

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

November 5, 2025

Sina Taghvaei, Ph.D.

Planning Rule Development and Implementation CEQA Section

South Coast AQMD

21865 Copley Drive

Diamond Bar, CA 91765

RE: Sunshine Canyon Landfill Flare

Capacity Expansion Project

SCH # 1992041053

Vic. LA-5/PM R44.925

GTS # LA-2025-04918-DSEIR

Dear Sina Taghvaei:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed project would expand landfill gas (LFG) flaring capacity at the Sunshine Canyon Landfill to further reduce odors and prevent fugitive emissions of methane (a potent greenhouse gas) and other toxic air contaminants. The project includes installing two new LFG flares and two 300-horsepower electric blowers and increasing the permitted site-wide LFG combustion limit from 16,100 to 33,334 standard cubic feet per minute (at 50% CH₄, averaged over 24 hours). No expansion of landfill capacity or increase in waste intake is proposed. According to the Draft SEIR, which tiers from the 1999 Final SEIR, the project may result in significant and unavoidable impacts related to air quality and GHG emissions, while all other environmental impacts would remain less than significant.

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. As a reminder, all environmental document should include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

Temporary construction activities are expected to generate a small number of vehicle trips with approximately 24 heavy-duty truck trips and 24 passenger trips per day over a short four-month period. This is well below the applicable significance thresholds for transportation impacts. Construction access would continue to use established haul routes, including I-5, I-210, SR-14, and San Fernando Road, and no new roadways, driveways, or geometric design changes are proposed. Accordingly, no new conflicts or safety hazards are anticipated.

Caltrans recommends that the lead agency continue to implement and monitor the existing transportation-related mitigation measures adopted under the 1999 Final SEIR, including truck warning signage and coordination with LADOT regarding landfill entrance safety. In addition, any transportation of heavy construction equipment or materials that requires the use of oversized transport vehicles on State highways must obtain the appropriate Caltrans transportation permit prior to travel. Caltrans further recommends that all large-size truck trips be scheduled during off-peak commute hours during both construction and operation, and that all construction truck loads be securely covered with a tarpaulin.

Lastly, Caltrans notes that stormwater runoff remains a sensitive issue in Los Angeles County. The project design should ensure that only clean runoff water is discharged from the site to prevent downstream water quality impacts. With these practices in place, the proposed project would not result in any new or worsened transportation, circulation, or safety impacts, and the previously determined less-than-significant transportation conclusion remains valid.

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-2025-04918-DSEIR.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse