrinologist at Harbor UCLA Hospital that Thyroid Disease is very common in the area I live in. We don't need more air pollution. My mom developed stomach cancer after we moved here and in 2013 my younger brother, who had never been sick, dies from brain aneurism a month after his 20th birthday. And two years prior, my neighbor also died from a brian aneurism.

GP.195.1

Response to Comment GP.195.1

Preference for either the Two-Stage Construction Option, Three-Stage Construction Option, or Nighttime Bridge Closure Option all of which maintain some traffic across the bridge during the daytime is appreciated.

Comment GP.196: Maria Chavez

VTB (Deck replacement Project)

Maria Chavez <casamex2074@gmail.com>
Mon 7/15/2024 9:09 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

Hello.

I would like to give my suggestion. I would like for the bridge to remain open on one side at a time and for work to be performed 24hrs a day and for the project to only take 2 years. I think two years is a long time for our small town to handle. GP.196.1

Thank you,
Maria Chavez
1254 Broad Ave.
Wilmington, CA

Response to Comment GP.196.1

Both the Two-Stage and Three-Stage Construction Options would maintain one lane of traffic in each direction across the bridge for the duration of construction, however each option would require overnight full closures of the bridge and multiple weekend full closures. The Two-Stage Construction option has an estimated construction duration of just over 2 years (25 months) while the Three-Stage Construction option has an estimated construction duration of approximately 32 months.

Comment GP.197: Amir Zenhari

VTB Deck Replacement Project

Amir Zenhari <skibuzz@gmail.com>
Mon 7/15/2024 9:40 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>

My vote is for a 16-month total closure of the bridge. It's more efficient and cost effective. | GP.197.1

Thanks

Amir Zenhari

Response to Comment GP.197.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Comment GP.198: Dr. Irene James

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 13, 2024 4:07:55 AM

From: Dr Irene James
Organization:
Email: ijames99@hotmail.com
Phone: 4242514219
Street: 2222 South Mesa Street, Unit 8, San Pedro
Zip: 90731
Message: July 13, 2024

Dear Project Staff:

I commute five days a week to my teaching location.
I use the bridge twice a day in the morning around 7:00 a.m. and in the evening around 9:00 p.m. If I use 110 freeway, I add 10 extra miles to my commute.
I would like other alternatives other than sharing streets with trucks.
I recommend that a line be designated for trucks only if streets must be used. I had two car accidents on the 710 freeway. One accident was in February and the other in May. Both accidents involved trucks. | GP.198.1

I am terrified to share streets in Wilmington with trucks and pedestrians. More accidents will happen if truck drivers are not provided with strict driving rulers, a designated lane and penalties.

Traffic police must be provided to have a smooth transition to the streets if that is the only viable solution. | GP 198.2

Thank you for considering my request.

Sincerely,
Dr. Irene James
Opt In: on
*You received this message because Dr. Irene James signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

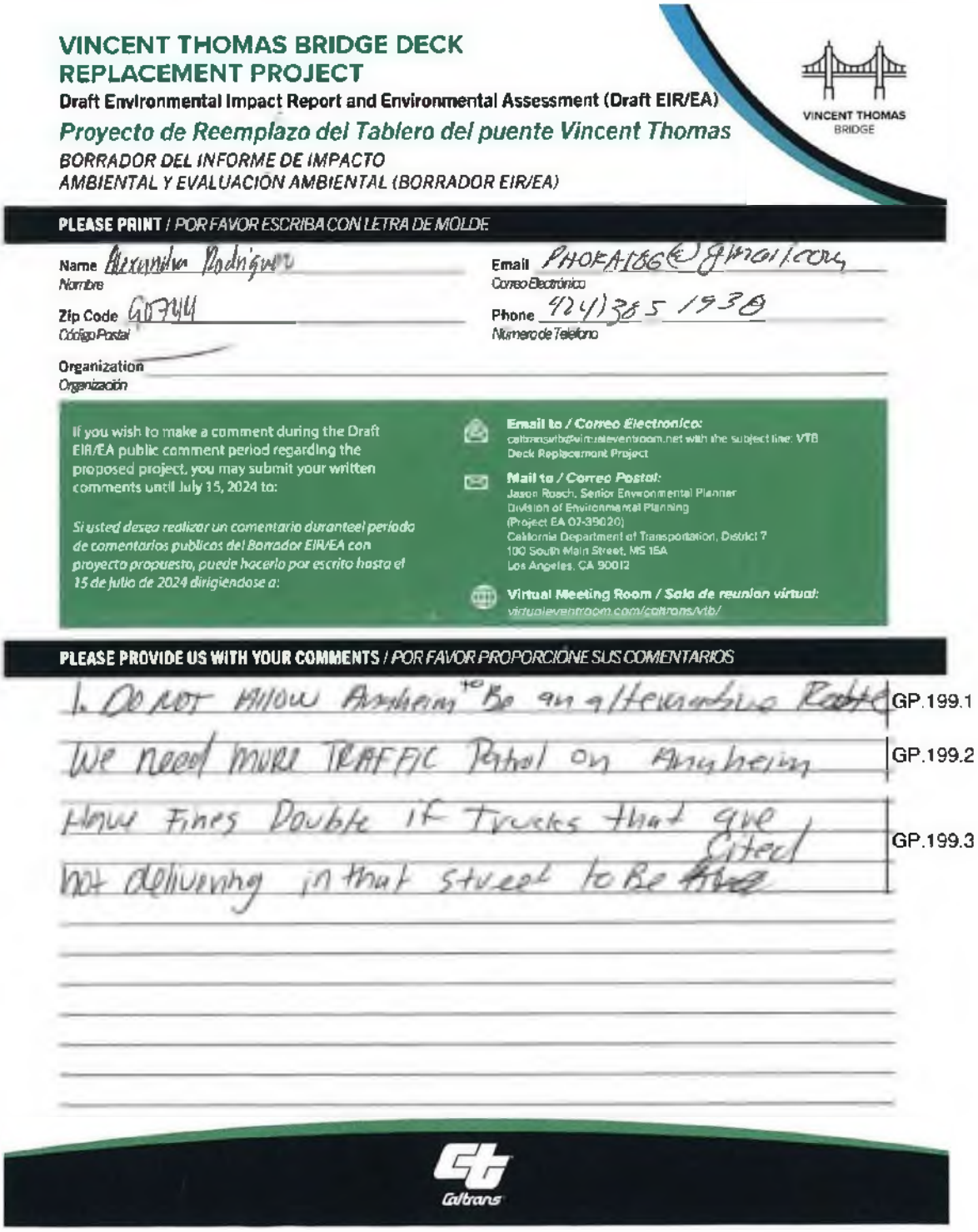
Response to Comment GP.198.1

As identified in Section 1.4.7 of the Draft EIR/EA, proposed detour routes include both streets and highways. The proposed detour routes were identified because they can accommodate truck traffic, provide access to/from Terminal Island, and will allow the traveling public to bypass the Vincent Thomas Bridge on any day at any time. Designation of a truck only detour is not under consideration as the detours need to accommodate all traffic.

Response to Comment GP.198.2

Caltrans does not have the jurisdiction to enforce traffic laws, however, they will continue regular coordination with affected agencies and jurisdictions throughout the duration of project construction to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts. Currently there is ongoing coordination with law enforcement agencies as part of the CAC and TAC which will continue throughout project construction.

Comment GP.199: Alexandra Rodriguez



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Alexandra Rodriguez

Email / *Correo Electrónico*: PHOFA186@gmail.com

Zip Code / *Código Postal*: 90744

Phone / *Número de Teléfono*: 424) 385 1930

Organization / *Organización*:

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario durante el período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electronico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunion virtual:*
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

1. Do not allow Anaheim to be an alternative Route GP.199.1

We need more TRAFFIC Patrol on Anaheim GP.199.2

How Fines Double if Trucks that are not delivering in that street to be Cited GP.199.3

Caltrans

Response to Comment GP.199.1

Caltrans does not have the jurisdiction to enforce traffic laws, however, they will continue regular coordination with affected agencies and jurisdictions throughout the duration of project construction to facilitate multi-jurisdictional collaboration and to develop strategies

and solutions to minimize potential project related impacts. Currently there is ongoing coordination with law enforcement agencies as part of the CAC and TAC which will continue throughout project construction.

Response to Comment GP.199.2

See response to comment GP.199.1.

Response to Comment GP.199.3

As stated in response GP.199.1, Caltrans does not have the authority to enforce traffic laws, however they will continue coordination efforts with law enforcement agencies for the duration of project construction to develop strategies and solutions to minimize potential project-related issues.

Comment GP.200: Joey King

Joey King

As noted by my colleague, Esther,-- or Long Beach is going to be affected through a domino effect. And I wonder, since transportation may be an issue getting to the in-person public sessions or public hearings, if there could be a hybrid option for those folks that cannot make the trek to San Pedro. Thank you for the opportunity to speak. GP.200.1

Response to Comment GP.200.1

A recording of the virtual public hearing was available 24/7 during circulation of the document on the project website virtual event room along with other project information and documentation. The website is: https://virtualeventroom.com/caltrans/vtb/#materials.

Comment GP.201: Susan Prichard

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Saturday, July 13, 2024 5:10:36 PM

From: Susan Prichard
Organization: None
Email: sprich1314@aol.com
Phone: 3108346568
Street: 1314 West I Street
Zip: 90744
Message: I am very concerned about the condition of the streets you are proposing for redirected traffic through Wilmington.

Please correct for base failure both before and after project completed
Harry Bridges, PCH
And even though not recommended in your plan
Anaheim Street

GP.201.1

Before - because the base failure will become even more severe once the trucks start using these streets. The adjoining businesses, not to mention the cars will feel the impact of the potholes created.

After - because the citizenry of Wilmington deserve streets in excellent condition after surviving 2-3 years of an obnoxious traffic burden. During this time our citizenry will be providing a great service to the benefit of the whole (general public, the Port of LA & its businesses, not to mention the commerce of the surrounding counties and the State of California).

We deserve some recognition! Why is the easement area on both sides of the 110 not landscaped for instance? I realize this is off topic, it just makes upset how we are ignored by CalTrans.

GP.201.2

Opt In: on
*You received this message because Susan Prichard signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.201.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including the repair of selected detour routes prior to and after construction, see mitigation measure MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes. It should be noted that only a short segment of Anaheim Street between Alameda Street and Henry Ford Avenue is included in the proposed detours. The primary east-west detour routes are Sepulveda Boulevard, PCH, and Harry Bridges Boulevard/Alameda Street.

Response to Comment GP.201.2

The lack of landscaping along I-110 is not within the scope of the Vincent Thomas Bridge Deck Replacement Project.

Comment GP.202: David Robles

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre* David Robles

Email / *Correo Electrónico* djrobles59@gmail

Zip Code / *Código Postal* 90745

Phone / *Número de Teléfono*

Organization / *Organización*

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario durante el periodo de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / Correo Electronico:
caltransvtbdeckvirtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / Correo Postal:
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / Sala de reunion virtual:
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

If the Vincent Thomas Bridge is closed I would have to take 103/47 North which is full of large pot Holes.

GP.202.1 Will these roads 103/47 North be fixed? I have to go to Terminal Island L.B for work

Caltrans

Response to Comment GP.202.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including the repair of selected detour routes prior to and after construction, see mitigation measure MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes.

Comment GP.203: Dani Craig

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Sunday, July 14, 2024 8:30:22 AM

From: Dani Craig
Organization:
Email: danileecraig@pm.me
Phone: 3107299333
Street: 1540 S Walker Ave, San Pedro
Zip: 90731
Message. The closure of the VTB will be a significant impact to the movement between San Pedro and Long Beach and southern beach communities. That said, making the closure as quick as possible would be my recommendation. Following a single-stage, full closure with pre-cast form for 16 months will allow the immediate and concise attention to be placed on completing the project. This will also place a significant focus on the traffic impacts to surrounding communities and allow those areas of the One-Five to have a loud voice in the ears of the LA City Counsel regarding opportunities to turn the thoroughfare into a boon for local businesses that might be sustained well beyond the 16-41 mo. closure. GP.203.1
A major consideration must be minimizing traffic through residential areas where possible. GP.203.2
Additional considerations for creating/increasing a water-way for truck and container movements to reduce the 18-wheelers needing to be rerouted off the VTB. GP.203.3

Opt In: on
*You received this message because Dani Craig signed in on the Vincent Thomas Bridge Comment Form

Regards,
System Administrator

Response to Comment GP.203.1

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment GP.203.2

As described in Section 1.4.7 of the Draft EIR/EA, several detour routes have been proposed to divert traffic around the Vincent Thomas Bridge. These routes include highways and several east/west streets connecting to I-110 and I-170. The proposed streets were selected because they can accommodate trucks and primarily traverse areas comprised of industrial or commercial land uses while avoiding the primary residential areas.

Response to Comment GP.203.3

Caltrans met with the POLA regarding numerous mitigation measures to alleviate traffic congestion to Terminal Island due to closures of the Vincent Thomas Bridge. One measure that was discussed was a ferry service that would run from San Pedro to Terminal Island during closures of the Bridge, similar to the service that was in place prior to the Vincent Thomas Bridge's completion in 1963. It was determined that a ferry service would be infeasible for a number of reasons including regulatory concerns of ferries crossing the Main Channel of the POLA interfering with other port traffic, the need to construct and operate points of origin and destination for ferries, acquisition of ferries, and the hiring ferry operators. Parking infrastructure would also be required for ferry patrons.

Comment GP.204: Irene McCray

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name *Nombre* Irene McCray

Email *Correo Electrónico* imccray@yahoo.com

Zip Code *Código Postal* 90745

Phone *Número de Teléfono*

Organization *Organización*

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Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07 39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltransVtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

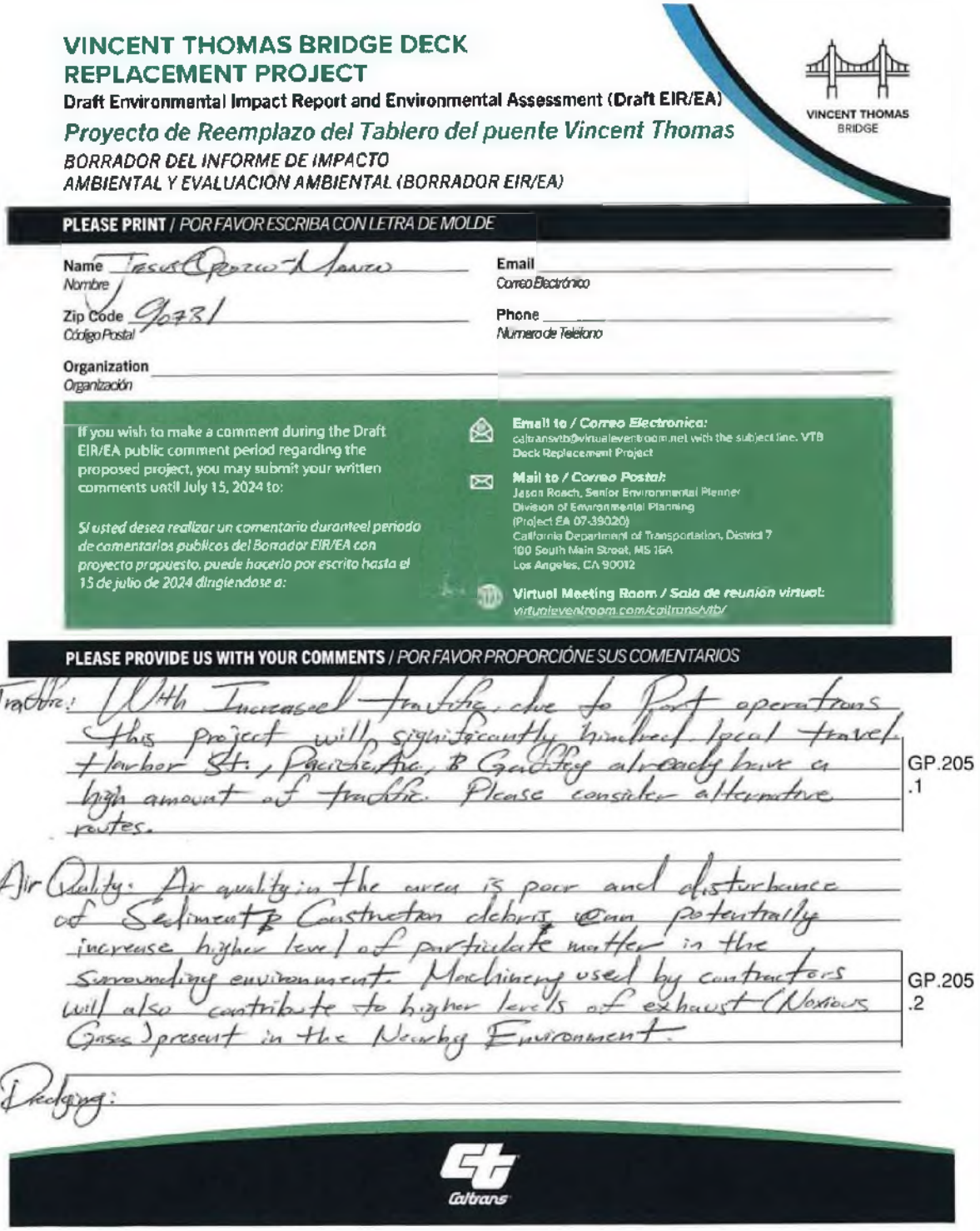
GP.204.1 I work at T-140 in Long Beach / Terminal Island. I take the Vincent Thomas Bridge to work. The alternate route of the 103/47 North is full of Pot Holes. Are there any plans to fix this route?

Caltrans

Response to Comment GP.204.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including the repair of selected detour routes prior to and after construction, see mitigation measure MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes.

Comment GP.205: Jesus Orozco-Manza



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Jesus Orozco-Manza

Email / *Correo Electrónico*:

Zip Code / *Código Postal*: 90731

Phone / *Número de Teléfono*:

Organization / *Organización*:

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Email to / *Correo Electronica:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

Traffic: With Increased traffic due to Port operations this project will significantly hinder local travel. Harbor St., Pacific Ave, & Gaffey already have a high amount of traffic. Please consider alternative routes. GP.205.1

Air Quality: Air quality in the area is poor and disturbance of Sediment & Construction debris can potentially increase higher level of particulate matter in the surrounding environment. Machinery used by contractors will also contribute to higher levels of exhaust (Noxious Gases) present in the Nearby Environment. GP.205.2

Dredging:

Caltrans

Response to Comment GP.205.1

As described in the Draft EIR/EA, the deck replacement activities and associated bridge closures and detours would result in temporary traffic impacts in the project area. Several detour routes have been proposed in order to divert traffic around the Vincent Thomas Bridge. The determination of the designated detour route(s) to be implemented during construction will be based on the evaluation in the environmental document and feedback from the project stakeholders. The following mitigation measures will be implemented to help alleviate the traffic impacts: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. In addition, the following mitigation measures and project feature will also be implemented: MM-TR-1, MM-TR-2, and PF-TR-1, which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes. Project feature PF-TR-1 requires Caltrans to prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.205.2

With regards to potential impacts related to air quality, a detailed analysis is provided in Section 2.13 of the Draft EIR/EA. The analysis assessed the increased emissions that would be generated by diverted traffic within the surrounding communities during the peak periods for the different construction staging options, as well as emissions associated with construction activities. The results of emissions modeling are presented in Table 2.13-9 and indicate that while there would be temporary increases in emissions from diverted traffic within the communities, those increases would be well below the significance thresholds established by the South Coast Air Quality Management meaning that the project-related emissions would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. In addition, as identified in Section 2.13.4, two minimization measures and a project feature would be implemented minimize air quality impacts related to construction emissions, including the requirement for use of Tier 4 engines for all off-road diesel vehicles, which meets the strictest EPA standards for diesel engines.

Comment GP.206: Vanessa Gonzale

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Vanessa Gonzale

Email / *Correo Electrónico*: Vanessa Gonzale 0917@yahoo.c

Zip Code / *Código Postal*: 90744

Phone / *Número de Teléfono*: (323) 529-4516

Organization / *Organización*:

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

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Email to / *Correo Electrónico:*
caltrans.vtpdv.mailevent.com with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

GP.206.1 Dont want tunnels streets to be used ok Pch for our community Safety and that of our Children and School

Caltrans

Response to Comment GP.206.1

It should be noted that only a short segment of Anaheim Street between Alameda Street and Henry Ford Avenue is included in the proposed detours. The primary east-west detour routes proposed are Sepulveda Boulevard, PCH, and Harry Bridges Boulevard/Alameda Street. PCH has been identified as a potential detour route since it currently allows trucks, avoids residential uses, and is primarily boarded by commercial uses along each side of the street.

Comment GP.207: Anonymous



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name _____ **Email** _____
Nombre *Correo Electrónico*

Zip Code _____ **Phone** _____
Código Postal *Número de Teléfono*

Organization _____
Organización

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caltrans.vtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-390201)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

WATER ARE ALL THE BLUE [illegible] GP.207.1

Caltrans

Response to Comment GP.207.1

We appreciate your participation in the public hearing process; however, Caltrans is seeking substantive comments on the Draft EIR/EA in compliance with CEQA/NEPA and the environmental process.

Comment GP.208: Gloria Swan

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: GLORIA SWAN

Email / *Correo Electrónico*: GLORIA7635@SBCGLOBAL.NET

Zip Code / *Código Postal*: 90744

Phone / *Número de Teléfono*: 310-341-5724

Organization / *Organización*: Home OWNER

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

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Email to / *Correo Electrónico*:
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal*:
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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virtualeventroom.com/caltransvtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

HOPEFULLY THE BRIDGE WON'T TAKE 4 YEARS TO BUILD. MAY THEY CAN BUILT A BRIDGE RIGHT NEXT TO IT LIKE THEY DID THE GERALD DESMOND, OR REPAVE THE OLD BRIDGE EXCITING BRIDGE. GP.208.1

PLEASE DO NOT SHARE MY INFO TO ANY OTHER AGENCIES

THANK YOU

Caltrans

Response to Comment GP.208.1

The estimated timeline for completing the replacement of the bridge ranges from approximately 16 months up to 48 months. The durations vary based on the construction staging option. As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades.

Comment GP.209: Christina Garcia

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre* Christina Garcia

Email / *Correo Electrónico* jcsgarcia@sbcglobal.net

Zip Code / *Código Postal* 90744

Phone / *Número de Teléfono* 424-221-0877

Organization / *Organización* Residence

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted deseo realizar un comentario durante el periodo de comentarios publicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiendose a:

Email to / *Correo Electronico:*
catransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
[Project EA 07 39D20]
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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The bridge needs to be repaired now before the bridge falls with people on it. GP.209.1

Caltrans

Response to Comment GP.209.1

The intent of the project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and the overall safety of the bridge. Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026 implementing the construction staging option that is selected.

Comment GP.210: Anonymous



Caltrans Vincent Thomas Bridge Deck Replacement Project Public Hearing

Written Comments & Suggestions

☑ **Wilmington Resident**
☐ **Harbor City Resident**
☐ **San Pedro Resident**
☐ **OTHER**

do not agree with all the traffic that's going to be in the area. GP.210.1

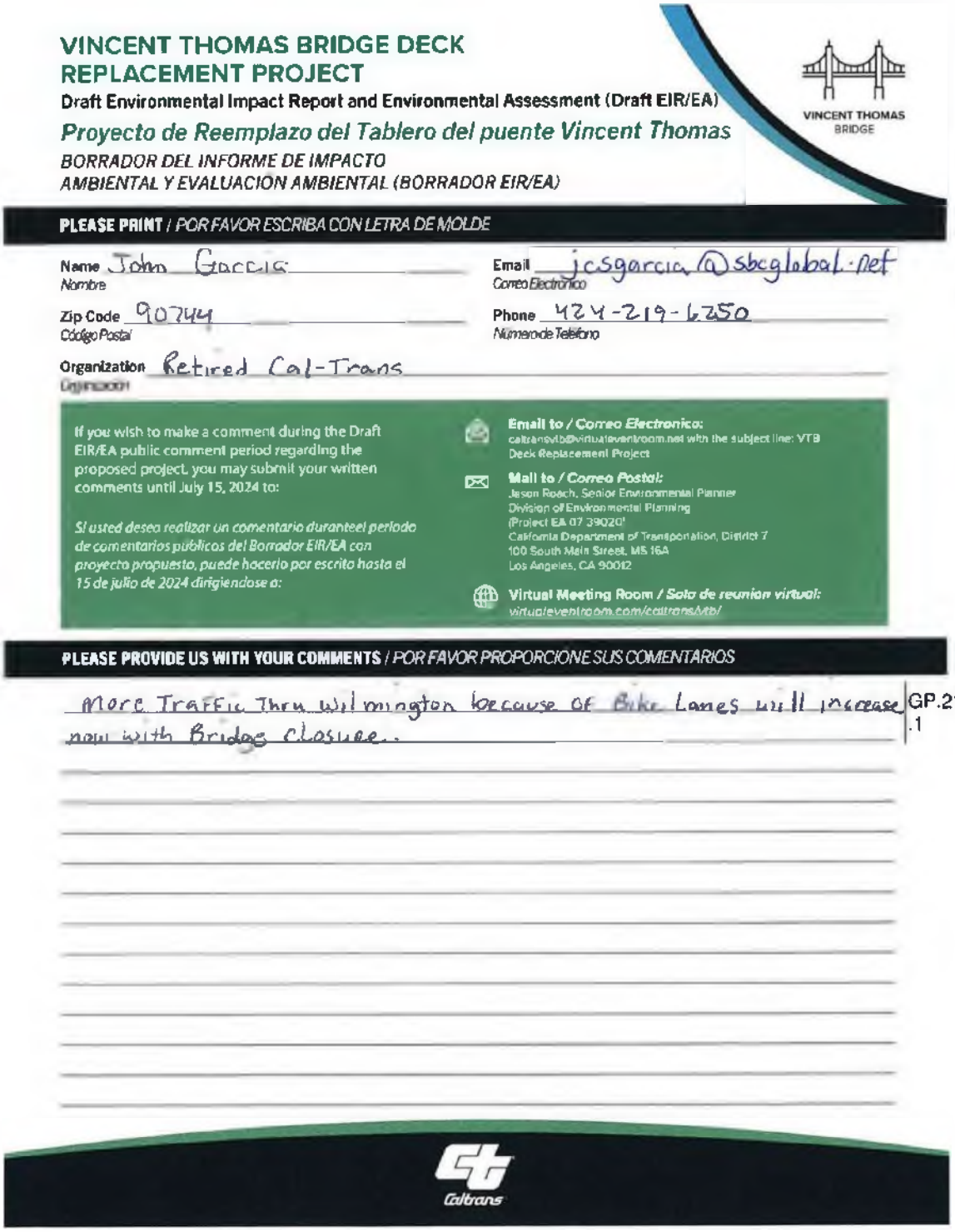
☑ **Wilmington Resident**
☐ **Harbor City Resident**
☐ **San Pedro Resident**
☐ **OTHER**

Not good for the residents that need to commute daily

Response to Comment GP.210.1

As identified in the Draft EIR/EA, temporary significant cumulative impacts are anticipated, however the following mitigation measures will be implemented to help alleviate these impacts: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. In addition, the following mitigation measures and project feature will also be implemented: MM-TR-1, MM-TR-2, and PF-TR-1, which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes.

Comment GP.211: John Garcia



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACION AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: John Garcia

Email / *Correo Electrónico*: jcsgarcia@sbcglobal.net

Zip Code / *Código Postal*: 90744

Phone / *Número de Teléfono*: 424-219-6250

Organization / *Organización*: Retired Cal-Trans

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

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caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

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Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07 39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

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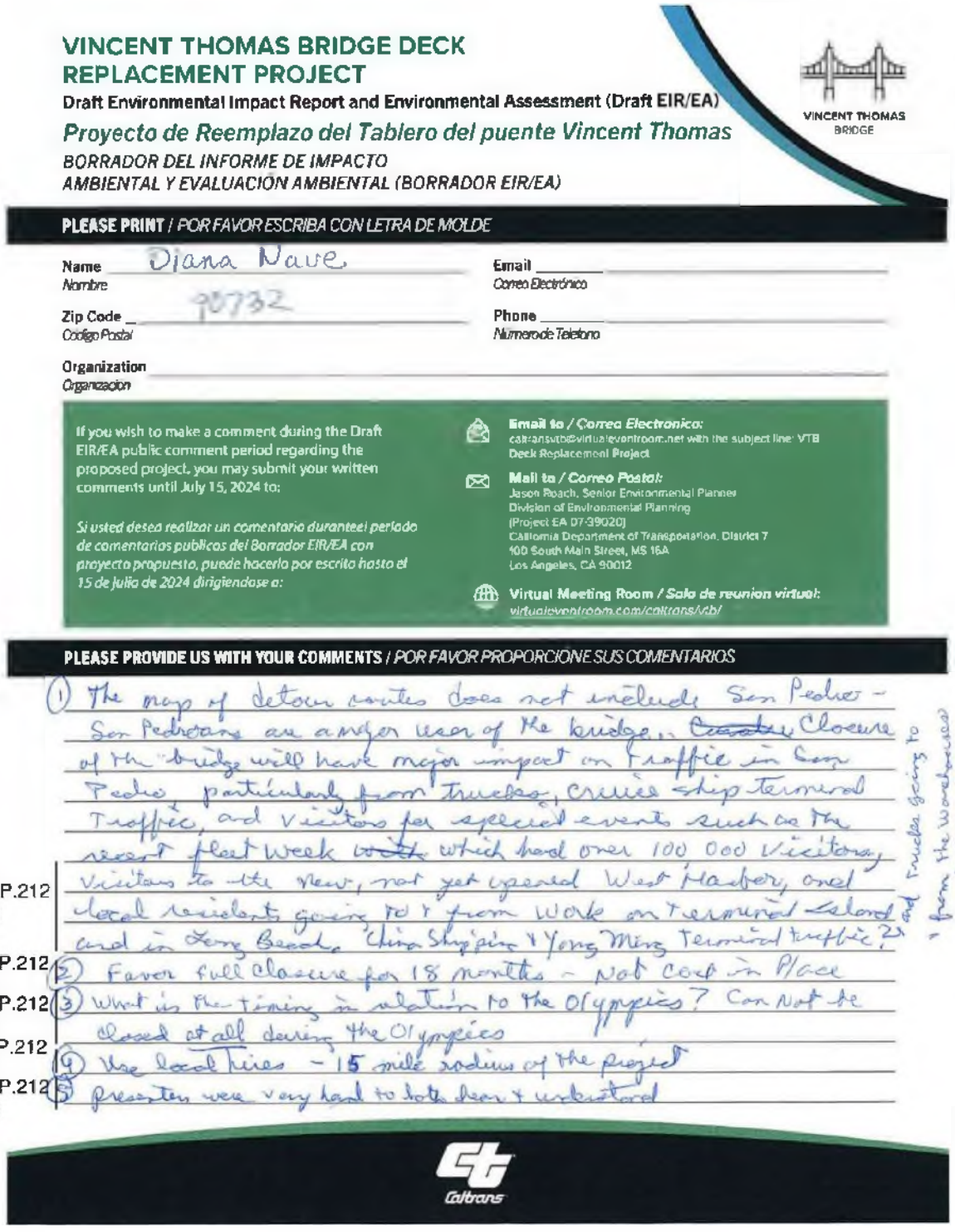
More Traffic Thru Wilmington because of Bike Lanes will increase now with Bridge Closure.. GP.211.1

Caltrans

Response to Comment GP.211.1

Bike lanes are not proposed as part of the Vincent Thomas Bridge Deck Replacement. There are several proposed detour routes to divert traffic around the bridge, including both PCH and Harry Bridges Boulevard/Alameda Street in Wilmington. While temporary traffic increases are anticipated, the following mitigation measures will be implemented to help alleviate these impacts: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. Mitigation measures MM-TR-1, MM-TR-2, and PF-TR-1, which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes.

Comment GP.212: Diana Nave



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

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VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Diana Nave

Email / *Correo Electrónico*:

Zip Code / *Codigo Postal*: 90732

Phone / *Numero de Telefono*:

Organization / *Organizacion*:

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

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California Department of Transportation, District 7
100 South Main Street, MS 16A
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GP.212.1 (1) The map of detour routes does not include San Pedro – San Pedroans are a major user of the bridge. ~~Closure~~ Closure of the bridge will have major impact on traffic in San Pedro, particularly from Trucks, Cruise ship terminal Traffic, and visitors for special events such as the recent fleet week ~~with~~ which had over 100,000 visitors, visitors to the new, not yet opened West Harbor, and local residents going to & from work on Terminal Island and in Long Beach. China Shipping & Yang Ming Terminal traffic? and trucks going to & from the Warehouses off Gaffey?

GP.212.2 (2) Favor full closure for 18 months – Not cost in Place

GP.212.3 (3) What is the timing in relation to the Olympics? Can not be closed at all during the Olympics

GP.212.4 (4) Use local Tires – 15 mile radius of the project

GP.212.5 (5) Presenter was very hard to both hear & understand

Caltrans

Response to Comment GP.212.1

As discussed in the Draft EIR/EA, temporary project-related traffic impacts are anticipated within the surrounding areas. The following mitigation measures will be implemented to help alleviate these impacts: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. In addition, the following mitigation measures and project feature will also be implemented: MM-TR-1, MM-TR-2, and PF-TR-1, which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes. However, Caltrans will continue project coordination efforts with other agencies and maintain a robust outreach effort to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region.

Response to Comment GP.212.2

Preference for the Single-Stage Construction Option (Preferred) is appreciated.

Response to Comment GP.212.3

Construction is scheduled to start in mid to late 2025 with the full bridge closure (Preferred) in early 2026. It is acknowledged that construction on the Vincent Thomas Bridge may overlap with several special events. However, Caltrans will continue project coordination efforts with other agencies and maintain outreach efforts to keep the public informed about the project and proposed detours and closures. The CAC and TAC will continue to meet throughout the construction phase providing additional opportunities for communication and coordination with various agencies and special events planned for the region. Construction is scheduled to be completed prior to the 2028 Los Angeles Olympics.

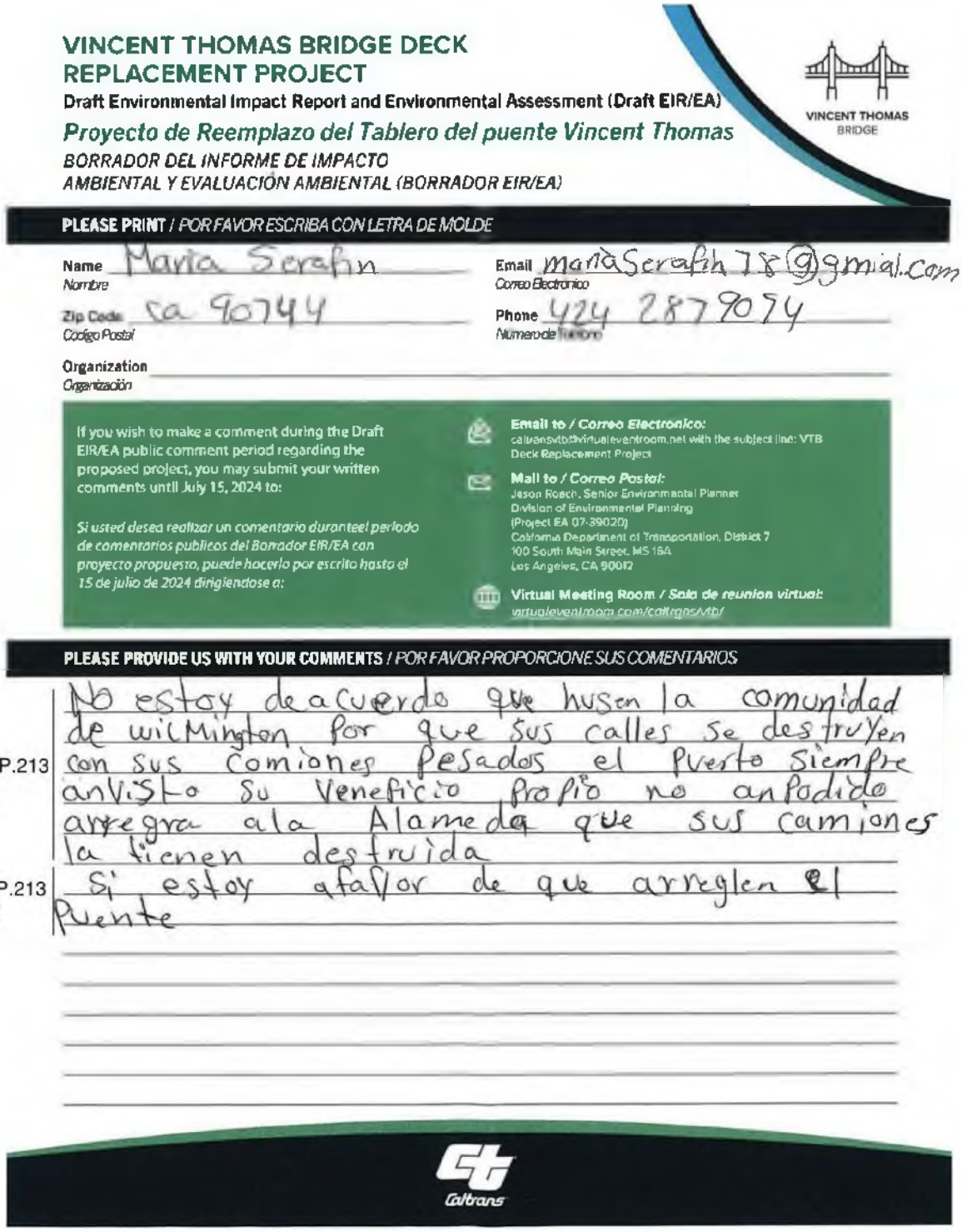
Response to Comment GP.212.4

It is unclear what is being referenced in the comment. The Project study area used for the analysis includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the city of Carson and the city of Long Beach, covering an approximately 52 square-miles.

Response to Comment GP.212.5

Your feedback regarding the presentation is appreciated. It is important that the project information is presented clearly and in a manner that is understandable to everyone. Project information is also readily available on the project website: https://www.virtualeventroom.com/caltrans/vtb/#materials

Comment GP.213: Maria Serafin



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

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VINCENT THOMAS BRIDGE

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Organization / *Organización*:

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(Project EA 07-39020)
California Department of Transportation, District 7
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GP.213.1 No estoy de acuerdo que huson la comunidad de wilMington por que sus calles se destruyen con sus comiones pesados el Puerto siempre anVisto su Venefiçio propio no anpodido arregra ala Alameda que sus camiones la tienen destruida

GP.213.2 Si estoy afaVor de que arreglen el Puente

Caltrans

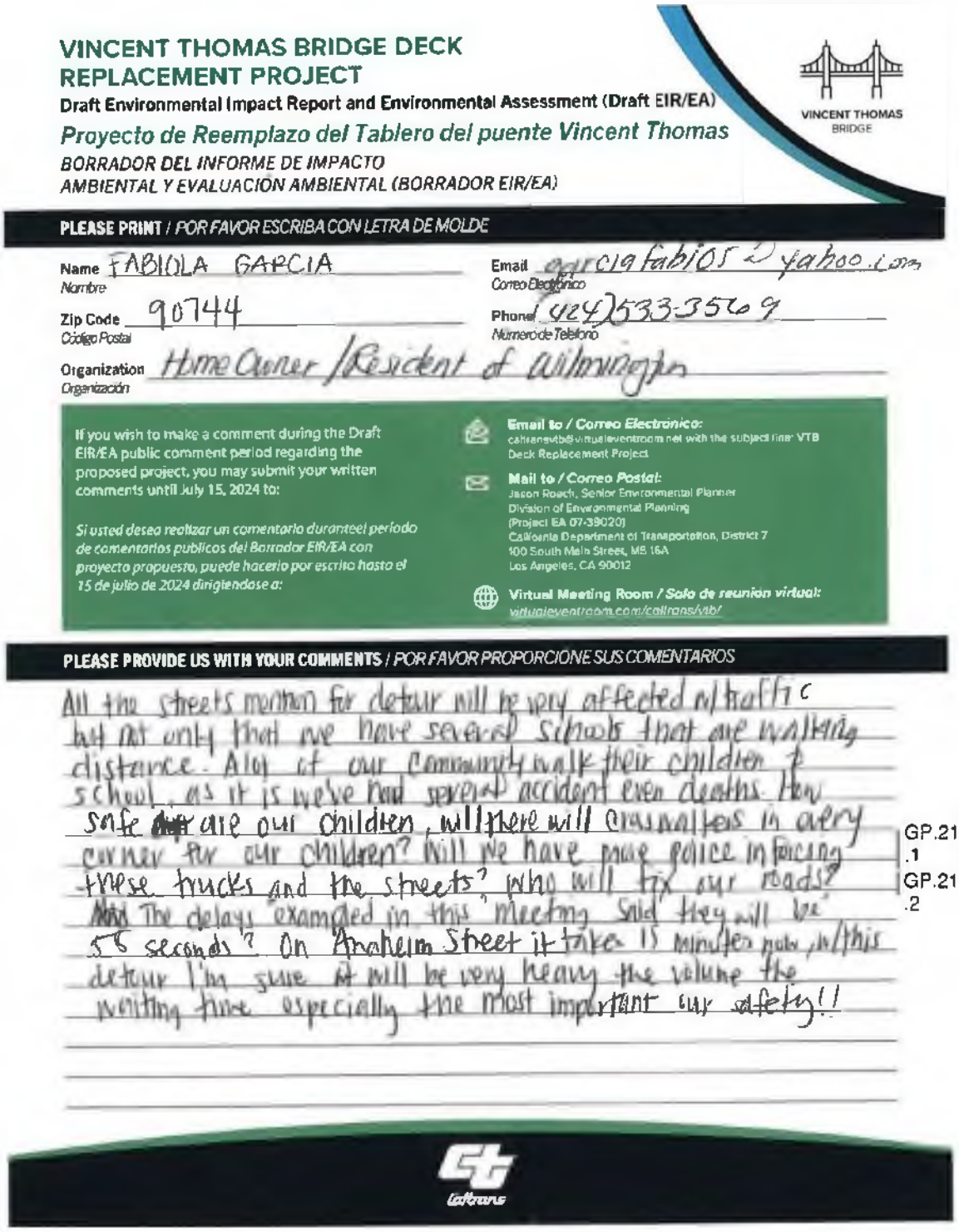
Response to Comment GP.213.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Response to Comment GP.213.2

Support for the Vincent Thomas Bridge Deck Replacement Project is appreciated.

Comment GP.214: Fabiola Garcia



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

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Zip Code / *Código Postal*: 90744

Phone / *Número de Teléfono*: 424)533-3569

Organization / *Organización*: Home Owner / Resident of Wilmington

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All the streets mention for detour will be very affected w/traffic but not only that we have several schools that are walking distance. Alot of our community walk their children to school, as it is we've had several accident even deaths. How safe are our children, will there will crossguards in every corner for our children? Will we have more police inforcing these trucks and the streets? Who will fix our roads? And The delays examined in this meeting said they will be 55 seconds? On Anaheim Street it take 15 minutes now, w/this detour I'm sure it will be very heavy the volume the waiting time especially the most important our safety!!

GP.214.1

GP.214.2

Caltrans

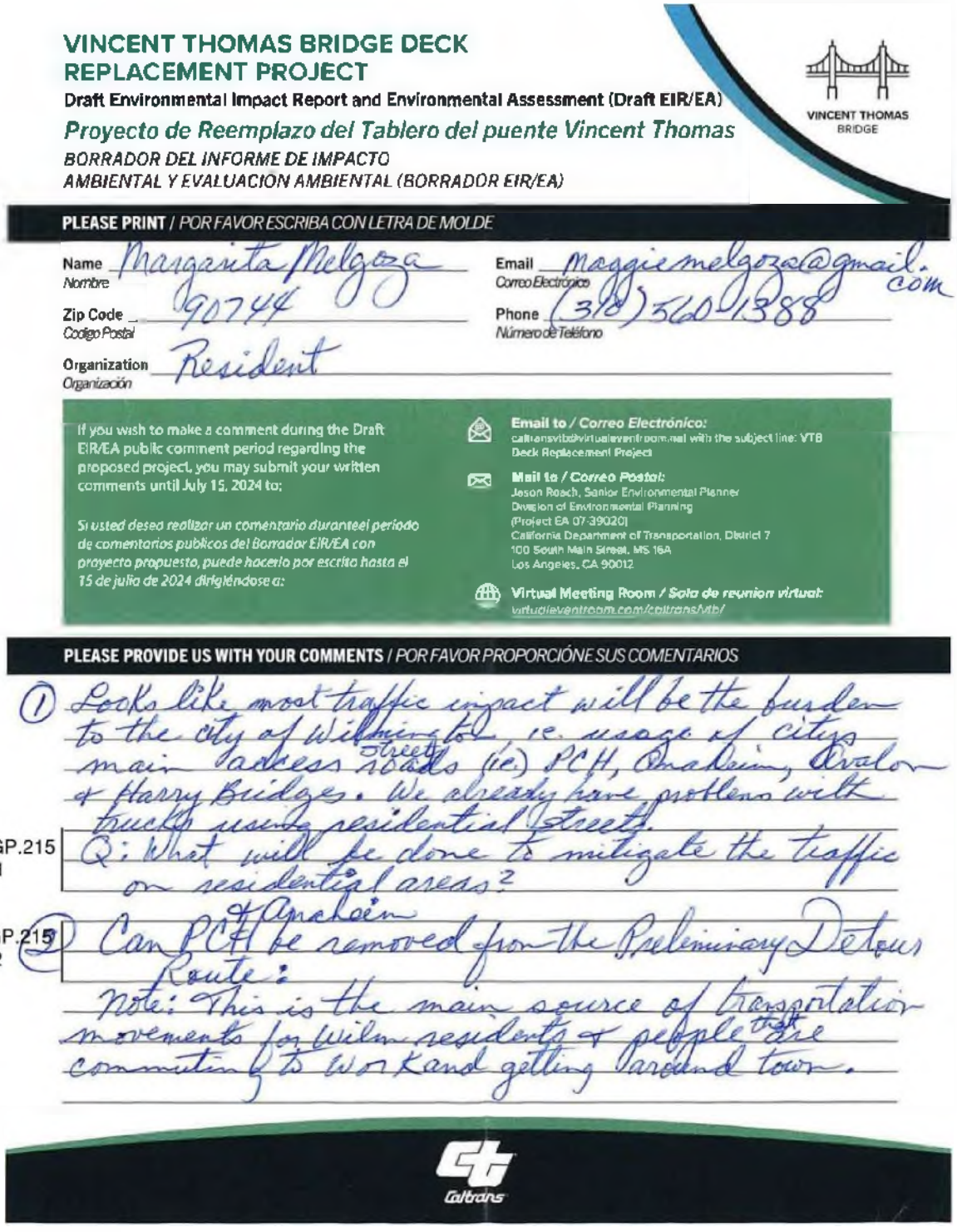
Response to Comment GP.214.1

Caltrans does not have the authority to enforce traffic laws or impose fines, that is the responsibility of local law enforcement. However, as indicated by mitigation measure MM-EJ-1 in Section 2.8.5 of the Draft EIR/EA, Caltrans will continue regular coordinate with other agencies and emergency service providers, including the Los Angeles Police Department, Los Angeles Port Police, City of Long Beach Police Department, and California Highway Patrol throughout construction in an effort to facilitate multi-jurisdictional collaboration and to develop strategies and solutions to minimize potential project related impacts.

Response to Comment GP.214.2

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction.

Comment GP.215: Margarita Melgoza



VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

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Organization / *Organización*: Resident

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(1) Looks like most traffic impact will be the burden to the city of Wilmington, ie. usage of citys main address streets (ie.) PCH, Anaheim, Avalon & Harry Bridges. We already have problems with trucks using residential streets.

GP.215.1 Q: What will be done to mitigate the traffic on residential areas?

GP.215.2 (2) Can PCH & Anaheim be removed from the Preliminary Detours Route?

Note: This is the main source of transportation movements for Wilm residents & people that are commuting to work and getting around town.

Caltrans

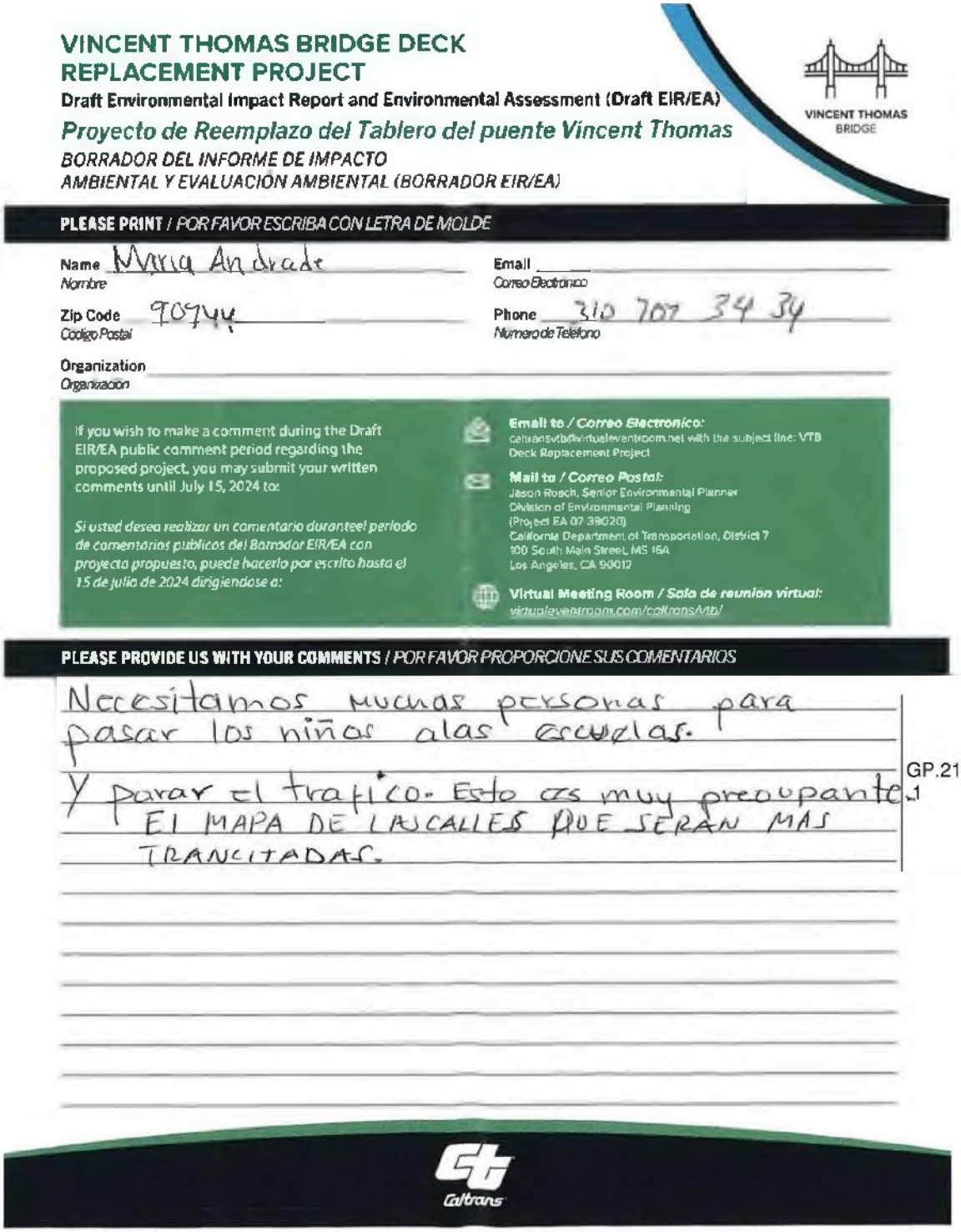
Response to Comment GP.215.1

The detours presented in the Draft EIR/EA represent a range of possible routes. Due to the location of the Vincent Thomas Bridge, location of the community of Wilmington adjacent to the project site, existing roadway network, and geographical constraints of the area, PCH, along with Harry Bridges Boulevard, and Sepulveda Boulevard have been identified as potential east/west routes to formally detour traffic around the bridge during closures. Only a short segment of Anaheim Street between Alameda Street and Henry Ford Avenue is included as a potential detour route. The majority of Anaheim Street through Wilmington is not part of the proposed detours. The determination of the designated detour route(s) to be implemented during construction will be based on the evaluation in the environmental document and feedback from the project stakeholders. The following mitigation measures will be implemented to help alleviate these impacts: MM-EJ-1 and MM-EJ-2, which include regular and ongoing coordination with agencies and the community to coordinate construction schedules and to address community concerns. In addition, the following mitigation measures and project feature will also be implemented: MM-TR-1, MM-TR-2, and PF-TR-1, which include potential temporary modification of project area intersections to alleviate traffic increases, repair of detour routes, and changeable message signs to alert drivers of bridge closures and detour routes. Project feature PF-TR-1 requires Caltrans to prepare a TMP which will include a robust messaging campaign including advertisements, social media outreach, and use of portable and fixed signage to adequately inform motorists of the detour routes and closures.

Response to Comment GP.215.2

As mentioned in the previous response, GP.215.1, PCH is one of several potential detour routes. PCH has been identified as a potential detour route since it currently allows trucks, avoids residential uses, and is primarily boarded by commercial uses along each side of the street. The determination of the designated detour route(s) to be implemented during construction will be based on the evaluation in the environmental document and feedback from the project stakeholders.

Comment GP.216: Maria Andrade



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Necesitamos muchas personas para pasar los niños alas escuelas.

Y parar el trafico. Esto es muy preocupante. EL MAPA DE LAS CALLES QUE SERAN MAS TRANCITADAS.

GP.216-1

Caltrans

Response to Comment GP.216.1

As described in Section 2.6 of the Draft EIR/EA, there will be no impacts to schools as access to all the local schools will be maintained throughout construction. Temporary increases in traffic are anticipated due to bridge closures but the designated detour routes shown on Figure 1-5 include several highways: I-110, I-710, SR-47 and SR-103 along with three east/west streets: Sepulveda Boulevard, PCH, and Harry Bridges Boulevard/Alameda Street, all of which avoid residential areas and school entrances.

Comment GP.217: Mike Dino

Date: May 30, 2024

Jason Roach
Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation
District 7
100 South Main St.
Los Angeles, CA 90012

Subject: Comments on VTB Deck Replacement (Project EA 07-39020)

Attached is an article on how the Federal Highway Administration (FHA) used a modern engineering technique to repair several bridges in the Washington DC area without major disruptions to traffic. The project used precast bridge deck panels produced offsite which significantly reduced the number of days traffic was disrupted. The article also discusses how meticulous planning and close communication with all affected parties was critical. The project won rave reviews from the public and local politicians and won an award for engineering excellence.

Based upon my review of your draft Environmental Impact Report this was not one of the alternatives considered. CalTrans should discuss with FHA staff the feasibility of using this technique for the VTB project. If feasible, this process could be a game changer on how CalTrans replaces bridge decks in the future. GP.217.1

Sincerely,

Mike Dino

e-mail: mcihaelpdino@gmail.com

Phone: (310) 614-5984

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Public Roads - September/October 2002

Date: September/October 2002
Issue No: Vol. 66 No. 2

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The Bridges That Good Planning and Execution Rebuilt

by Gary Jakovich and Jorge Alvarez

The redecking of three bridges, plus minor deck repair on a fourth, along the George Washington (GW) Memorial Parkway in Langley, VA, is an informative case study of how meticulous planning, use of modern engineering techniques, and well-coordinated execution ensure that a complex construction project can be carried out without major disruptions in traffic flow.

The GW Parkway bridge project spearheaded by the Federal Highway Administration's (FHWA) Eastern Federal Lands Highway Division (EFLHD)proceeded so smoothly that it won immediate praise from the media and the traveling public. In February 2002, FHWA officially recognized the efforts of the project team, by awarding its Award for Engineering Excellence.

A key aspect of the project was the use of precast panels that helped reduce the number of days that normal traffic was disrupted to just 10 weekends, versus the several months that would have been required if the traditional technique were used.



Condition of loop road, before construction.



Condition of loop road, after construction.

The Challenge

EFLHD is responsible for engineering safe and environmentally sensitive roadways and bridges on some of our Nation's most beautiful land. EFLHD provides a range of transportation engineering services to Federal agencies,

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including the planning, design, construction, and rehabilitation of federally owned highways and bridges. The division serves 31 Eastern States, Puerto Rico, the Virgin Islands, and the District of Columbia.

One of EFLHD's principal client agencies, the National Park Service, owns and operates the GW Parkway. The parkway is a four-lane divided highway that stretches about 64 kilometers (40 miles) along the Potomac River, beginning at Mount Vernon at its southern end. The four bridges, 1.6 kilometers (1 mile) from each other, are located at the northern end of the parkway. Two creeks called Dead Run and Turkey Run are each spanned by a northbound and a southbound bridge.

The bridges were in need of repair because the decks the concrete riding surface that cars drive over had developed visible surface deterioration in some places, exposing the reinforcing steel underneath the concrete surface. The EFLHD project team evaluated concrete cores that it had taken from the decks and decided that the level of concrete deterioration was such that the best course of action for three of the four bridges was to replace the decks completely. The deck of the fourth bridge had been replaced in 1975 and was judged to be in good condition, requiring only that the existing asphalt overlay be replaced with a concrete overlay. The overlay a sacrificial layer of concrete with either latex or microsilica additives to make it less penetrable by water is intended to prevent the penetration of corrosive road salts into the reinforced deck concrete underneath.

The key problem was that the bridges are in the Washington, DC, area one of the most high-volume traffic areas in the country. The four bridges carry an average daily volume of approximately 43,000 vehicles. The National Park Service was greatly concerned about inconveniencing motorists and causing traffic delays. Shutting down the bridges for days let alone weeks was clearly not an option.

The challenge before the EFLHD team was to come up with an engineering solution and also to handle the logistics in such a way that would minimize traffic delays.

Precast to the Rescue

To speed the deck replacement, the project team decided to use a technique that EFLHD had used only once before precast panels. This technique enables the bridge deck to be cast off-site in sections or panels. The panels then are transported to the site as soon as they are ready to be inserted.

The fact that the casting is done off-site inside an enclosed building allows for better quality control. For the GW Parkway project, the bridge sections were precast in southern Virginia by Bayshore Concrete Products Corporation.

Use of the precasting technique allowed the project team the flexibility to carry out the work during lean traffic hours and not affect traffic during peak hours. "You can't adequately accommodate traffic during rush hours using conventional bridge replacement methods," says Ken Atkins, project manager with EFLHD. "You'd take out two travel lanes over a long period of time. With 2,000 vehicles per lane per hour, we needed those lanes during the rush hour."

In the traditional technique, after the existing decks are taken off, a new framework of reinforcement is tied into place and the concrete is cast on-site. "You have to place reinforcing steel, then pour the concrete in," says Keith Wong, technology coordination engineer with EFLHD. "After that, you have to wait for the concrete to cure and gain strength before you can put traffic on. At a minimum, it takes about 28 days." He adds that 10 years ago another bridge was refurbished on the parkway using the traditional method, and it took several months.

This project was only the second time EFLHD had used precast panels to replace an existing deck. EFLHD has not traditionally used precast panels in deck replacement projects for two main reasons. One is that panels have to be custom-made for each bridge, and most of the bridges that EFLHD constructs are of moderate length and do not require enough panels to make precasting the most economical alternative. "Precasting thrives on

replication," says Hratch Pakhchanian, EFLHD's structural design engineer for the project. "If you're only making a few non-standard pieces, it's not economical."



Turkey Run Bridge before construction.



Turkey Run Bridge after construction.

The other reason for EFLHD's limited use of precast panels is that many of the EFLHD bridge rehabilitation projects do not take place in high-traffic urban environments where the need to complete the work quickly overrides the concern over the economy of scale for precasting deck panels.

Other factors that influence the decision to use precast are the cost of transporting the precast pieces and the additional engineering that is required. However, in locations where the weather dictates a short construction season, or where concrete plants are not located within practical distance from the site, as is the case in Alaska, for example, this method is used routinely.





Removal of the old bridge deck slabs.

The GW project essentially presented a situation where the driving issue was the tight time available to perform the work. EFLHD realized that completing the project with minimal disruption to the traveling public was crucial. Despite the cost factor, the good experience at the GW Parkway and other projects has prompted FHWA to encourage more frequent use of this technique for high-traffic bridges.

Weekend Work

The project team decided that the tasks of replacing bridge decks, adding overlays, and replacing railings were to be restricted to the weekends when traffic volume is relatively low. A 23-stage traffic control plan was designed that maintained one lane of traffic for each direction of traffic. During weekdays, all four lanes were kept open.

Factoring that 142 panels were to be placed and post-tensioned in stages, the project plan estimated that the entire work would span 10 weekends. The contract stipulated that a bridge could be closed for construction work on Friday at 7 p.m. and had to be reopened by 5 a.m. Monday. During this window, the construction team had to remove the deck and railing, and place the new panels, then install and tension longitudinal prestressing tendons to connect the panels so they would perform as a monolithic deck.



Placing the new deck slabs.

Choosing the Contractor

EFLHD chose the "competitive negotiated procurement" process to award the contract. In this kind of procurement, technical and price proposals are requested from the contractors. The contract is awarded to the most technically qualified bidder based on initial proposals received, or after negotiations are conducted to clarify any technical and pricing issues in the bids.

The procurement process involved a solicitation notice that clearly indicated that the contract would be awarded based on factors other than just price. Other factors included the time of project completion, previous performance of the contractor, and the construction methodologies employed.

For the GW Parkway bridges, EFLHD had to find a contractor with the capabilities and proven track record to deal with such a complex and time-critical project. The value of the construction contract was $4.2 million.

EFLHD evaluated the resulting bids using established criteria price, time, method, and experience followed by interviews with the top three bidders. The evaluation panel consisted of EFLHD officials along with a Park Service representative. The contract was finally awarded on a "best-value" basis to Shirley Construction of Newington, VA.



Placing latex-modified concrete overlay.

Partnerships and Coordination

To help ensure a smooth working relationship among the various organizations, a partnering charter was developed and signed by the National Park Service, FHWA, and the contractor. The on-site EFLHD project engineer held weekly meetings to discuss project issues and potential problems, ensuring that all parties were aware of what had to be done. Minutes were kept with a "to-do" list.

The partnership approach was crucial in ensuring good communication, teamwork, and cooperation among the organizations. "It minimized unforeseen issues," says Ramesh Kotadia, assistant construction project engineer with EFLHD. "There was a detailed scheduling process for the critical weekend work. We'd reach agreement with the contractor on what work they'd be doing each weekend. We gave them a traffic control scheme to sequence the whole thing. Bridge deck replacement first, overlay, stagger, and so on."

EFLHD's construction team, the National Park Service, the contractor and subcontractors, and the Park Police all took part in the weekly meetings. Since the project involved time-bound operations every weekend, the participants discussed the following weekend's operations including the

types of shutdown and preparatory activities during weekdays. 'Staying in close touch with weekly meetings was absolutely essential," says Atkins. "This was particularly so, because time was the critical thing. We can't afford to have things drag on in this type of project."

The planning and coordination clearly paid off. The construction activity, which began on April 17, 1998, and was completed on June 29, 1998, was completed in the 10 weekends as scheduled. The overall costs associated with the preliminary engineering (PE) and construction engineering (CE) accounts were under budget. The final PE for the project was 9.9 percent of the construction contract (target value: 10 percent). The final CE was 10.9 percent (target value: 12 percent).

In the crucial area of customer satisfaction, the project scored a 90.3 percent (target value: 85 percent) on the completed project survey for those directly involved in the process and an average of 88.6 percent (target value: 85 percent) on the project development survey.

Keeping the Public Informed

Another key aspect was the use of a variety of communication tools to keep the public informed before and during the construction. A brochure was distributed to local businesses, hospitals, colleges, regional and local newspapers, and news associations within a 40-kilometer (25-mile) radius to inform them of the upcoming construction work, including the times and places of lane closures. In addition, weekly updates were added to EFLHD's Web site, which was linked to the Intelligent Transportation Systems of SmarTraveler®. This linkage enabled motorists to log on to the SmarTraveler Web site and find out the work and lane closures scheduled for the coming week.

FHWA also met with local radio stations and the Virginia Department of Transportation to provide a summary of the project. Radio stations were updated about the schedule of work and lane closures. In fact, Bob Marbourgh, a radio personality with WTOP, gave the project high praise during a Park Service media meeting.

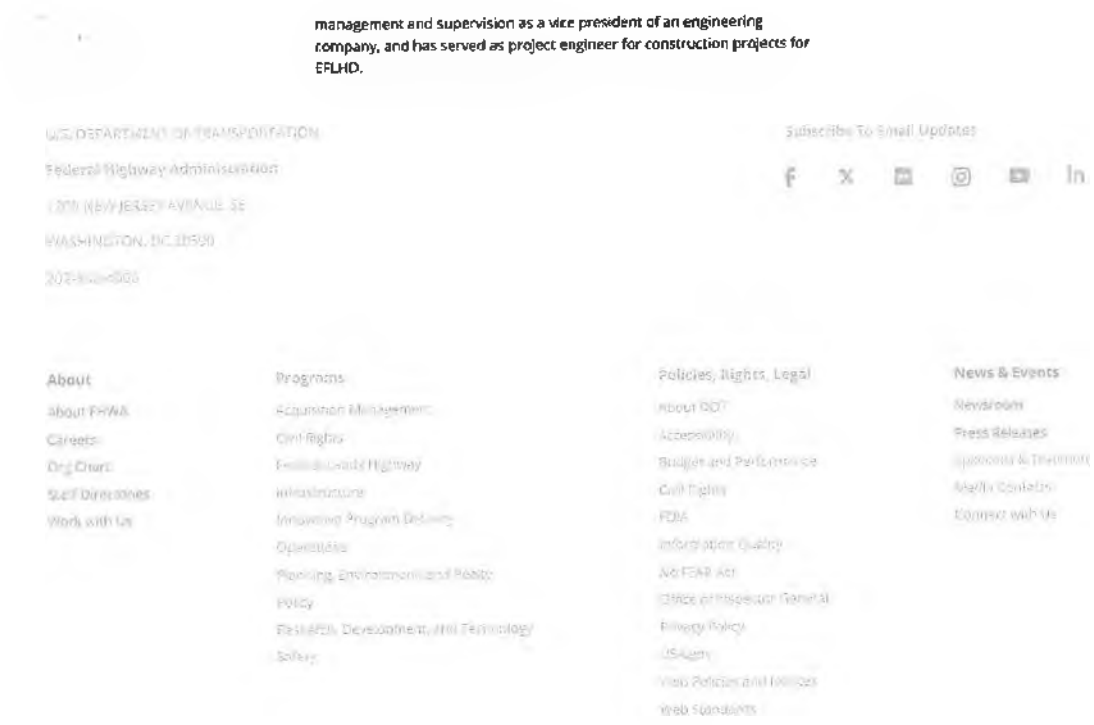
Advance warning signs let drivers know that they could take alternate routes. Naturally, some inconvenience to the traveling public is inevitable when any construction work is carried out in such a high-traffic zone. But by issuing advance notices and information, the team helped reduce delays for commuters. The lack of major traffic backups during the entire project was testimony to good planning and coordination. According to Park Superintendent Audrey Calhoun, "[The work] was done with minimum disruption to the public, and I don't believe that we received any complaints and any time that happens it's a plus."

Indeed, the special efforts of the project team did not go unnoticed by the public. In a letter to The Washington Post's "Dr. Gridlock" column, Robert Gerard of Bethesda, MD, went so far as to suggest that "before undertaking any major road repairs, all [State, local, and Federal] officials should spend a day with whoever was responsible for managing the repairs to the GW Parkway bridge. Those repairs were a model of how to repair roads with an absolute minimum of inconvenience to the public. Well done!"

What more could a project team ask for?

Gary Jakovich is a 1976 graduate of Rensselaer Polytechnic Institute in Troy, NY, where he earned a bachelor's degree in civil engineering. He joined FHWA in 1978 as a trainee in the Highway Engineer Training Program. In 1979 he was assigned to the Bridge Design Office in EFLHD and has remained with that office since then. He is currently a design team leader. Over the years he has participated in the design and construction of numerous bridge projects, two notable ones being the Linn Cove Viaduct and the Arch Bridge over Tennessee Rte. 96.

Jorge Alvarez studied civil engineering at the University of La Paz in Bolivia, South America, and earned a degree in civil engineering at the University of Kentucky. He has done highway research for the Kentucky Department of Transportation research laboratory, highway investigation for the World Bank in South America, highway and metro design in the private sector,



management and supervision as a vice president of an engineering company, and has served as project engineer for construction projects for EFLHD.

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Response to Comment GP.217.1

The Preferred Alternative is the Single Stage Construction Option (full bridge closure) with pre-cast deck type.

Comment GP.218: Maria Matthews

PCCP PWP

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Phone / *Número de Teléfono*: 951-288-4874

Organization / *Organización*: Home Owner

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario durante el periodo de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / Correo Electronico:
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / Correo Postal:
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / Sala de reunion virtual:
virtualeventroom.com/caltrans/vtb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIÓNE SUS COMENTARIOS*

- We need a wider bridge for:
  - throughput during peak hours
  - bike lanes to connect San Pedro with the Port of Long Beach; continuing w/ south bay
  - emergency lanes for traffic accidents, preventing accidents w/ better visibility, and emergency vehicles

GP.218.1

Proposal:
- build a 2nd bridge first
- Switch traffic to 2nd bridge
- retrofit OG bridge
- make each bridge 1-way

} Fully meets traffic throughput from LB and No traffic closures.

Also, Safest for construction crews!

Caltrans

Response to Comment GP.218.1

The purpose of this project is to address deficiencies of the existing bridge deck, not to add additional capacity. As described in Section 1.4.8 of the Draft EIR/EA, construction of a new bridge was eliminated from consideration because the Vincent Thomas Bridge is still structurally sound, and with proper maintenance is anticipated to last many more decades. The original Gerald Desmond Bridge did not accommodate the height of the port ships traversing the ports of Los Angeles and Long Beach, whereas the Vincent Thomas Bridge has sufficient height to accommodate current shipping heights and therefore full replacement is not necessary.

Comment GP.219: Consuelo Murillo

Peck Park

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACION AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre* Consuelo Murillo

Email / *Correo Electrónico* Conniemiz105@yahoo.com

Zip Code / *Código Postal* 90744

Phone / *Número de Teléfono* 310-702-8131

Organization / *Organización* East Wilm Comm Meeting

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario durante el período de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electronico:*
caltransvlb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07-39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunion virtual:*
virtualeventroom.com/caltrans/vlb/

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

My opinion is that:

GP.219.1 One side be open for Traffic going Back and forth and Do Project in 2 years this will avoid Some Traffic

GP.219.2 on our streets. Also open some Routs in Long Beach So Wilmington won't get all the Traffic around us.

Please.....

Caltrans

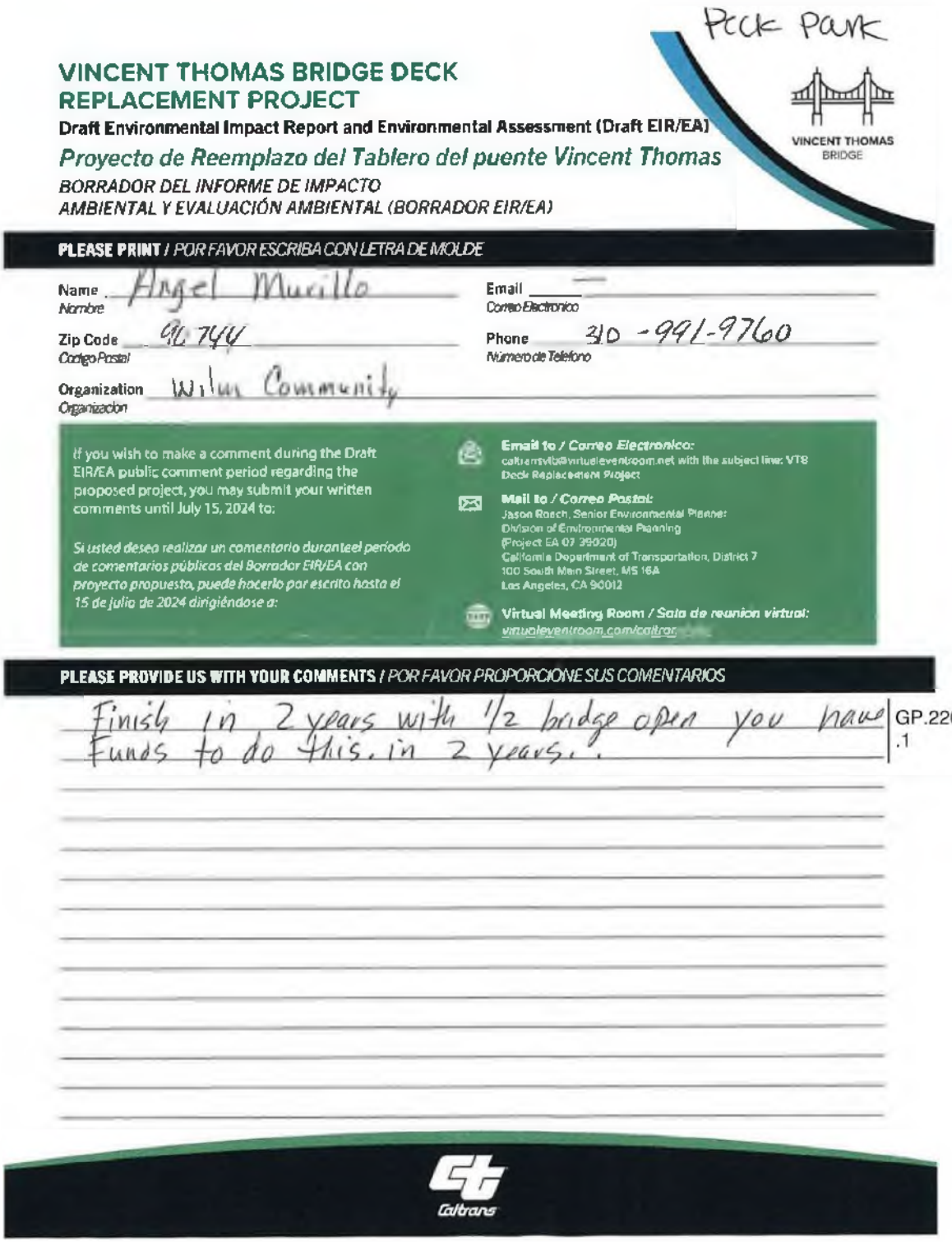
Response to Comment GP.219.1

Preference for either the Two-Stage Construction Option or Three-Stage Construction Option, both of which would leave one lane in each direction across the bridge open during construction is appreciated.

Response to Comment GP.219.2

The purpose of the detours is to divert traffic around the Vincent Thomas Bridge and maintain access to/from the ports. There is no need for specific detour routes in Long Beach since all streets through the city would be maintained allowing traffic to travel in any desired direction to reach its destination.

Comment GP.220: Angel Murillo



Peck Park

VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA)

Proyecto de Reemplazo del Tablero del puente Vincent Thomas

BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y EVALUACIÓN AMBIENTAL (BORRADOR EIR/EA)

VINCENT THOMAS BRIDGE

PLEASE PRINT / *POR FAVOR ESCRIBA CON LETRA DE MOLDE*

Name / *Nombre*: Angel Murillo

Email / *Correo Electrónico*: —

Zip Code / *Código Postal*: 90744

Phone / *Número de Teléfono*: 310-991-9760

Organization / *Organización*: Wilmington Community

If you wish to make a comment during the Draft EIR/EA public comment period regarding the proposed project, you may submit your written comments until July 15, 2024 to:

Si usted desea realizar un comentario durante el periodo de comentarios públicos del Borrador EIR/EA con proyecto propuesto, puede hacerlo por escrito hasta el 15 de julio de 2024 dirigiéndose a:

Email to / *Correo Electrónico:*
caltransvtb@virtualeventroom.net with the subject line: VTB Deck Replacement Project

Mail to / *Correo Postal:*
Jason Roach, Senior Environmental Planner
Division of Environmental Planning
(Project EA 07 39020)
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Virtual Meeting Room / *Sala de reunión virtual:*
virtualeventroom.com/caltrar

PLEASE PROVIDE US WITH YOUR COMMENTS / *POR FAVOR PROPORCIONE SUS COMENTARIOS*

Finish in 2 years with 1/2 bridge open you have Funds to do this in 2 years.. GP.220.1

Caltrans

Response to Comment GP.220.1

Preference for the Two-Stage Construction Option which would maintain two lanes of traffic across for the estimated 25-month construction period is appreciated.

Comment GP.221: Liliana C

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, July 15, 2024 4:15:04 PM

From: Liliana C
Organization:
Email:
Phone:
Street:
Zip: 90744
Message: I been a resident of Wilmington my whole life. I wanted to comment on the DEIR/DEA for the Vincent Thomas Bridge Deck Replacement Project. Iam concern this project would cause a massive traffic jam in my small city. Our city of Wilmington is a small populated area where many other people from surrounding areas drive through to get to the 110 north freeway or to travel between the surrounding areas. The logical steps would be to fix the alternative routes the street repair mitigation before starting the process of closing the VTB. How do people expect for the locals in Wilmington city to get around if both of these projects are being done at the same time? I was reading an article on Los Angeles Business Journal that shows the amount of traffic, quote, "Now, the 1,500-foot main span of the bridge over the main channel at the Port of Los Angeles is the fourth longest suspension bridge in the state. The road on top of that bridge deck has two lanes in each direction that carry roughly 53,000 vehicles per day on average, including nearly 4,700 heavy-duty trucks, according to figures from Caltrans." Those are the numbers now imagine that traffic in the city of Wilmington? Please fix the alternative routes before closing the bridge. Those routes need fixing anyways they are filled with so many potholes. I don't understand why those streets or the bridge arent getting maintance checks on a yearly basis when the streets that lead to the port and the port are vital to our community and to this country. Please use your logistic skills and organize first before starting these projects that affect us in the community. It should not be that difficult to put those that live in the community of Wilmington and surrounding areas before profit. GP.221.1
Opt In:
*You received this message because Liliana C signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.221.1

As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts. The repair of local streets is not within the jurisdiction of Caltrans, however as described in mitigation measure MM-TR-2, Caltrans will work with the local jurisdictional agencies to find opportunities to repair detour routes prior to and after construction. In addition, with project mitigation measure MM-EJ-2, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction, including projects with overlapping construction to avoid and minimize schedule conflicts.

Comment GP.222: Sofia Martinez

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, July 15, 2024 3:40:23 PM

From: Sofia Martinez
Organization:
Email: martinez.sofia41@yahoo.com
Phone: 4242648709
Street: 936 N. Flint Ave
Zip: 90744
Message: The magnitude of the project, the critical lane closures, and the impact of the detours will be a nightmare for the people such as myself and many others who work throughout the Harbor Area Tiken the project to a Harborgeddon, which will adversely impact residents, workers, and businesses, and disrupt the international supply chain that depends upon the San Pedro Bay complex to operate without pause.
I ask you take all our thoughts and concerns into consideration for people who work and live in the Harbor Area. GP.222.1
Thank you for your time
Opt In: on
*You received this message because Sofia Martinez signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.222.1

Caltrans values the input received from the affected communities. The determination of the selected construction staging option and designation of the final routes will be based on feedback received from the public and local stakeholders.

Comment GP.223: Jacob Haik

From: Info
To: Caltrans VTB
Subject: Vincent Thomas Bridge Comment Form
Date: Monday, July 15, 2024 2:39:11 PM

From: Jacob Haik
Organization: Resident
Email: jacobhaik@gmail.com
Phone: 3102926212
Street: 1755 West Chandeleur Drive. San Pedro CA
Zip: 90732
Message: I prefer the complete closure of the Vincent Thomas bridge to expedite the construction time. GP.223.1

Alternate routes should remain on the 110 freeway, 405 freeway and the 710 freeway. PCH is a CalTrans route, but borders many families. CalTrans should expedite the upgrade and repair of all signal lights, ADA corners and crosswalks on PCH before construction begins. CalTrans should pay for increased parking enforcement, crossing guards and regular maintenance of roadway. GP.223.2

I would CalTrans to respond to the communites request for mitigations requested above.
Opt In: on
*You received this message because Jacob Haik signed in on the Vincent Thomas Bridge Comment Form.

Regards,
System Administrator

Response to Comment GP.223.1

Preference for the Single-Stage Construction Option (Preferred) which requires full closure of the bridge for approximately 16 months is appreciated.

Response to Comment GP.223.2

PCH is identified as one of three potential east/west routes along with Sepulveda Boulevard and Harry Bridges Boulevard/Alameda Street. As described in Section 2.10.4 of the Draft EIR/EA, several measures have been proposed to address potential traffic-related impacts, including temporary restriping and signal synchronization at multiple intersections along the proposed detour routes and repair of detour routes prior to and after project construction, see measures MM-TR-1 and MM-TR-2. The modifications and repair of local streets is not within the jurisdiction of Caltrans; however, Caltrans will work with the local jurisdictional agencies to find opportunities for intersection improvements and repair of detour routes prior to and after construction. In addition, Caltrans is committed to regular and ongoing community and agency engagement to address key concerns and develop strategies to reduce potential impacts throughout the duration of project construction.

Comment GP.224: Anonymous



Caltrans Vincent Thomas Bridge Deck Replacement Project Public Hearing

Written Comments & Suggestions

- ☑ **Wilmington Resident**
- ☐ **Harbor City Resident**
- ☐ **San Pedro Resident**
- ☐ **OTHER**

I suggest you use the money to fix the road. GP.224.1

was this Bridge not replaced recently. GP.224.2

Response to Comment GP.224.1

The funding secured for this project is intended for the replacement of the Vincent Thomas Bridge deck.

Response to Comment GP.224.2

The most recent bridge replacement was the Gerald Desmond Bridge in the POLB which opened to traffic in 2020. The Vincent Thomas Bridge has been in use for over 60 years. In 2009, a polyester concrete overlay was applied to the bridge deck to address spalling in the bridge deck and subsequent bridge inspections have documented the deterioration of deck due to concrete fatigue which necessitates the proposed deck replacement.

Comment GP.225: Anonymous



Caltrans Vincent Thomas Bridge Deck Replacement Project Public Hearing

Written Comments & Suggestions

- [x] Wilmington Resident
- [ ] Harbor City Resident
- [ ] San Pedro Resident
- [ ] OTHER

Donde y Cuanto y como nos ban a atender al afectar mas la salud de alergias asma y otras enfermedad por la contaminasion

- [x] Wilmington Resident
- [ ] Harbor City Resident
- [ ] San Pedro Resident
- [ ] OTHER

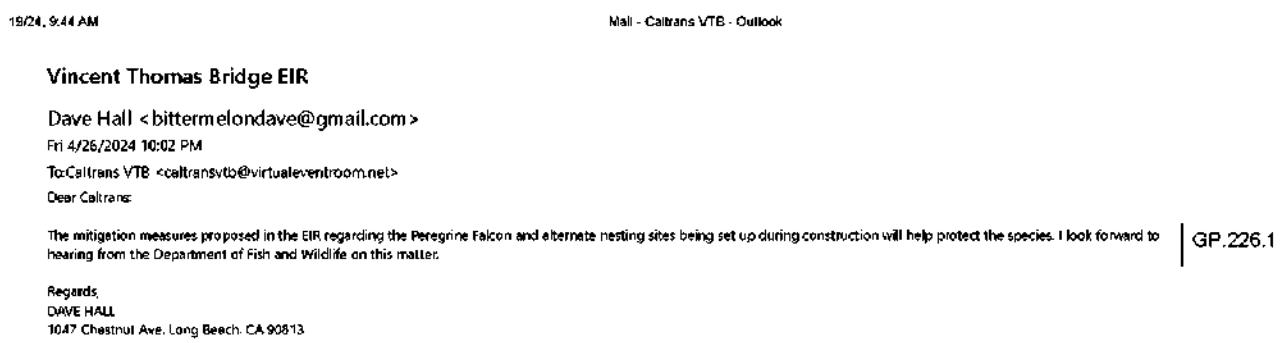
GP.225.1

Cuando empesaran a enbelleser los bajadas del Friwey 110 Anaheim St y pacify ya basta de discriminar esta comunidad

Response to Comment GP.225.1

As described in Section 2.12.3 of the Draft EIR/EA, any potential impacts associated with contamination or hazardous materials from bridge construction activities would be minimized with implementation of project features PF-HW-1 through PF-HW-5 and adherence to applicable laws. Although the project will have a temporary impact on traffic volumes during construction, the detour traffic is anticipated to generate an incremental increase in concentrations of particulate matter less than 10 microns in size (PM10) that are less than the applicable threshold. Widening of on- and off-ramps of I-110 is outside of the scope of the Vincent Thomas Bridge deck replacement project.

Comment GP.226: Dave Hall



19/24, 9:44 AM Mail - Caltrans VTB - Outlook

Vincent Thomas Bridge EIR

Dave Hall <bittermelondave@gmail.com>
Fri 4/26/2024 10:02 PM
To:Caltrans VTB <caltransvtb@virtualeventroom.net>
Dear Caltrans:

The mitigation measures proposed in the EIR regarding the Peregrine Falcon and alternate nesting sites being set up during construction will help protect the species. I look forward to hearing from the Department of Fish and Wildlife on this matter. GP.226.1

Regards,
DAVE HALL
1047 Chestnut Ave. Long Beech. CA 90813

Response to Comment GP.226.1

As identified in Section 2.19.3.6 of the Draft EIR/EA, it is not expected that the project would cause injury or mortality to nesting birds, including peregrine falcons, with the inclusion of mitigation efforts. The mitigation measures have been updated and are described in Section 2.19.4 of the Final EIR/EA. The proposed mitigation measures include installation of exclusionary devices on the bridge prior to nesting season, preconstruction and construction surveys, artificial nest platforms, and more. In addition, Caltrans will comply with all applicable laws protecting nesting birds and birds of prey.

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Appendix G. List of Technical Studies

The technical studies prepared to support the analysis and conclusions in this Environmental Impact Report/Environmental Assessment (EIR/EA) are listed below. The following technical studies are available upon request.

Air Quality Analysis Report, prepared by Caltrans (August 2024).

Community Impact Assessment, prepared by HNTB (September 2024).

Cultural Resources Finding of No Adverse Effect, prepared by Caltrans (July 2023).

Energy Analysis Technical Memorandum, prepared by Caltrans (January 2024).

Historic Property Survey Report, prepared by Caltrans (July 2023).

Natural Environmental Study, prepared by Caltrans (August 2024).

Noise Study Report, prepared by Caltrans (December 2023).

Preliminary Hazardous Waste Reassessment, prepared by Caltrans (July 2023).

Questionnaire to Determine Visual Impact Level (VIA), prepared by Caltrans (April 2023).

Traffic and Operations Analysis Report, prepared by Jacobs (August 2024).

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