

**Sanitation Districts of Los Angeles County Waste-by-Rail System Progress Report
October 2010**

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EXECUTIVE SUMMARY

On December 18, 2002, the Los Angeles County Regional Planning Commission approved Conditional Use Permit (CUP) Case No. 02-027-(4) for the Puente Hills Landfill (PHLF). Condition No. 58 (Attachment A) requires the Sanitation Districts of Los Angeles County (Districts) to use best faith efforts to pursue and expedite the development of a Districts' Waste-by-Rail (WBR) system; establishes milestones for completion of an operational WBR system; and specifies potential reductions in daily tonnage at the PHLF, if the milestones are not met. However, the CUP gives the Director of Public Works the discretion to waive the reduction in daily tonnage if it is determined that the Districts are making best faith efforts to comply with the implementation schedule and the lack of compliance is through no fault of the Districts. This progress report summarizes the efforts by the Districts to implement a WBR system and comply with the CUP condition.

The Districts have achieved and met the first and second milestones of commencing development of at least one remote WBR landfill by December 31, 2007 and having a remote landfill operational by December 31, 2008. The Districts have also committed significant staff time and financial resources to complete the Mesquite Rail Spur and Intermodal Facility and the Puente Hills Intermodal Facility (PHIMF). These facilities are the final components needed to begin operating a WBR system. A WBR system is expected to be ready for operations in 2012.

The PHIMF was fully permitted as of June 2008. The design was divided into four bid packages to accommodate design phasing and expedite construction: 1) Site Demolition, 2) Workman Mill Road and Access Road Improvements, 3) Puente Hills Intermodal Facility and Railroad Improvements, and 4) SR-60 and Crossroads Parkway Modifications. As indicated below, significant progress was made in 2010 on the PHIMF.

- Completed demolition of existing buildings in January,
- Continued with the construction of Workman Mill Road and Access Road Improvements,
- Awarded the Puente Hills Intermodal Facility and Railroad Improvements project in August, with physical work scheduled to begin in November, and
- Will complete final design for SR-60 and Crossroads Parkway Modifications in November.

In December 2008, construction of the Mesquite Regional Landfill (MRL) was completed, fulfilling the PHLF CUP milestone requirement for a remote landfill (the landfill is not operational at this time pending completion of the PHIMF and MRL railyards). Since then, work has proceeded on the development of the Mesquite Rail Spur and Intermodal Facility. In 2010, the following progress was made:

- Began and completed construction of the Union Pacific Railroad (UPRR) mainline connection, and
- Started construction on the 4.5-mile spur and railyard.

Aside from construction projects, the Districts continue to work with UPRR on various agreements. The Districts entered into an Industrial Track Agreement with UPRR in June for the construction of the rail spur at the MRL, which defines the responsibility for construction, operation, and maintenance of the track that will serve the MRL Rail Yard. The Districts will also enter into a Letter Agreement with UPRR in October that allows the Districts' contractor to construct an industrial track and related work within the UPRR right-of-way for the PHIMF project. The Districts will continue to meet with UPRR and anticipate entering into subsequent agreements for construction, maintenance, and operations of the WBR system prior to commencement of operations.

Finally, the Districts implemented a Cost Transition Program in 2005 to provide funding to help offset the higher transportation and disposal costs associated with WBR. Since 2000, the Districts have spent approximately \$414 million toward development of a WBR system and have another \$64 million to spend on constructing infrastructure and acquiring equipment for the operation of the WBR system.

1. BACKGROUND – WASTE-BY-RAIL SYSTEM

The Sanitation Districts of Los Angeles County (Districts) have been working to implement a Waste-by-Rail (WBR) system for Los Angeles County long before the mandates were established in the Puente Hills Landfill (PHLF) Conditional Use Permit (CUP). The concept of a WBR system to provide long-term disposal capacity for Los Angeles County was first proposed in the late 1980s and formalized in 1991 when an Ad Hoc Committee¹ issued the *Report on Waste-by-Rail*. A WBR system uses trains to transport refuse to a remote landfill and consists of the following components: 1) materials recovery facilities (MRF) and transfer stations, 2) local intermodal facilities, and 3) a remote landfill. Since the issuance of the *Report on Waste-by-Rail*, the Districts have made substantial progress in evaluating the feasibility of a WBR system. This led to siting and acquiring properties for constructing and operating various components of the WBR system.

2. MILESTONES FOR WASTE-BY-RAIL SYSTEM - PUENTE HILLS LANDFILL CONDITIONAL USE PERMIT CONDITION NO. 58

On December 18, 2002, the Los Angeles County Regional Planning Commission approved CUP Case No. 02-027-(4) for the PHLF. Condition No. 58 (Attachment A) requires the Districts to use best faith efforts to pursue and expedite the development of a Districts' WBR system; establishes milestones for completion of an operational WBR system; and specifies potential reductions in daily tonnage at the PHLF, if the milestones are not met. However, the CUP gives the Director of Public Works the discretion to waive the reduction in daily tonnage if it is determined that the Districts are making best faith efforts to comply with the implementation schedule and the lack of compliance is through no fault of the Districts.

This progress report summarizes the efforts by the Districts in implementing a WBR system to demonstrate compliance with the CUP condition for the Director of Public Works. Details of the projects outlined herein can be found in the *Status Report on the Development of a Waste-by-Rail System and the Evaluation of Alternative Technologies* submitted to Department of Public Works on a quarterly basis. The milestones specified in the PHLF CUP are as follows:

Milestone #1: Commencing January 1, 2008, the average daily tonnage of waste disposed at the landfill shall be reduced by 2,000 tons per day if development of at least one of the out-of-County/remote landfills that comprise the disposal component of the permittee's waste-by-rail system does not begin by December 31, 2007.

Milestone #2: Commencing January 1, 2009, the average daily tonnage of waste disposed at the landfill shall be further reduced by 1,000 tons per day if at least one such out-of-County/remote landfill of the permittee's waste-by-rail system is not fully operational by December 31, 2008.

Milestone #3: Commencing January 1, 2010, and effective January 1 of each year thereafter through the life of this grant, the average daily tonnage of waste disposed at the landfill shall be further reduced by 2,000 tons per day if the permittee's waste-by-rail system (including materials recovery and rail-loading facilities, rail access, and out-of-County remote landfill components) is not fully operational by December 31 of the preceding year.

¹ In 1991, an Ad Hoc Committee was formed to guide the Districts' efforts in developing a WBR system. This committee included seven directors from the Districts (elected city officials) and six city managers representing three regional city managers' associations.

2.1 Milestone #1 - Completed

The Districts have achieved and met the first milestone of commencing development of at least one remote WBR landfill by December 31, 2007. A summary of the major development efforts undertaken by the Districts to meet the first milestone is provided in chronological order below.

- 2000: The Districts entered into purchase agreements for two remote landfills, Eagle Mountain Landfill and Mesquite Regional Landfill (MRL). The purchases were both subject to resolution of federal litigation regarding the value of the land exchange. The litigation regarding the Eagle Mountain Landfill is still ongoing.
- 2002: The Districts acquired the MRL following successful resolution of the federal litigation.
- 2003: The Districts began working with a consultant to prepare a master plan for the development of the MRL and holding regular meetings with Mesquite mine staff to discuss development of the landfill.
- 2004: The Districts hired consultants to conduct extensive biological monitoring and mitigation at the MRL, which was required by the Bureau of Land Management prior to any construction activity. Consultants were also retained to monitor groundwater at the site.
- 2005: The Districts completed the MRL Master Plan to guide the various design projects, including:
- \$1.5 million design contract for water and electrical supply system; and
 - \$1.1 million design contract for roads and drainage facilities.

Construction in 2005 included the installation of 9 miles of fencing around the site (Figure 1).



Figure 1: Fencing installation was completed in October 2005.

2.2 Milestones #2 - Completed

The Districts met the second milestone of having an operational remote landfill by December 31, 2008 by constructing all essential facilities necessary to begin landfill operations at MRL. Facilities essential to startup of operations include water, power, drainage, environmental control systems, and office facilities. The final construction project, the landfill liner, was completed in December 2008. Approval letters indicating the site was ready to receive waste were received from the Colorado River Regional Water Quality Control Board (RWQCB) and the Local Enforcement Agency (LEA). Compliance with the second milestone was documented in a letter to the Director of Public Works on December 24, 2008. The Department of Public Works concurred with the finding that the second milestone was met in a letter

dated March 24, 2009 (Attachment B). A summary of the development efforts undertaken by the Districts to meet the second milestone is provided in chronological order below.

2006: The Districts issued almost \$40 million in contracts for design and construction of MRL facilities. These contracts were:

- \$2 million for design and construction of initial electrical service;
- \$4.3 million for design of the rail spur and intermodal facility;
- \$1.7 million for construction of a 2-million gallon water storage tank (Figure 2);
- \$6.4 million for construction of water and electrical supply system; and
- \$25 million for construction of roads and drainage facilities.



Figure 2: Construction of the 2 million-gallon water storage tank.

The Districts implemented a formal public outreach program, purchased two crawler tractors for initial operation at the landfill, and awarded another \$6 million in geotechnical contracts to continue with water quality monitoring and geological characterization of the MRL.

2007: The Districts awarded \$17 million in construction related contracts:

- \$3.8 million for a water distribution system;
- \$3.3 million for initial liner area and \$636,000 for construction quality assurance oversight;
- \$5.9 million for Operations Facilities (Figure 3); and
- \$3.3 million for construction management services.

The roads and drainage construction was completed in Fall 2007, several months ahead of the anticipated Spring 2008 completion.



Figure 3: Office facilities include security fencing, scales, administration buildings, and storage areas.

2008: The Districts completed construction of all essential facilities necessary to operate the MRL. The Districts also awarded contracts to local companies to perform routine maintenance of landfill facilities and to provide services, such as fueling and security. Lastly, the Districts awarded \$214,000 in contracts for air quality and traffic technical studies related to the EIR for the proposed MRL CUP amendment to allow truck haul.



Figure 4: A protective membrane covers the 5-foot-thick liner system installed at the MRL.

The Districts have invested approximately \$133 million to design and construct the infrastructure needed to be able to receive waste at the MRL by the December 31, 2008 PHLF CUP milestone. The planning, design and construction of the MRL took six years to complete. Another \$36.2 million has been spent to construct the railyard to allow for rail service to the landfill.

2.3 Milestone #3 – Status of Development

Since the Ad Hoc Committee issued *the Report on Waste-by-Rail*, the Districts have committed significant staff time and resources to evaluate the economics and operational issues of implementing a WBR system. These efforts include permitting and acquisition of properties for WBR system, design and construction of infrastructure, and meetings with Union Pacific Railroad (UPRR) regarding rail service, as summarized in chronological order below.

2002: The Districts first met with UPRR management to discuss the WBR project and plans for purchasing the MRL. Discussions include the potential use of existing UPRR intermodal facilities for the WBR system. The Districts also received final permits to construct the Puente Hills MRF, which overcame two lawsuits related to California Environmental Quality Act (CEQA) and took seven years to complete the permitting process.

2003: In January 2003, the Districts awarded a construction contract to build the Puente Hills MRF, which would serve as a starting point for the WBR system. Construction costs for this facility totaled \$47 million.



Figure 5: Puente Hills MRF became operational in July 2005.

2004: Continued discussions with UPRR identified that port traffic would continue to see dramatic increases; thus, prohibit the use of existing intermodal yards for WBR. This prompted the Districts to enter into a purchase agreement and a memorandum of understanding (MOU) to develop the Puente Hills Intermodal Facility (PHIMF) for exclusive use by the WBR system (See Section 2.3.1 for more information). Shortly thereafter, the Districts filed for a CUP from the City of Industry and awarded a \$2.3 million design contract for conceptual design of the PHIMF.



Figure 6: Artist rendering of the proposed PHIMF.

2005: The Puente Hills MRF commenced operations, processing approximately 500 tons per day. The Districts has diverted 85,840 tons (19,051 tons recycled and 66,789 tons energy recovery) from landfill since operations began in 2005. An additional 812 tons of wood waste was converted and used as ADC at the PHLF. Operating the Puente Hills MRF has also provided the Districts with information that will be useful in the transition to WBR.

Staff continued meetings with UPRR on design aspects of the PHIMF and the MRL Rail Spur and Intermodal Facility (see Section 2.3.2 for more information). The Districts' top management met with UPRR's top management in Omaha and received a verbal commitment to work with the Districts on the WBR project. The Districts awarded a \$1.5 million contract for preliminary design of the MRL Rail Spur and Intermodal Facility and filed a CUP application to the City of Industry for the PHIMF. During this time, the Districts continued to evaluate other properties to determine their suitability as an intermodal yard.

2006: In February, the City of Industry held a scoping meeting for the preparation of the Draft EIR on the PHIMF. This was followed by a community "open house" on the WBR project and PHIMF hosted by the Districts in April. The Districts also met with numerous regulatory agencies regarding permitting and operational requirements (including but not limited to LA County Department of Public Works, LA County Department of Health Services, California Integrated Waste Management Board) and continued to meet with UPRR to further develop the conceptual designs for both the PHIMF and the MRL Rail Spur and Intermodal Facility. UPRR recognized the Districts' commitment to the project by issuing a Letter of Intent to serve the WBR project. The confirmation allowed the Districts to commit an additional \$4.3 million for the design of the MRL Rail Spur and Intermodal Facility.

2007: The Districts awarded a \$9.5 million design contract for continued preliminary and final design services for the PHIMF. The Districts met with UPRR in Omaha to discuss their comments on the design for the MRL Rail Spur and Intermodal Facility. UPRR concurred with preliminary drawings and agreed to the work needed to connect to their mainline. The City of Industry released a Draft EIR on the PHIMF for public review.

2008: The City of Industry held a public hearing on PHIMF Draft EIR in January and released the Final EIR in May. The City of Industry approved the Development Plans, issued a CUP and certified the Final EIR for the PHIMF in June. The Districts entered into a MOU with UPRR regarding rail service for the PHIMF and the MRL. In June, UPRR modified plans for the PHIMF, directing that only one track be added within their right-of-way for the PHIMF project. This required the City to file an addendum to the project. In October, the Districts exercised the Ground Lease to Purchase option for the MRF property. Escrow for the property purchase was completed in March 2009.

2009: The City of Industry approved an addendum to the PHIMF EIR for project modifications and issued a Development Agreement for the PHIMF. The Districts purchased the properties needed to construct the PHIMF and the access corridor (Figure 7). The Districts also awarded construction contracts for the demolition of existing buildings at the PHIMF site and construction of the Workman Mill Road and access road improvements. These contracts totaled \$21 million. Demolition and site grading activities was completed in January 2010. Groundbreaking of the Workman Mill Road and access road improvements began on December 15, 2009 and work will continue through September 2011. The Districts also received bids for the construction of the MRL Rail Spur and Intermodal Facility on December 15, 2009.

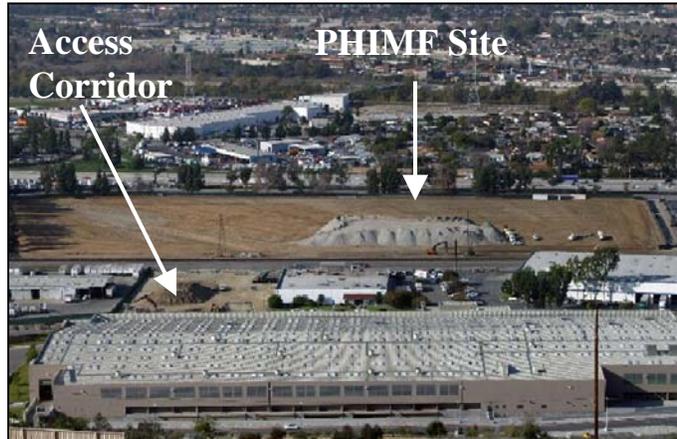


Figure 7: Buildings at PHIMF site and access corridor were demolished to facilitate construction of the access road and the PHIMF.

2010:



Figure 8: Construction of bridge pier.



Figure 9: Construction of box culvert under the proposed rail spur at the MRL.

In January, the Districts awarded a \$36.2 million contract and a \$1.4 million contract for the Mesquite Regional Landfill Rail Spur and Intermodal Yard – Stage I construction and for design support during construction respectively. Physical work began in March and

will continue through the end of 2011 (Figures 8 & 9). The Districts also awarded a \$79.3 million contract to construct the Puente Hills Intermodal Facility and Railroad Improvements project in August. Construction is scheduled to begin in November. The Districts expect to finalize PS&E for the SR 60 and Crossroads Parkway Modifications project in November and advertise the project for bids in first quarter 2010 (see Section 4.3 for more information).

Anticipated Future Work:

2011: Rail equipment specifications will be prepared and put out to bid as well as specifications for third party rail yard operators. The Districts anticipate purchasing or leasing rail equipment for the WBR system in 2011 for delivery in 2012. Final construction contracts for the PHIMF (SR-60 and Crossroads Parkway Modifications) will be awarded.

2012: WBR infrastructure will be in place for a 1-2 train/day operation.

2013: The PHLF will close in November.

Given the final design and construction schedule of the local and remote intermodal facilities as described in Section 2.3.1 and 2.3.2 below, the Districts anticipate that the WBR system will be operational in 2012. This will directly impact the Districts ability to achieve the third milestone of having a WBR system operational by December 31, 2009. Causes of delay in achieving this milestone are provided in Section 4.

2.3.1 Puente Hills Intermodal Facility

On November 11, 2004, the Districts reached agreements with the City of Industry and the Industry Urban Development Agency to secure the purchase of 17 acres adjacent to the UPRR for the development of a dedicated, local intermodal facility to serve the WBR system. Under the terms of the agreements, the Districts would not acquire the property until after the environmental review of and the local land use permitting for the proposed project was successfully completed. The property, located at 2500 Pellissier Place in the City of Industry, is desirable to the Districts due to its proximity to both the Puente Hills MRF and the UPRR mainline track that serves the MRL.

The proposed development includes three main features: 1) an intermodal facility to support the loading/unloading of up to two dedicated WBR trains per day; 2) direct off-street access between the site and the Puente Hills MRF; and 3) rail improvements to facilitate operation of the intermodal facility. The intermodal facility will consist of six-onsite rail loading tracks to support a two-train per day operation, three maintenance tracks to service and fuel locomotives, a container storage area, an administration building, maintenance facilities, and employee/visitor parking areas. The off-street access road will be constructed by raising the grade of Workman Mill Road, which will involve reconfiguring a storm drain, relocating several underground utilities and constructing a sewer siphon. The rail improvements within UPRR right-of-way will consist of a new staging and arrival/departure track along a 3.5-mile corridor between Mission Mill Road and Seventh Avenue. Other improvements within the right-of-way include constructing two new bridges, modifying two existing bridges, and installing ancillary structures, such as switches and signals.

Land Use Permitting and Environmental Review Process

The City of Industry is the local land use permitting agency for the PHIMF project. On December 22, 2005, the Districts filed a CUP application with the City of Industry to develop the site as

an intermodal facility. Because approval of the CUP is a discretionary action by a public agency, the project is subject to the CEQA process. The City of Industry, being the first public agency to act on the project, was the lead agency under CEQA.

The City of Industry issued a Notice of Preparation (NOP) of a Draft EIR for this project on February 17, 2006. An agency scoping meeting for the NOP was held on February 27, 2006. The Districts also held an informational open house on April 25, 2006, to provide the community an opportunity to gather facts on the project and the Districts' WBR program. On December 7, 2007, the City of Industry released a Notice of Availability of the Draft EIR for the PHIMF for a 60-day review and comment period. On January 16, 2008, the City of Industry held a public meeting to receive oral comments on the Draft EIR. Written comments were accepted from December 7, 2007 through February 4, 2008. Responsible agencies that submitted comments to the Draft EIR included, but were not limited to, the South Coast Air Quality Management District, the California Integrated Waste Management Board, County Department of Public Works and County Department of Public Health. The comments received were mostly related to air quality, noise, and traffic impacts. Suggestions for additional mitigation measures, including best management practices to control air emissions during construction activities, the implementation of an odor management plan to reduce odors, and the development of a container maintenance program to ensure integrity of the containers, were provided by the responsible agencies. The City of Industry prepared responses to comments, which were included in the Final EIR. On June 12, 2008, following a public hearing on the matter, the City of Industry City Council adopted a resolution to certify the Final EIR and adopt the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring Program. The City Council also approved Development Plan conditions for the project. On June 26, 2008, the City of Industry Planning Commission approved the issuance of a CUP for the project.

After the EIR was certified, UPRR requested a design change to preserve capacity within the UPRR right-of-way for future addition of a third mainline track. UPRR directed the Districts to delete one of the two planned tracks from the project design. The new track configuration not only required the design consultants to change some aspects of the design but also required an Addendum to the EIR, resulting in an eight to ten month extension to the design and permitting process. On March 12, 2009, the Planning Commission recommended that the City Council approve an addendum to the PHIMF EIR for project modifications involving track infrastructure within UPRR right-of-way and a Development Agreement for the PHIMF. The City Council held a public meeting on the matter on March 26, 2009 and subsequently adopted the ordinance to approve the Development Agreement on April 9, 2009. The Districts purchased the properties needed to construct the PHIMF and the access corridor on May 8, 2009.

Design and Construction

Shortly after the Districts entered into agreements to purchase the PHIMF property in 2004, the Districts awarded a \$2.3 million contract for preliminary design of the PHIMF. During preliminary design, the consultant evaluated the feasibility of constructing an off-street access between the Puente Hills MRF and the PHIMF, identified the critical design elements related to the project, and provided technical information needed for the environmental analysis.

In May 2007, the Districts awarded a \$9.5 million contract for continued preliminary and final design services for the PHIMF. The design was divided into four bid packages to accommodate phasing and expedite construction: 1) Site Demolition, 2) Workman Mill Road and Access Road Improvements, 3) Puente Hills Intermodal Facility and Railroad Improvements, and 4) SR-60 and Crossroads Parkway Modifications. The consultants completed final plans, specifications, and cost estimates (PS&E) for the Site Demolition, the Workman Mill Road and Access Road Improvements, and the Puente Hills Intermodal Facility and Railroad Improvements projects in Fall 2008, Winter 2009, and Winter 2010

respectively. PS&E for SR-60 and Crossroads Parkway Modifications will be completed in November 2010.



Figure 11: Shoring for a storm water pump station.



Figure 10: Northern lanes of Workman Mill Road were completed and put into service in July 2010.



Figure 12: Reconstruction of internal access roads at the Puente Hills MRF to accommodate PHIMF traffic.

On May 27, 2009, the Districts awarded a \$1.3 million contract for demolition of existing buildings at the PHIMF site and access corridor. Site demolition began in July 2009 and was completed in January 2010. To accommodate the construction of the access road, the Districts worked with utility companies and public agencies to relocate multiple underground utilities along Workman Mill Road, including a 48-inch water line and a natural gas line. The Districts also awarded a \$20.0 million contract to construct Workman Mill Road and access road improvements on July 8, 2009. Mobilization and traffic control for the project occurred in November 2009, and groundbreaking activities began on December 15, 2009. This work will continue through approximately September 2011.

The Districts awarded a \$79.3 million contract to construct the Puente Hills Intermodal Facility and Railroad Improvements project in August 2010. This project will consist of all track work within UPRR right-of-way, including the railroad bridges, as well as the intermodal facility. Construction will begin in November 2010. Due to the traffic impacts that could be created from lane closures at both Workman Mill Road and Peck Road, the Districts limited construction to only one area at a time. This created unique scheduling challenges and lengthened the overall construction period. Completion of the overall project construction is expected in 2012.

2.3.2 MRL Rail Spur and Intermodal Facility

To operate a WBR system, a railyard must also be constructed at the remote landfill. On August 24, 2005, the Districts awarded a \$1.5 million project to prepare a preliminary design report for the rail yard, rail spur, and supporting rail facilities at the MRL. The consultants completed the final preliminary design report in July 2006. Subsequently, the Districts awarded a \$4.3 million design contract for final design of the MRL Rail Spur and Intermodal Facility on October 25, 2006.

In May 2007, draft construction drawings and specifications on the mainline connection and the rail spur at the MRL were submitted to UPRR for review. The Districts met with UPRR to review the design and received comments in July 2007. In September 2008, the Districts submitted 100% design plans and specifications to UPRR for review. To prepare for upcoming construction, the Districts awarded a \$400,000 contract to clear the project site of vegetation. The railyard construction project was advertised in July 2009. This was followed by a mandatory pre-bid meeting and job walk held in September 2009. The Districts received bids on December 15, 2009 and awarded the \$36.2 million project in January 2010. The Districts also awarded a \$1.4 million contract for design support during construction. Construction began in March and is expected to be complete by 2011.



Figure 13: A locomotive on the newly constructed rail spur for the MRI.

3. COORDINATION WITH UNION PACIFIC RAILROAD ON TRACK PLANS AND SERVICE AGREEMENTS

Since the first meeting with UPRR in 2002, the Districts have continued to work with UPRR in design efforts for the PHIMF and the MRL Rail Spur and Intermodal Facility. This includes preparing agreements necessary for the rail transportation aspect of the WBR system. A summary of the coordination efforts between the Districts and UPRR is provided in chronological order below.

- 2002: The Districts first met with UPRR management to discuss the WBR project and plans for purchasing the MRL.
- 2004: Continued discussions with UPRR determined that port traffic would continue to see dramatic increases; thus, prohibit the use of existing intermodal yards for WBR. UPRR cited that the nature of the solid waste business, which demands consistent, timely and uninterrupted service to maintain public health, would require UPRR to provide dedicated tracks, railcars, and equipment to properly serve the project. This differed significantly from other types of operations handled at the existing intermodal facilities. Dedicating one or more tracks to serve the WBR project would severely reduce the operational capacity of their intermodal facilities at a time when expansions were needed to keep pace with the increase in intermodal traffic from the Long Beach and Los Angeles ports. Therefore, UPRR believed that the WBR project was best served by its own dedicated intermodal facility to ensure uninterrupted daily service.
- 2005: Management representatives from the Districts met with UPRR Management to confirm UPRR's intention to serve the WBR system. UPRR's new management team seemed to take into account the business principles of the WBR system, rather than just focusing on rail operations. At the conclusion of the meeting, the Districts had a clear indication that UPRR intended to serve the project and that they viewed providing rail service to the WBR system as good business for UPRR. As a result of that meeting, the Districts' and UPRR's staff have held numerous meetings since 2005 to advance design aspects of the PHIMF and the MRL rail yard and to negotiate a transportation agreement.

- 2006: The Districts received a Letter of Intent from UPRR outlining the basic terms and conditions for serving the WBR Project. The Letter of Intent allowed the Districts to move forward with final design of rail related facilities with some assurance that UPRR would serve the project.
- 2007: Draft construction drawings and specifications for the UPRR mainline connection and the Mesquite rail spur were submitted to UPRR for review. The Districts and Districts' rail consultant met with UPRR at their headquarters in Omaha, Nebraska, to review the design and receive comments.
- 2008: The Districts submitted 100% design plans and specifications for the MRL Rail Spur and Intermodal Facility to UPRR for review. UPRR signed an agreement for work services by UPRR for a mainline track connection to the Mesquite rail spur.

The Districts executed two MOUs with UPRR, outlining the rail transportation services and the facilities at the PHIMF and the MRL.

- 2009: The Districts approved a 15-year Rail Transportation Contract with UPRR. The contract establishes the terms and rate for transporting up to two trains per day of approximately 4,000 tons each of municipal solid waste from the PHIMF to the MRL. This contract for service is a significant milestone for both parties to move forward with their plans for construction and operation of a WBR system between the PHIMF and the MRL.
- 2010: The Districts entered into an Industrial Track Agreement (ITA) with UPRR in June for the construction of the rail spur at the MRL. The ITA defines the responsibility for construction, operation, and maintenance of various portions of the track that will serve the MRL Rail Yard. The Districts will also enter into a Letter Agreement with UPRR in October that allows the Districts' contractor to construct an industrial track and related work within the UPRR right-of-way for the PHIMF project. The Districts will continue to meet with UPRR and anticipate entering into agreements with UPRR for construction, maintenance, and operations of the WBR system prior to commencement of operations.

4. CAUSES OF DELAYS IN ACHIEVING MILESTONE #3

4.1 Siting and Evaluation of Potential Local Intermodal Facility

Due in part to the lack of a viable site for a local intermodal facility, the development of a local intermodal facility has been significantly delayed. Although LACSD actively sought potential properties, LACSD was unable to site a property until late 2004 because it was difficult to find an appropriate property located adjacent to a railroad in the highly developed Los Angeles real estate market. Sections 4.1.1 through 4.1.3 summarize the Districts' efforts in securing capacity at either an existing intermodal facility or in siting properties for a dedicated intermodal facility.

4.1.1 Potential New Intermodal Facility near the Puente Hills MRF

In the 1990s, the Districts identified a vacant parcel in close proximity to the Puente Hills MRF that was of both sufficient size for intermodal operations and suitably located adjacent to a UPRR rail line. The site was identified as a potential location for a dedicated intermodal facility for a WBR system in the 1992 Puente Hills Waste Management Facilities Draft EIR and was also identified by the Superior Court (during a 1993 challenge to the Puente Hills EIR) as requiring supplemental evaluation. The 1995

Intermodal Facility and a Waste-by-Rail Disposal System Originating from the Puente Hills Materials Recovery Facility EIR (WBR EIR) again identified this parcel as a potential location for a dedicated intermodal facility. Although the site was permitted for other uses, the Districts actively sought to lease or purchase this property due to its proximity to the Puente Hills MRF and the UPRR mainline, and for its existing land use (vacant).

Between 1999 and 2003, the Districts continued to negotiate with the property owners in an attempt to acquire the site. Despite plans to develop an industrial park, the Districts pursued the acquisition of the property, prepared a conceptual design, and had the property appraised. In 2004, the property owner terminated negotiations with the Districts and proceeded with construction of the industrial park.

4.1.2 Use of Existing Intermodal Facilities

While the Districts were pursuing the acquisition of a property to develop as a dedicated intermodal yard, the Districts continued discussions with UPRR on the use of existing intermodal yards. In 2002, the Districts first met with UPRR management to discuss the WBR project and plans for purchasing the MRL. At the time, the Districts' understanding was that the WBR project could either utilize existing intermodal yards in Los Angeles County and/or develop a railyard dedicated to WBR.

In 2004, continued discussions with UPRR determined that port traffic would continue to see dramatic increases; thus, prohibit the use of existing intermodal yards for WBR. UPRR cited that the nature of the solid waste business, which demands consistent, timely and uninterrupted service to maintain public health, would require UPRR to provide dedicated tracks, railcars, and equipment to properly serve the project. This differed significantly from other types of operations handled at the existing intermodal facilities. Dedicating one or more tracks to serve the WBR project would severely reduce the operational capacity of the intermodal facility at a time when expansions were needed to keep pace with the increase in intermodal traffic from the Long Beach and Los Angeles ports. Therefore, UPRR believed that the WBR project was best served by its own dedicated intermodal facility to ensure uninterrupted daily service.

4.1.3 Siting Properties for Potential New Intermodal Facilities

In June 2004, when it became apparent that the property identified in the EIR and the existing intermodal facilities would not be available to serve the WBR project, the Districts retained a commercial real estate broker to assist with the evaluation of properties for potential use as an intermodal facility, focusing on vacant properties that met the following criteria:

- 1) Minimum of 15 acres, as a single parcel or assemblage of parcels, in an industrial zoned area.
- 2) Rail-served, preferably in a rectangular configuration, with the longest side adjacent to the Union Pacific Railroad.
- 3) In a geographical area that serves the three existing MRF or transfer facilities owned and operated by the Districts: South Gate Transfer Station, Downey Area Recycling and Transfer Facility, and the Puente Hills MRF.

While the Districts and the broker continued to look and evaluate the potential for properties in the vicinity of the Puente Hills MRF and other areas, the City of Industry identified a potential vacant building and property. The Districts entered into an agreement with Industry Urban-Development Agency for the option to purchase 17 acres of property located at 2500 Pellissier Place in the City of Industry for the development of an intermodal facility.

4.2 *Land Use Permitting Process for the Puente Hills Intermodal Facility*

Shortly after securing an option to purchase the site for the PHIMF, the Districts retained a consultant to prepare a conceptual design for the facility. In December 2005, the Districts submitted a CUP application to the City of Industry for development of the PHIMF contingent that constraints identified during conceptual design could be resolved. Concurrent with the PHIMF EIR preparation, the Districts' design team continued to advance engineering concepts that were necessary to provide technical information for environmental analysis. The overall permitting and CEQA process took four years to complete, concluding with the issuance of a CUP in June 2008. This duration is not atypical for an industrial project located in an urban area, considering the sensitivity of nearby land uses, complexity of construction, and ever-changing air quality regulations, particularly on mobile diesel sources and climate change. The timeline of the permitting and CEQA process is provided in Section 2.3.1.

4.3 *Design Challenges with the Puente Hills Intermodal Facility*

Numerous design challenges were identified during preliminary design of the project. To develop an operational intermodal facility at the PHIMF site, it would require the cooperation of UPRR to allow track access to the site and approval for an off-street access road by Los Angeles County Department of Public Works to connect the Puente Hills MRF to the PHIMF. The rail would be within UPRR's heavily traveled corridor from the ports to destinations east of Los Angeles. In addition, this corridor is also heavily utilized by high speed Metrolink commuter trains. Aside from UPRR, the large extent of the project limits required the Districts to coordinate with numerous utility providers for relocating underground and aboveground facilities. The Districts also had to work with public agencies and private property owners to obtain property rights for construction and operation of the PHIMF.

Further delaying the project is a design change requested by UPRR after the EIR was certified and 80% of the track design was completed. To preserve capacity within the UPRR right-of-way for future addition of a third mainline track, UPRR directed the Districts to delete one of the planned tracks from the project design. The new track configuration not only required the design consultants to change some aspects of the design but also required an Addendum to the EIR. The Addendum took five months of preparation and was approved in March 2009, nearly ten months after the original EIR was approved. Since the purchase of PHIMF properties was contingent upon receiving all project approvals, property acquisition was not completed until May 2009, after the approval of the EIR Addendum. The delay in property acquisition also postponed the start of site demolition activities.

In addition to UPRR, significant coordination with Southern California Edison (SCE) and California Department of Transportation (Caltrans) is required. SCE has extensive utilities located adjacent to the UPRR right-of-way. For a majority of the project limits, SCE has 66KV high voltage transmission lines on the north side of the right-of-way adjacent to the track addition. In some locations, the transmission lines will need to be relocated. With Caltrans, the project requires modifications to the SR-60 bridge. SR-60 is a major east-west freeway serving Los Angeles County. Addition of a third track to support WBR operation requires modification of a concrete bridge abutment supporting this major thoroughfare.

The Districts recognized the need to develop early working relationships with the various parties, as the character of this project requires complicated design and construction coordination efforts. Within a month of beginning the design in mid 2007, the Districts and its consultants started meeting with SCE and Caltrans. The goal of these early meetings was to inform them of the many design and schedule challenges and to begin developing solutions. To date, there have been three-dozen meetings with Districts' staff and SCE/Caltrans. The meetings have resulted in a better understanding of the unique nature of the project and the need for a cooperative effort to complete the design and construction.

The Districts are continuing to work with SCE to complete the utility relocation design and develop a construction schedule that does not interfere with SCE’s ability to operate along this important utility corridor. The re-design of the SR-60 bridge abutment to allow room for the construction of an additional track is on-going, as well as the development of contractual agreements necessary to define the parties’ roles in the long-term oversight of the bridge. Until these entities complete their designs or reviews, the Districts cannot finalize its construction plans.

Concurrent with the design process, the Districts continued negotiations with UPRR on the terms of the Transportation Agreement, a process that began in 2006. In 2009, the Districts and UPRR agreed to a contract for service, which is a significant milestone for both parties and allows the Districts to move forward with their plans for construction and operation of a WBR system between the PHIMF and the MRL. Table 1 shows a list of remaining approvals and permits required for the construction and/or operation of the PHIMF.

Agency/ Utility/ Organization	Action
Caltrans	<ul style="list-style-type: none"> ▪ Approval of design plans for SR-60 modifications ▪ Issuance of Encroachment Permit for construction of tieback retaining wall and railroad track ▪ Grant of Permanent Easement for tieback retaining wall at SR-60
California Public Utility Commission	<ul style="list-style-type: none"> ▪ Approval of General Order 88 for at-grade crossing improvements at Workman Mill Road (Completed)
City of Industry	<ul style="list-style-type: none"> ▪ Approval of building plans ▪ Approval of Crossroads Parkway modifications (Completed)
Los Angeles County Department of Public Works	<ul style="list-style-type: none"> ▪ Approval of Workman Mill Road Modifications ▪ Approval of building plans
Southern California Edison (SCE)	<ul style="list-style-type: none"> ▪ Consent Agreement for construction work within SCE easements ▪ Relocation of SCE facilities
Union Pacific	<ul style="list-style-type: none"> ▪ Construction and Maintenance Industrial Track Agreement ▪ Issuance of crossing permit for placement of utilities through UPRR right-of-way (Completed)
Verizon	<ul style="list-style-type: none"> ▪ Relocation of utility within UPRR right-of-way (Completed)
Various Business and Property Owners	<ul style="list-style-type: none"> ▪ Grant of temporary easements for construction and other property rights for operations

The design was divided into four bid packages to accommodate design phasing and expedite construction: 1) Site Demolition, 2) Workman Mill Road and Access Road Improvements, 3) UPRR Right-of-Way Improvements and Intermodal Facility, and 4) SR-60 and Crossroads Parkway Bridge Modifications. A summary of the progress for final design and construction is provided in Section 2.3.1.

5. FINANCIAL COMMITMENT TO THE WASTE-BY-RAIL SYSTEM

5.1 Cost Transition Program

“Cost transition” or “cost levelization”, a term used to describe a program to provide rate stabilization and a controlled transition to the higher cost of WBR, was implemented in January 2005. This was accomplished through the creation of a rate stabilization/transition fund to offset higher transportation and disposal costs associated with WBR and remote trucking. The fund is composed of three components: 1) initial seed money of \$150 million set aside from gas-to-energy revenues; 2) contributions from future gas-to-energy revenues; and 3) a dedicated portion of future tipping fee increases at the PHLF. This

program is designed to keep tipping fees as low as possible during a 20-year transition period between the implementation of the cost transition program and the operation of WBR at full costs.

On October 10, 2007, the Districts' Board of Directors adopted an ordinance prescribing the tipping fee for Sanitation Districts' solid waste facilities, including the PHLF and the Puente Hills MRF through 2010. The new tipping fees of \$29.42, \$33.86, and \$38.26 per ton became effective on January 1, 2008, January 1, 2009, and January 1, 2010, respectively. The Districts will evaluate subsequent annual increases beyond 2010 through the life of the Cost Transition Program and make adjustments as necessary to reflect changes in costs.

Due to the economic slowdown, the tonnage received at PHLF has decreased by 47% since 2005. Funding for the Cost Transition Program depends largely on the tonnage received at the PHLF; therefore, the loss in tipping fees received at the PHLF has resulted in reduced funding to the Cost Transition Program as described in Section 6.4.

5.2 *Financial Commitment*

The Districts have committed substantial resources and monies in the development of a WBR system. Since 2000, the Districts have expended approximately \$414 million² toward its development. Table 2 provides a summary of financial commitments that the Districts have made toward the development of a WBR system. The Districts anticipates that an additional \$64 million is required for the WBR system to be operational. The Districts have set aside funding for these projects, which are listed in Table 3.

² Through Fiscal Year 2010 plus a \$79.3 million construction contract for the Puente Hills Intermodal Facility and Railroad Improvements Project that was awarded in August 2010.

Table 2: Summary of Expenditures on Development of a WBR System

Description	Acquisition/ Planning/ Permitting	Design	Construction	Construction Management	Total
General WBR Planning					
Planning	\$1,340,000				\$1,340,000
Local MRFs					
DART Acquisition	\$24,000,000				\$24,000,000
PHMRF Construction, Acquisition & Equipment	\$16,182,000	\$3,000,000	\$51,280,000		\$70,462,000
Remote Landfills					
Eagle Mountain Acquisition					
MRL					
<i>Master Plan</i>	\$4,800,000				\$4,800,000
<i>General Site Development & O&M</i>	\$1,543,000		\$1,408,000		\$2,951,000
<i>Groundwater Monitoring System</i>	\$6,728,000				\$6,728,000
<i>Rail Facilities</i>		\$5,825,000	\$36,397,000	\$4,700,000	\$46,922,000
<i>Water Supply System</i>			\$5,508,000	\$222,000	\$5,730,000
<i>Water and Electric Power Supply</i>		\$1,500,000	\$6,756,000	\$220,000	\$8,476,000
<i>Electrical Services (IID)</i>		\$75,000	\$2,050,000		\$2,125,000
<i>Access Roads</i>		\$1,100,000	\$23,672,000	\$340,000	\$25,112,000
<i>Site Buildings & Communications</i>		\$550,000	\$7,468,000		\$8,018,000
<i>Phase 1 Liner</i>	\$227,000		\$3,549,000	\$636,000	\$4,412,000
<i>CEQA Truck Haul</i>	\$706,000				\$706,000
<i>MRL Acquisition</i>	\$44,159,000				\$44,159,000
<i>UPRR Signal/Switches</i>			\$7,690,000		\$7,690,000
PHIMF					
PHIMF Development	\$2,475,000	\$12,113,000	\$103,696,000	\$3,650,000	\$121,934,000
PHIMF Acquisition	\$28,444,000				\$28,444,000
Grand Total	\$130,604,000	\$24,163,000	\$249,474,000	\$9,768,000	\$414,009,000

Table 3: Summary of Pending Construction Projects and Estimated Costs

Description	Construction (\$ millions)	Award Schedule	Completion
PHIMF			
SR-60 & Crossroads Parkway Bridge Modifications	\$7*	Winter 2010	2012
UPRR Signal/Switches	\$20	Winter 2010	2012
MRL			
Trucking Project	\$5*	Fall 2009	2012
Equipment			
Landfill Equipment at MRL	\$2**	Fall 2010	2012
Rail Equipment at MRL and PHIMF	\$30	Spring 2011	2012
Total	\$64*		
* Expected cost.			
** Approximately \$1 million has already been spent.			

6. SCHEDULE FOR WASTE-BY-RAIL SYSTEM

6.1 Current Disposal and Market Conditions

Landfills throughout Southern California have experienced a continued decline in tonnage since 2005 as a result of the economic down turn. Table 4 shows a summary of Los Angeles County refuse disposal tonnage from 2005 to first quarter 2010. As shown, disposal tonnage in Los Angeles County has decreased by approximately 37% since 2005.

Table 4: Summary of Disposal by Los Angeles County Jurisdictions*

Year	Total (tons)	Average (tpd-6**)	Trend (%)
2005	14,386,920	46,409	
2006	12,005,316	38,727	-17%
2007	11,479,674	37,031	-4%
2008	10,464,844	33,758	-9%
2009	9,182,432	29,621	-12%
2010 (1 st quarter only)	3,771,994	29,084	-2%
Overall Trend from 2005- 1st quarter 2010			-37%

*Source: Historical Disposal Tonnages for All In-County Jurisdictions, County of Los Angeles Department of Public Works (Attachment C)
 ** tpd-6 = tons per day based on six days per week average (assuming 310 operating days in a year (2005-2009) and 76 operating days in 1st quarter 2010).

6.2 Project Disposal Need

The latest capacity analysis is presented in County of Los Angeles, Countywide Integrated Waste Management Plan 2008 Annual Report, dated October 2009. Under Scenario I – Status Quo in Appendix E-3 (Attachment D), the disposal capacity shortfall is expected to occur beginning in 2014 at 3,611 tpd. This scenario assumed that the PHLF would accept 9,300 to 10,800 tpd between 2008 and 2013 when the landfill closes due to permit expiration and that capacity at the PHLF will be exhausted at closure. However, the PHLF currently accepts only 6,700 tpd (Table 5) and is estimated to have approximately 16.6 million cubic yards of remaining capacity at closure, which is equivalent to 53 months of disposal capacity at the current rate. Regardless of the remaining capacity at PHLF, if landfill diversion continues to increase, alternative technologies are implemented, or any of the proposed landfill expansions are granted, the disposal capacity shortfall will likely occur well beyond 2014.

6.3 Need for Waste-by-Rail System

The latest analysis showed that Los Angeles County would experience a disposal shortfall in 2014 under the status-quo scenario. While there is adequate disposal capacity within the region; it is unlikely that customers will pay the higher cost of transporting waste over a 200-mile distance from Los Angeles County to the MRL via rail or truck. Therefore, the utilization of WBR is not anticipated prior to 2013. As discussed in previous sections, the WBR system will be operational in mid 2012, prior to the projected disposal shortfall under the worst-case scenario, should there be a need to use the WBR system.

Therefore although the Districts have committed significant resources and finances to the WBR system, it does not appear the system is required until at least 2013. At that point, the WBR system should be operational with the potential for using truck hauling to the operational MRL.

6.4 Impacts of Economic Downturn and Market Conditions

As described in Sections 6.1 – 6.3, the economic downturn has resulted in a significant decrease in refuse disposal. However, as shown in Table 5, tonnage received at Districts’ operated landfills dropped more than the countywide average. Although a significant amount of the tonnage decline can be attributed to the economy, a certain portion of tonnage that previously went to publicly operated landfills has been redirected to privately operated facilities. Private companies have the ability to “internalize” their collection and landfill operations. By utilizing their own available disposal capacity instead of taking their waste to landfill owned by others, they are able to maximize capacity and revenue at their own landfills. Increased costs to transport waste to more distant landfills under their ownership can be offset by charging themselves reduced tipping fees. Without control and tonnage commitment, the Districts are unable to internalize collection and disposal costs that other private waste management companies have been able to do. Meanwhile, the tipping fees at the PHLF has increased from \$22.65 per ton in 2005 to \$38.26 per ton in 2010 to pay for increases in state and local fees as well as to set aside monies for the cost transition program.

Table 5: Summary of Disposal at Districts’ Operated Landfills (tpd-6)*

Year	Calabasas ¹	Puente Hills	Scholl Canyon ²
2005	1,783	12,624	1,461
2006	1,634	12,332	1,441
2007	1,497	12,117	1,291
2008	1,191	10,161	1,089
2009	883	8,510	830
2010**	859	6,668	834
Overall Trend from 2005 – June 2010	-50%	-47%	-43%

* Source: Historical Disposal Tonnages for All In-County Facilities, County of Los Angeles County Department of Public Works (Attachment E). Tpd-6 = tons per day based on six days per week average, assuming 310 operating days per year.
 ** Through June 2010, assuming 153 operating days.

¹ Calabasas Landfill is prohibited by County ordinance from accepting waste including tires from outside of the watershed area composed of the incorporated cities of (service area) Hidden Hills, Agoura Hills, Westlake Village and Thousand Oaks; that portion of the City of Los Angeles bordered by the northerly line of Township 2 North on the north, Interstate Highway 405 on the east, Sunset Boulevard and the Pacific Ocean on the south, and the city boundary on the west; and certain unincorporated areas in the counties of Los Angeles and Ventura.
² An ordinance passed by the City of Glendale limits disposal at the landfill to solid wastes generated within the Los Angeles County incorporated cities of Glendale, La Canada Flintridge, Pasadena, South Pasadena, San Marino, Sierra Madre; the Los Angeles County unincorporated communities known as Altadena, La Crescenta, Montrose; the unincorporated area bordered by the cities of San Gabriel, Rosemead, Temple City, Arcadia, and Pasadena; the unincorporated area immediately to the north of Arcadia, and Pasadena; and the unincorporated area immediately to the north of the City of San Marino bordered by the City of Pasadena on the west, north and east sides.

6.4.1 Impacts to Cost Transition Program

The drop in tonnage at PHLF from fiscal year 2007/08 to 2008/09 resulted in a loss of approximately \$186 million in tipping fees. With a potentially slow economic recovery, it is uncertain if tonnage levels at the PHLF will ever return to pre-recession levels and the loss may continue until the PHLF closes in November 1, 2013. With a set closure date, capacity not consumed at the PHLF will remain unrecoverable. As described in Section 5.1, funding for the Cost Transition Program depends largely on the tonnage received at the PHLF; therefore, the loss in tipping fees received at the PHLF resulted in reduced funding to the Cost Transition Program. Currently, the Districts have set aside adequate funding to construct the infrastructures needed to operate a WBR system. The Districts will continue to monitor the funding and the accuracy of the program and evaluate the program’s ability to keep tipping fees for the WBR system competitive.

6.5 Contingency for Late Implementation of Waste-by-Rail System – Truck Hauling to MRL

The WBR system is on schedule for implementation well before the PHLF will close. However, should this not be the case because of unforeseen circumstances, contingencies would be in place. As an alternative to rail transport, the Districts applied for an amendment to the MRL CUP for the ability to receive up to 4,000 tpd of waste by truck originating from outside Imperial County. This CUP amendment would provide adequate contingency for managing any disposal shortfall under the status quo scenario until the WBR system is operational. The CUP amendment would allow the Districts to commence operations of the MRL, prior to the completion of the WBR infrastructure in mid 2012 and would provide a contingency for managing a disposal shortfall beyond the initial WBR system. The ability to receive waste by truck would also provide the Districts operational flexibility to transport tonnages to MRL that cannot be loaded onto a 4,000-ton unit train until there is enough tonnage to make up a unit train. For example: if 6,000 tons of capacity were needed, the Districts could transport one full train (4,000 tons) at optimal capacity and transport the remaining 2,000 tons (100 loads) via truck haul. This will enable the WBR system to operate at optimal efficiency and avoid an inefficient, costly operation of transporting fragments of a unit train. This flexibility will allow for daily and seasonal variations in waste generation.

Imperial County has discretionary approval authority for the proposed amendment and, therefore, is responsible for determining the type of environmental document required, preparing the document, and acting as lead agency for the proposed amendment. On July 18, 2007, Imperial County Planning and Development Services Department issued a Notice of Preparation of a Draft EIR for the MRL CUP. A public EIR scoping meeting was held on August 23, 2007. Imperial County released a draft EIR for public review on June 8, 2010 and received comments on the draft EIR through July 29, 2010. Imperial County issued a Notice of Availability of the Final EIR on October 6, 2010. Imperial County Planning Commission is scheduled to consider the certification of the Final EIR and the approval of the CUP amendment in late 2010.

7. CONVERSION TECHNOLOGY

7.1 *Conversion Technology Evaluation*

To address specific concerns on the viability of alternative technologies raised during the review of the Draft EIR, the Districts added a mitigation measure to the Continued Operation of the Puente Hills Landfill project. The Regional Planning Commission subsequently incorporated the mitigation measure as a condition of the PHLF CUP. In accordance with Condition No. 24 (c) of the PHLF CUP No. 02-027-(4), the Alternative Technology Advisory Subcommittee was formed as a subcommittee within the Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force. The primary purpose of the Alternative Technology Advisory Subcommittee is to evaluate and promote the development of conversion technologies to reduce dependence on landfills and incinerators. The Subcommittee will assist in the preparation of the scope of work for a consultant to evaluate conversion technologies best suited for the Southern California area, review and implement the recommendations of the studies, and to develop strategies to promote conversion technology.

The Districts also agreed to provide up to \$100,000 a year in funding towards alternative technology related studies. To date, the Districts have provided \$699,360 to the Subcommittee to evaluate the viability of alternative technologies. The Districts may provide additional funding, subject to approval by its Board of Directors, to develop a pilot scale facility if it is deemed feasible by the Subcommittee and is approved by the Director of Public Works. The Districts actively participate on the County's Subcommittee as well as the City of Los Angeles' alternative technology proposal evaluation team.

7.2 Districts' Support of Alternative Technology Legislation

In addition to active participation in the Subcommittee, the Districts are prepared to assist Los Angeles County Department of Public Works in pursuit of legislation to remove legislative barriers to the development of conversion technology projects. For example, the Districts took a support position on AB 222 (Adams and Ma) in the 2009-2010 legislative session. AB 222 was intended to encourage the production of biofuels and would have defined solid waste diverted to a biorefinery as solid waste diversion. The bill would have defined electricity produced at a biorefinery as renewable energy under the Renewable Portfolio Standard in California. AB 222 became a 2-year bill in 2009 and the Senate Environmental Quality Committee held a hearing on it in June 2010. The Committee required substantial amendments to the bill that were unacceptable to the authors; therefore, they chose not to pursue the bill this session. The Sanitation Districts did not identify any other state legislation favorable to conversion technology projects in 2010.

7.3 Districts' Involvement in Alternative Technologies

The Districts continue its ongoing activities to review conversion technologies and potential applications to the Districts' needs, including a visit to the Plasma Waste Recycling (PWR) in Huntsville, Alabama in January 2010 and a demonstration of Comprehensive Resources' autoclaving technology at the Crazy Horse Landfill in Salinas, California in March 2010. Both technologies are in the developmental stage. The Districts will track their development to determine if there is applicability to the Districts' needs.

On April 20, 2010, the Los Angeles County Board of Supervisors approved a Memoranda of Understanding (MOU) between the County and a demonstration project developer. The MOU directed the Department of Public Works to coordinate with appropriate stakeholders, including the Districts and other appropriate County departments, to assess the feasibility of developing a conversion technology facility at one or more county landfills. The Department of Public Works would report its findings regarding the development a conversion technology facility at a landfill in the county and identify other potentially suitable sites within Los Angeles County to the Board of Supervisors. As a result, the Districts have met with the Department of Public Works several times to develop a list of preliminary sites, including Districts' facilities, for a conversion technology facility.

Lastly, in a letter dated December 29, 2009 waiving the waste-by-rail milestone, the Department of Public Works requested that the Districts investigate the feasibility of committing a portion of solid waste tonnage from the Districts' transfer/processing facilities to the County's conversion technology demonstration projects. As described in Sections 6.1 through 6.4, the economic downturn has resulted in a significant decline in tonnage received at the Districts' operated landfills. With the commitment of resources to develop the waste-by-rail system, it is anticipated that the majority of the tonnages managed by Districts' transfer/processing facilities would utilize the waste-by-rail system, leaving no Districts' managed waste available to commit to conversion technology at this time. To the extent that the tonnages could not be handled by the waste-by-rail system, the Districts would work with the Department of Public Works to determine if there is waste available to be managed through conversion technology.

8. SOLUTIONS FOR BENEFICIALLY REUSE MATERIALS

The PHLF provides beneficial reuse of a number of materials that might otherwise be disposed. Many jurisdictions have come to rely on the Sanitation Districts' landfill diversion programs, especially the green waste program, as critical elements of their recycling programs. The largest quantities of beneficially reused materials are clean soil, green waste, asphalt and treated incinerator ash. The

Sanitation Districts are evaluating alternatives that would provide for the continued beneficial reuse of some of these materials after the closure of the PHLF.

Clean soil is principally used for daily cover and interim cover. After closure, the landfill will continue to have needs for clean soil to use for maintenance of roads, benches and final cover. Significant settlement is expected to occur during the first 30 years of postclosure and clean soil will be needed for a number of uses including fill to maintain grade of the final cover for storm water drainage. Soil needs at the site during postclosure will be less than the current use and should decrease over time. Because clean soil is normally in demand throughout the County at a number of different sites, “soil brokers” and dirt hauling companies will find other more cost-effective options besides the PHLF. The Districts will work with the haulers as closure nears and onsite soil demands decline to prepare them to redirect their loads to other locations.

Green waste is beneficially reused as alternative daily cover material (ADC). The Districts have been evaluating alternative green waste management options besides the PHLF. There are a number of existing MRFs and transfer facilities that process green waste for diversion. Many of these facilities currently transport their processed green waste to the PHLF. These facilities could transfer their material to more remote beneficial use sites after the PHLF closes. The Districts alternative analysis will study the capacity of existing and proposed facilities to manage this material. Early results of the study indicate that existing facilities will have capacity to receive and transfer the material from the PHLF to alternative locations. Districts’ staff has contacted several facility operators who indicated that they are planning alternatives to the PHLF.

Asphalt is beneficially reused as road base or as base for winter deck operating areas. It is anticipated that some ground asphalt will continue to be used at the site after closure for maintenance of site roads. However, similar to clean soil, recycled asphalt is normally in demand throughout the County. The Districts will work with the asphalt haulers as closure nears and onsite needs decline to prepare them to redirect their loads to other locations.

Treated incinerator ash from Commerce and Southeast Resource Recovery refuse-to-energy facilities is used as road base for winter deck operating areas. The Districts are conducting research to determine the feasibility of using ash as cement additives and in building materials. Preliminary testing indicates it is a relatively stable stream of material and may be suitable for beneficial use products. Formulation and testing of potential products is on going. The options for developed products may be ready for consideration by the end of 2010.

Attachment A
Condition No. 58 of Conditional Use Permit (CUP) Case No. 02-027-(4)

The permittee shall use its best faith efforts to pursue and expedite the development of the permittee's proposed waste-by-rail system (consisting of materials recovery and rail-loading facilities, rail access, and rail-accessible out-of-County/remote disposal sites), which will serve the disposal needs of jurisdictions in the County of Los Angeles. These efforts shall include, but not be limited to:

- Seeking prompt resolution of the pending litigation against the Mesquite and Eagle Mountain landfill projects and any future litigation against any component of the permittee's waste-by-rail system.
- Expediting the purchase, development, and operation of the out-of-County/remote disposal sites, which will constitute the disposal facility component of the waste-by-rail system.
- Pursuing and expediting any necessary agreements with railroad companies and obtaining any other permits necessary to provide rail access to the disposal sites.
- Expediting the development of in-County materials recovery and rail loading facilities, including the Puente Hills MRF, which are consistent in size and scope with the anticipated disposal needs of jurisdictions in the County of Los Angeles that would have otherwise been provided by the PHLF.

In planning and developing the waste-by-rail system, the permittee shall consult and coordinate efforts with the Director of Public Works so that the system is developed in a manner that would be consistent with the daily disposal capacity of the PHLF, as provided by this grant, to ensure uninterrupted solid waste disposal services to residents and businesses in the County of Los Angeles. Upon the effective date of this grant, the permittee shall submit quarterly reports to the Director of Public Works for review and comment providing a detailed status of the planning and development of the waste-by-rail system, as well as any other new processes, including but not limited to conversion technologies, or solid waste management capacity as an alternative to urban landfills, that would cost-effectively serve the solid waste disposal need of jurisdictions in Los Angeles County.

The daily tonnages of waste disposed at the landfill shall be reduced in accordance with the following schedule if inadequate progress is made by the permittee in developing the permittee's proposed waste-by-rail system. No reduction in daily tonnage will be required if the Director of Public Works finds that, based upon documentation provided by the permittee in the quarterly reports as well as accompanying economic analyses, the permittee is making best faith efforts to comply with the specified deadlines, and any lack of compliance is through no fault of the permittee. The Director of Public Works shall have the discretion to find that a reduction in daily tonnage is not required because other new processes or solid waste management capacity as an alternative to urban landfills, that has been made available either by the permittee or others, could more cost effectively serve the jurisdictions of Los Angeles County than waste-by-rail. However, in no instance shall the alternate processes or capacity, referenced by the Director of Public Works in such a finding, be located at the Facility. The Director of Public Works shall only make such findings after consultation with the Hacienda Heights Improvement Association.

- a. Commencing January 1, 2008, the average daily tonnage of waste disposed at the landfill shall be reduced by 2,000 tons per day if development of at least one of the out-of-County/remote landfills that comprise the disposal component of the permittee's waste-by-rail system does not begin by December 31, 2007.
- b. Commencing January 1, 2009, the average daily tonnage of waste disposed at the landfill shall be further reduced by 1,000 tons per day if at least one such out-of-County/remote landfill of the permittee's waste-by-rail system is not fully operational by December 31, 2008.
- c. Commencing January 1, 2010, and effective January 1 of each year thereafter through the life of this grant, the average daily tonnage of waste disposed at the landfill shall be further reduced by 2,000 tons per day if the permittee's waste-by-rail system (including materials recovery and rail-loading facilities, rail access, and out-of-County remote landfill components) is not fully operational by December 31 of the preceding year.

The Board of Supervisors may increase the maximum daily tonnage allowed under this condition if the Board of Supervisors, upon the joint recommendation of the Director of Public Works, and the Chief Engineer and General Manager of the County -- Districts, determines that an increase is necessary to appropriately manage the overall County waste stream for the protection of public health and safety. However, in no case shall the average daily tonnage of waste disposed at the landfill exceed the limits imposed in Condition 14.

Attachment B
Letter of Concurrence on Milestone #2 from Department of Public Works



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE:

EP-2

March 24, 2009

Mr. Stephen R. Maguin
Chief Engineer and General Manager
County Sanitation Districts of Los Angeles County
P.O. Box 4998
Whittier, CA 90607-4998

Dear Mr. Maguin:

**PUENTE HILLS LANDFILL-CONDITIONAL USE PERMIT NO. 02-027-(4)
COMPLIANCE WITH CONDITION NO. 58-SECOND MILESTONES**

This office is in receipt of your letter dated December 24, 2008, providing a status report on the development of a remote landfill component of the Waste-By-Rail System for the Puente Hills Landfill.

We concur with your finding that the second milestone in Condition No. 58 of the landfill's Conditional Use Permit has been met.

If you have any questions regarding this matter, please contact me at (626) 458-3500, Monday through Thursday, 7 a.m. to 5:30 p.m.

Very truly yours,

GAIL FARBER
Director of Public Works

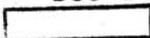

CARLOS RUIZ
Acting Assistant Deputy Director

WT:ca
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cc: Department of Regional Planning (Sorin Alexanian)
Hacienda Heights Improvement Association (Ombudsman)

DOC #

APR 03 2009 AM 10:50





Historical Disposal Tonnages for All In-County Jurisdictions (Including Exports)

Reporting Period: From 2005 To 2009

Jurisdiction	2005	2006	2007	2008	2009	Total
AGOURA HILLS	32,323.11	27,195.17	29,331.55	24,112.72	21,278.48	134,241.03
ALHAMBRA	71,655.74	57,524.93	53,778.88	51,877.87	43,846.35	278,683.77
ARCADIA	98,493.30	75,363.35	71,408.13	58,245.73	46,662.47	350,172.98
ARTESIA	33,333.45	18,588.30	15,772.51	15,926.05	14,358.08	97,978.39
AVALON	3,173.24	2,852.22	3,436.60	3,208.35	3,516.61	16,187.02
AZUSA	100,490.84	54,541.47	56,234.65	51,391.55	41,492.69	304,151.18
BALDWIN PARK	100,563.53	67,988.07	63,059.12	61,541.59	56,862.23	350,014.54
BELL	33,650.16	31,460.01	33,676.10	28,143.40	25,780.15	152,709.82
BELL GARDENS	49,311.72	44,191.36	44,446.09	35,652.90	34,316.95	207,919.02
BELLFLOWER	76,727.23	70,522.21	56,357.17	50,085.83	45,291.53	298,983.97
BEVERLY HILLS	78,344.94	60,199.14	56,923.98	60,179.51	39,645.52	295,293.09
BRADBURY	3,469.77	4,533.55	3,732.68	3,867.17	3,994.43	19,597.60
BURBANK	121,904.49	113,119.59	113,902.65	110,443.17	96,944.63	556,314.53
CALABASAS	92,481.81	84,841.88	70,542.91	64,234.50	46,796.17	358,897.27
CARSON	229,838.61	215,205.05	228,527.22	263,597.66	272,385.84	1,209,554.36
CERRITOS	84,181.66	73,636.04	73,914.35	59,482.90	50,385.72	341,600.67
CLAREMONT	38,119.77	32,299.77	28,279.91	29,679.69	26,280.90	154,660.04
COMMERCE	179,233.60	152,630.67	154,997.00	136,651.09	120,408.45	743,920.80
COMPTON	131,687.11	127,481.55	127,283.49	119,056.62	105,128.07	610,636.84
COVINA	73,128.75	54,061.79	57,031.32	47,484.33	41,476.08	273,182.27
CUDAHY	18,805.82	19,518.89	19,220.56	18,532.63	15,935.84	92,013.74
CULVER CITY	78,568.01	64,244.84	64,028.31	64,524.73	51,518.72	322,884.61
DIAMOND BAR	51,886.76	43,081.00	38,874.61	36,567.83	32,230.25	202,640.44
DOWNEY	161,970.86	139,506.02	131,907.59	116,397.16	96,895.14	646,676.77
DUARTE	34,559.60	24,668.40	24,829.80	22,317.28	19,495.77	125,870.84
EL MONTE	163,324.13	134,186.31	136,630.87	115,931.22	102,214.85	652,287.38
EL SEGUNDO	80,960.71	51,750.29	53,246.31	53,392.31	43,352.35	282,701.96
GARDENA	156,855.80	114,467.19	105,495.19	186,803.44	91,813.06	655,434.68
GLENDALE	252,371.25	215,795.87	203,858.88	188,721.28	165,840.27	1,026,587.55



Historical Disposal Tonnages for All In-County Jurisdictions (Including Exports)

Reporting Period: From 2005 To 2009

	2005	2006	2007	2008	2009	Total
GLENDORA	70,897.00	53,933.63	53,193.52	45,028.66	36,292.57	259,345.38
HAWAIIAN GARDENS	15,851.28	15,444.75	11,904.63	7,468.38	5,987.59	56,656.63
HAWTHORNE	93,268.31	104,058.79	81,549.66	69,354.04	70,973.30	419,204.10
HERMOSA BEACH	25,950.70	25,072.24	20,232.17	18,503.62	16,379.38	106,138.11
HIDDEN HILLS	8,549.39	5,931.08	6,152.97	4,081.33	3,503.17	28,217.94
HUNTINGTON PARK	147,476.99	61,640.57	55,081.39	53,940.15	55,891.67	374,030.77
INDUSTRY	172,288.22	134,192.63	133,174.50	121,517.49	99,546.51	660,719.34
INGLEWOOD	114,254.15	105,994.11	102,128.10	95,672.59	84,557.31	502,606.26
IRWINDALE	102,802.99	41,343.76	43,543.42	45,267.07	42,857.72	275,814.96
LA CANADA FLINTRIDGE	59,912.00	29,954.77	25,673.62	23,706.77	18,696.86	157,944.82
LA HABRA HEIGHTS	8,734.88	7,783.08	8,009.55	6,316.27	4,648.26	35,492.04
LA MIRADA	57,959.13	48,861.97	45,813.33	41,204.06	33,916.92	227,755.42
LA PUENTE	81,843.40	61,156.97	62,544.23	61,888.13	50,724.69	318,157.42
LA VERNE	61,480.17	37,064.05	35,670.89	31,536.94	27,803.74	193,555.79
LAKEWOOD	91,573.61	83,885.07	73,970.93	68,125.62	59,116.54	376,671.77
LANCASTER	159,286.95	164,418.16	144,416.05	123,051.60	118,106.61	709,279.37
LAWNDALE	24,048.72	29,078.00	28,025.50	26,459.24	22,545.41	130,156.87
LOMITA	18,703.79	22,129.81	21,233.54	19,847.84	17,991.68	99,906.66
LONG BEACH	664,240.47	599,557.95	585,424.67	512,345.67	450,664.87	2,812,233.62
LOS ANGELES	4,633,250.50	3,685,508.78	3,676,447.34	3,323,505.89	3,024,887.09	18,343,599.58
LOS ANGELES COUNTY	1,459,122.28	1,362,249.98	1,144,766.63	1,019,937.58	889,827.53	5,875,904.00
LYNWOOD	73,817.36	65,224.03	65,080.19	50,579.67	47,708.19	302,409.44
MALIBU	53,032.51	50,903.05	50,953.06	40,889.07	32,212.55	227,990.24
MANHATTAN BEACH	46,371.23	53,640.85	50,419.52	41,684.05	38,088.30	230,203.95
MAYWOOD	21,452.48	20,141.26	19,803.24	19,232.42	20,584.69	101,214.10
MONROVIA	64,484.19	47,631.49	45,043.70	44,257.50	37,506.95	238,923.83
MONTEBELLO	116,088.29	84,775.69	89,137.81	82,979.93	69,212.41	442,194.13
MONTEREY PARK	57,940.88	53,296.87	55,307.10	51,808.15	42,361.68	260,714.68
NORWALK	105,976.95	89,201.34	81,995.17	67,642.02	57,008.07	401,823.55
PALMDALE	152,387.18	149,114.17	127,413.61	114,103.08	107,203.28	650,221.31



Historical Disposal Tonnages for All In-County Jurisdictions (Including Exports)

Reporting Period: From 2005 To 2009

	2005	2006	2007	2008	2009	Total
PALOS VERDES ESTATES	16,916.34	17,852.98	20,086.73	15,022.84	12,418.38	82,297.27
PARAMOUNT	90,497.01	77,380.76	61,630.95	51,897.10	44,914.46	326,320.28
PASADENA	367,182.77	276,756.24	246,080.65	200,777.42	164,418.08	1,255,215.16
PICO RIVERA	97,589.87	86,604.58	80,441.80	73,847.74	69,311.24	407,795.23
POMONA	225,720.38	194,888.11	170,286.63	170,062.88	122,350.71	883,308.71
RANCHO PALOS VERDES	42,000.22	36,126.18	34,814.59	30,875.09	29,689.44	173,505.52
REDONDO BEACH	73,501.32	71,666.04	63,843.53	56,103.95	51,858.34	316,973.18
ROLLING HILLS	7,254.57	7,009.51	6,894.05	6,115.93	3,475.96	30,750.02
ROLLING HILLS ESTATES	11,591.79	12,040.76	14,950.37	12,358.45	10,334.57	61,275.94
ROSEMEAD	69,650.87	57,704.42	57,453.66	53,575.53	50,747.55	289,132.03
SAN DIMAS	53,243.40	42,775.57	44,553.60	37,860.12	31,925.30	210,357.99
SAN FERNANDO	29,505.83	21,059.08	23,123.30	21,292.16	19,862.85	114,843.22
SAN GABRIEL	52,715.57	44,293.41	43,317.52	38,183.45	31,527.78	210,037.73
SAN MARINO	28,891.47	19,659.66	15,804.46	13,003.42	11,711.82	89,070.83
SANTA CLARITA	188,580.87	172,098.33	163,431.47	145,543.19	128,069.59	797,723.45
SANTA FE SPRINGS	160,229.34	168,762.45	137,912.76	150,290.47	103,526.91	720,721.93
SANTA MONICA	178,409.96	127,702.84	122,770.40	123,709.17	101,902.68	654,495.05
SIERRA MADRE	18,407.92	12,061.11	11,259.52	9,091.20	8,521.44	59,341.19
SIGNAL HILL	26,762.58	18,776.46	23,496.40	14,161.98	24,624.51	107,821.93
SOUTH EL MONTE	43,331.98	42,932.95	47,167.99	36,602.16	32,309.66	202,344.74
SOUTH GATE	200,231.37	194,207.61	189,818.15	176,544.62	143,382.75	904,184.50
SOUTH PASADENA	33,416.54	23,348.60	21,954.79	18,180.13	16,503.63	113,403.69
TEMPLE CITY	40,405.89	29,764.27	31,700.09	27,896.82	25,441.46	155,208.53
TORRANCE	263,050.28	209,545.52	206,481.50	180,225.94	165,963.08	1,025,266.32
VERNON	269,114.54	222,821.86	239,967.24	206,187.91	191,608.37	1,129,699.91
WALNUT	32,031.22	25,011.51	29,018.77	25,376.80	24,359.61	135,797.91
WEST COVINA	115,699.95	91,843.93	91,695.11	74,695.22	65,368.92	439,303.13
WEST HOLLYWOOD	46,812.02	51,926.47	38,498.90	35,585.25	28,054.69	200,877.33
WESTLAKE VILLAGE	19,430.17	17,664.03	18,538.75	14,723.89	10,367.24	80,724.08
WHITTIER	190,281.31	162,387.31	157,842.00	135,068.32	114,927.72	760,506.66



Historical Disposal Tonnages for All In-County Jurisdictions (Including Exports)

Reporting Period: From 2005 To 2009

	2005	2006	2007	2008	2009	Total
Total	14,386,919.88	12,005,316.35	11,479,674.10	10,464,844.47	9,182,431.85	57,519,186.65

Report last updated on May 27, 2010, up to 4th Quarter 2009 data.

Report 18

**2008 ANNUAL REPORT
LOS ANGELES COUNTY COUNTYWIDE INTEGRATED WASTE MANAGEMENT PLAN**

**APPENDIX E-3
SCENARIO I - STATUS QUO**

• Existing In-County Class III Landfills and Transformation Facilities

• Imports up to 900 tpd; Exports up to 7,500 tpd

Year	Waste Generation Rate ¹	Diversion Rate	Total Daily Disposal Demand	Imports from Other Counties	Exports to Out-of-County Disposal Facilities	Daily Available Capacity from Transformation Facilities	Class III Landfill Daily Disposal Demand	IN-COUNTY CLASS III LANDFILLS													Daily Available Capacity ² from Class III Landfills	Class III Landfill Daily Disposal Capacity Shortfall (Reserve)
								IN-COUNTY CLASS III LANDFILLS														
								R	R	L	R	R	W	W	W	R						
								Antelope Valley	Burbank	Calabasas	Chiquita	Lancaster	Pebble Beach	Puente Hills	San Clemente	Scholl	Sunshine County	Sunshine City	Sunshine City/County Combined	Whittier		
A	B	C=A(1-B)	D	E	F	G=C+D-E-F	Maximum Permitted Daily Capacity (tpd-6) Expected Average Daily Tonnage (tpd-6) Remaining Capacity at Year's End (Million Tons)													H	I=G-H	
(tpd-6)		(tpd-6)	(tpd-6)	(tpd-6)	(tpd-6)	(tpd-6)														(tpd-6)	(tpd-6)	
2008	73,670	55%	33,152	667	6,135	1,669	25,347	1,800	240	3,500	5,000	1,700	49	13,200	10	3,400	6,000	5,000		350	35,274.3	
								970	132	1,096	4,756	1,123	10	9,975	0.98	1,082	3,771	2,178		252		
								7.7	3.0	7.8	8.0	2.1	0.06	19.9	0.04	5.7	E	E	83.0	4.2		
2009	71,694	55%	32,262	900	7,500	2,069	23,593	1,800	240	3,500	5,000	1,700	49	13,200	10	3,400			11,000	350	35,096.2	(16,656)
								903	123	1,020	4,427	1,045	9	9,284	0.91	1,007			5,538	235		
								7.5	3.0	7.5	6.6	1.6	0.05	15.8	0.04	5.3			81.3	4.1		
2010	71,865	55%	32,339	900	7,500	2,069	23,670	1,800	240	3,500	5,000	1,700	49	13,200	10	3,400			11,000	350	35,104.0	(16,579)
								906	124	1,024	4,441	1,049	9	9,315	0.91	1,011			5,556	236		
								7.2	2.9	7.2	5.2	1.1	0.05	11.7	0.04	5.0			79.5	4.0		
2011	73,751	55%	33,188	900	7,500	2,069	24,519	1,800	240	3,500	5,000	1,700	49	13,200	10	3,400			11,000	350	35,190.2	(15,730)
								938	128	1,060	4,601	1,086	10	9,649	0.95	1,047			5,755	244		
								6.9	2.9	6.8	3.8	0.5	0.05	7.6	0.04	4.7			77.7	3.9		
2012	76,811	55%	34,565	900	7,500	2,069	25,896	1,800	240	3,500	5,000	1,700	49	13,200	10	3,400			11,000	350	35,330.0	(14,353)
								991	135	1,120	4,859	672	10	10,191	1.00	1,106			6,553	258		
								6.6	2.8	6.5	2.3	C	0.05	3.4	0.04	4.4			75.7	3.8		
2013	80,280	55%	36,126	900	7,500	2,069	27,457	1,800	240	3,500	5,000		49	13,200	10	3,400			11,000	350	33,788.6	(11,092)
								1,050	143	1,187	5,000		11	10,805	1.06	1,172			7,813	273		
								6.3	2.8	6.1	0.73		0.04	C	0.04	4.0			73.2	3.8		
2014	83,620	55%	37,629	900	7,500	2,069	28,960	1,800	240	3,500	5,000		49	13,200	10	3,400			11,000	350	20,741.2	3,611
								1,800	151	1,252	5,000		12		1.12	1,236			11,000	288		
								5.7	2.7	5.7	C		0.04		0.04	3.6			69.8	3.7		
2015	86,572	55%	38,958	900	7,500	2,069	30,288	1,800	240	3,500			49	13,200	10	3,400			11,000	350	15,876.2	9,939
								1,800	158	1,310			12		1.17	1,293			11,000	302		
								5.1	2.7	5.3			0.03		0.04	3.2			66.4	3.6		
2016	89,548	55%	40,297	900	7,500	2,069	31,628	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,012.2	11,279
								1,800	165	1,368			13		1.22	1,350			11,000	315		
								4.6	2.6	4.9			0.03		0.04	2.8			62.9	3.5		
2017	92,329	55%	41,548	900	7,500	2,069	32,879	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,139.2	12,530
								1,800	172	1,422			13		1.27	1,404			11,000	327		
								4.0	2.6	4.4			0.03		0.04	2.3			59.5	3.4		
2018	95,143	55%	42,815	900	7,500	2,069	34,145	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,267.9	13,796
								1,800	178	1,477			14		1.32	1,458			11,000	340		
								3.4	2.5	4.0			0.02		0.04	1.9			56.1	3.3		
2019	98,015	55%	44,107	900	7,500	2,069	35,438	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,396.3	15,089
								1,800	185	1,533			14		1.37	1,513			11,000	350		
								2.9	2.5	3.5			0.02		0.04	1.4			52.6	3.2		
2020	100,896	55%	45,403	900	7,500	2,069	36,734	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,515.0	16,385
								1,800	192	1,589			15		1.42	1,568			11,000	350		
								2.3	2.4	3.0			0.01		0.04	0.9			49.2	3.1		
2021	103,681	55%	46,656	900	7,500	2,069	37,987	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,629.8	17,638
								1,800	198	1,643			15		1.47	1,622			11,000	350		
								1.8	2.4	2.5			0.01		0.04	0.4			45.8	2.9		
2022	106,555	55%	47,950	900	7,500	2,069	39,281	1,800	240	3,500			49	13,200	10	3,400			11,000	350	16,748.3	18,932
								1,800	205	1,699			16		1.52	1,677			11,000	350		
								1.2	2.3	2.0			0.004		0.03	C			42.4	2.8		
2023	109,500	55%	49,275	900	7,500	2,069	40,606	1,800	240	3,500			49	13,200	10	3,400			11,000	350	15,136.0	23,657
								1,800	212	1,756			16		1.57				11,000	350		
								0.6	2.2	1.4			C		0.03				38.9	2.7		

ASSUMPTIONS:

- Waste Generation is estimated using the Waste Board's Adjustment Methodology, utilizing population projection, employment and taxable sales projections from UCLA.
- Daily Available Capacity, in blue text, is based on Maximum Permitted Daily Capacity for facilities without a restricted watershed or Expected Average Daily Tonnage for facilities with a restricted watershed.

LEGEND:

- C -Closure due to exhausted capacity or permit expiration
- E -Expansion became effective
- L -Does not accept waste from the City of Los Angeles and Orange County
- R -Restricted Wasteshed
- W -Does not accept waste from jurisdictions outside the County of Los Angeles

Source: Los Angeles County Department of Public Works, October 2009



Historical Disposal Tonnages for All In-County Facilities By Jurisdiction By Aggregated Jurisdiction Data

Facility	2005	2006	2007	2008	2009	Total
Antelope Valley Public Landfill	370,799.00	305,498.00	76,550.00	49,726.00		802,573.00
Antelope Valley Public Landfill #2			276,793.00	255,698.00	266,742.98	799,233.98
Azusa Land Reclamation	163,639.43	167,792.11	136,997.09	176,414.29	137,279.02	782,121.94
BRADLEY LANDFILL & RECYCLING CENTER	269,544.98	453,030.11	165,998.09			888,573.18
Calabasas Landfill	552,892.79	506,404.11	463,948.17	369,253.08	273,847.16	2,166,345.31
Chiquita Canyon Landfill	1,549,088.03	1,538,973.98	1,543,120.42	1,504,525.62	687,713.06	6,823,421.11
City of Burbank Landfill #3	41,605.78	39,004.30	38,094.85	41,322.88	37,711.46	197,739.27
Commerce Refuse-to-Energy Facility	101,258.07	104,305.84	88,175.76	102,265.80	100,265.69	496,271.16
Lancaster Landfill	468,951.00	387,902.00	417,076.00	356,075.00	253,089.07	1,883,093.07
Nu-Way Arrow Reclamation, Inc. (up to 2005)	722,457.50					722,457.50
Nu-Way Live Oak Reclamation, Inc. (up to 2005)	1,624,833.01					1,624,833.01
Pebbly Beach Landfill	3,006.18	2,696.90	3,210.94	3,156.46	3,197.94	15,268.42
Peck Road Gravel Pit	5,619.00	694.00	234.00			6,547.00
Puente Hills Landfill	3,913,300.19	3,823,023.25	3,756,402.27	3,149,906.32	2,638,245.19	17,280,877.22
San Clemente Landfill	715.14	827.51	844.27	305.41	337.00	3,029.33
Savage Canyon Landfill	91,793.68	84,218.14	79,684.84	78,857.09	75,048.28	409,602.03
Scholl Canyon Landfill	452,953.32	446,618.61	400,250.98	337,657.70	257,390.68	1,894,871.29
Southeast Resource Recovery Facility	463,841.71	503,042.46	499,275.02	477,308.52	489,689.37	2,433,157.08
SUNSHINE CANYON CITY LANDFILL	571,186.79	1,284,852.15	624,687.06	679,648.52		3,160,374.52
Sunshine Canyon City/County Landfill					2,353,513.73	2,353,513.73
SUNSHINE CANYON COUNTY LANDFILL	1,410,658.57	840,175.36	1,166,877.21	1,176,649.99		4,594,361.13
Total	12,778,144.17	10,489,058.83	9,738,219.97	8,758,770.68	7,574,070.63	49,338,264.28



Historical Disposal Tonnages for All In-County Facilities By Jurisdiction By Aggregated Jurisdiction Data

Report last updated on May 27, 2010, up to 4th Quarter 2009 data.

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