

California Department of Transportation

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October 16, 2026

Jennifer Williams
Environmental Specialist Associate
Environmental Planning Division
Port of Long Beach
415 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802

RE: SA Recycling Facility Demolition and
Restoration Project
SCH # 2026091267
Vic. LA-47/PM R3.849
GTS # LA-2026-05152-MND

Dear Jennifer Williams:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review of the above-referenced project. SA Recycling, LLC proposes to demolish and remove existing buildings, pavement, equipment, utilities, stormwater facilities, and other improvements at Pier T in the Port of Long Beach. The existing wharf, crane rail system, oil pipelines, and plugged oil wells would remain.

As required by its lease, SA Recycling would restore the property to its pre-lease condition. Following demolition, the site would be covered with crushed rock or gravel and secured with perimeter fencing. No future development, operations, or land uses have been approved for the site.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Land Use and Climate Innovation (LCI) for more information:

<https://lci.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

The proposed Project would generate temporary passenger vehicle and haul truck trips during approximately seven months of demolition and restoration, with about 15 construction workers present daily. Debris would be transported primarily via designated routes, including I-710 and I-110. Oversized vehicles using state highways would require a Caltrans transportation permit. Although construction traffic would be temporary, it would not substantially increase traffic or conflict with circulation, transit, bicycle, or pedestrian plans or policies.

Project-related trips are estimated at approximately 30 per day, below the City's 500-trip threshold for requiring a Traffic Impact Analysis and VMT analysis. Because no future use or development is approved after site restoration and vacation, the Project would generate no ongoing vehicle trips. Any subsequent proposal would undergo appropriate CEQA review. No changes to nearby roadways or facilities are proposed; therefore, Caltrans concurs that traffic impacts would be less than significant.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. To minimize potential traffic impacts on State facilities, any large-size truck trips should be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator at (213) 269-1124 and refer to GTS # LA-2026-05152-MND.

Sincerely,

Alan Lin for

FRANCES DUONG
LDR Branch Chief

cc: Governor's Office of Land Use and Climate Innovation (LCI)