

**Attachments to the July 20, 2006 Minutes
for the Los Angeles County
Integrated Waste Management Task Force**

I. CALL TO ORDER

The meeting was called to order at 1:01 p.m.

Ms. Margaret Clark introduced Mr. Mark Waronek, from the City of Lomita, who was appointed by the League of California Cities-Los Angeles Division, and Ms. Nicole Bernson who was appointed by the City of Los Angeles to be the alternate for Mr. Greig Smith.

II. APPROVAL OF MINUTES OF MAY 18, 2006

A motion to approve the minutes of May 18, 2006, was made. The motion passed unanimously.

III. COUNTY SANITATION DISTRICTS UPDATE ON MEASURE E-KEEP KERN CLEAN INITIATIVE

Mr. Michael Sullivan, from County Sanitation Districts, provided the update on Measure E, the ballot initiative that would ban the land application of biosolids in the unincorporated area of Kern County. Mr. Sullivan stated the initiative passed with 87 percent of the vote.

Mr. Sullivan provided a brief history of the biosolids issues in Kern County. He explained that biosolids facilities operated in remote, primarily agricultural areas. In 1999, an ordinance for a three-year phase-out of Class B land application was passed. Currently, there are only three operating biosolids land application sites. Within the last two years, there has been a fair amount of litigation, proposed ordinances, and State legislation, but not any concrete results. Measure E targets biosolids sites in the unincorporated areas of Kern County. Biosolids can still be taken to facilities located within incorporated cities.

The current members of Kern County's Board of Supervisors are opposed to biosolids. A discussion on the impact of where the City of Los Angeles and County Sanitation Districts will manage their biosolids ensued, which included the identification of the **existing facilities/sites in** Kings and San Bernardino counties as options in the discussion.

IV. UPDATE ON SUNSHINE CANYON LANDFILL

Mr. Martin Aiyetiwa stated that on June 7, 2006, the Los Angeles County Board of Supervisors (Board) overturned a County Regional Planning Commission decision and voted 3 to 2 in favor approving a replacement Conditional Use Permit for the operation of Sunshine Canyon Landfill by Browning Ferris Industries, Inc. (BFI). With this approval, BFI will be able to

operate Sunshine Canyon Landfill as a combined City/County landfill for a period of up to 30 years. The permit will also allow BFI to increase its daily tonnage from 6,000 tons per day to 12,100 tons per day in either City or County areas when the landfill is operating as a combined City/County landfill.

Among other things, BFI also agreed to the following terms in the new permit: to maintain the site's environmental control systems in perpetuity; establish a \$1 per ton fund for the benefit of the neighboring community; allot \$0.50 per ton for traffic mitigation studies; pay a fee of \$0.25 per ton for additional waste diversion programs in the unincorporated County areas; provide \$200,000 a year which will be used towards assisting the County for developing an alternative technology facility. The permit also includes a \$0.50 per ton fee for natural habitat mitigation. A lengthy discussion ensued regarding the **adequacy of the** permit's closure, **and** post-closure **and corrective action** requirements.

V. REPORT FROM THE CIWMB

Mr. Steve Uselton was not able to attend today's meeting and an update from the Waste Board will be provided at next month's meeting.

VI. LEGISLATIVE UPDATE

Mr. Siya Araumi provided status on the following Legislative Bills (see attachment):

- AB 1966-Introduced by Garcia

This Bill would allow electricity producing power plants that utilize various renewable energy resources to qualify for Capital Investment Incentive funds. However, the latest Bill amendment specifically deletes municipal solid waste conversion technologies from qualifying for this incentive.

A motion was made to send a letter of opposition unless the Bill is amended to include the conversion technology language. The motion passed, with Mr. Jay Chen abstaining.

- AB 2118-Introduced by Matthews

This Bill is a conversion technology "spot bill" and is now in the Senate Environmental Quality Committee. Staff will continue to monitor the status of this Bill, and update the Task Force.

THE SOUTHERN CALIFORNIA EMERGING WASTE TECHNOLOGIES FORUM

9:00 AM - 4:30 PM

THURSDAY JULY 27, 2006

UCLA COVEL COMMONS BALLROOM

FREE ADMISSION, REFRESHMENTS, & PARKING

Sponsored by:

*Los Angeles Mayor
Antonio Villaraigosa*

*Los Angeles Councilman
Greig Smith*

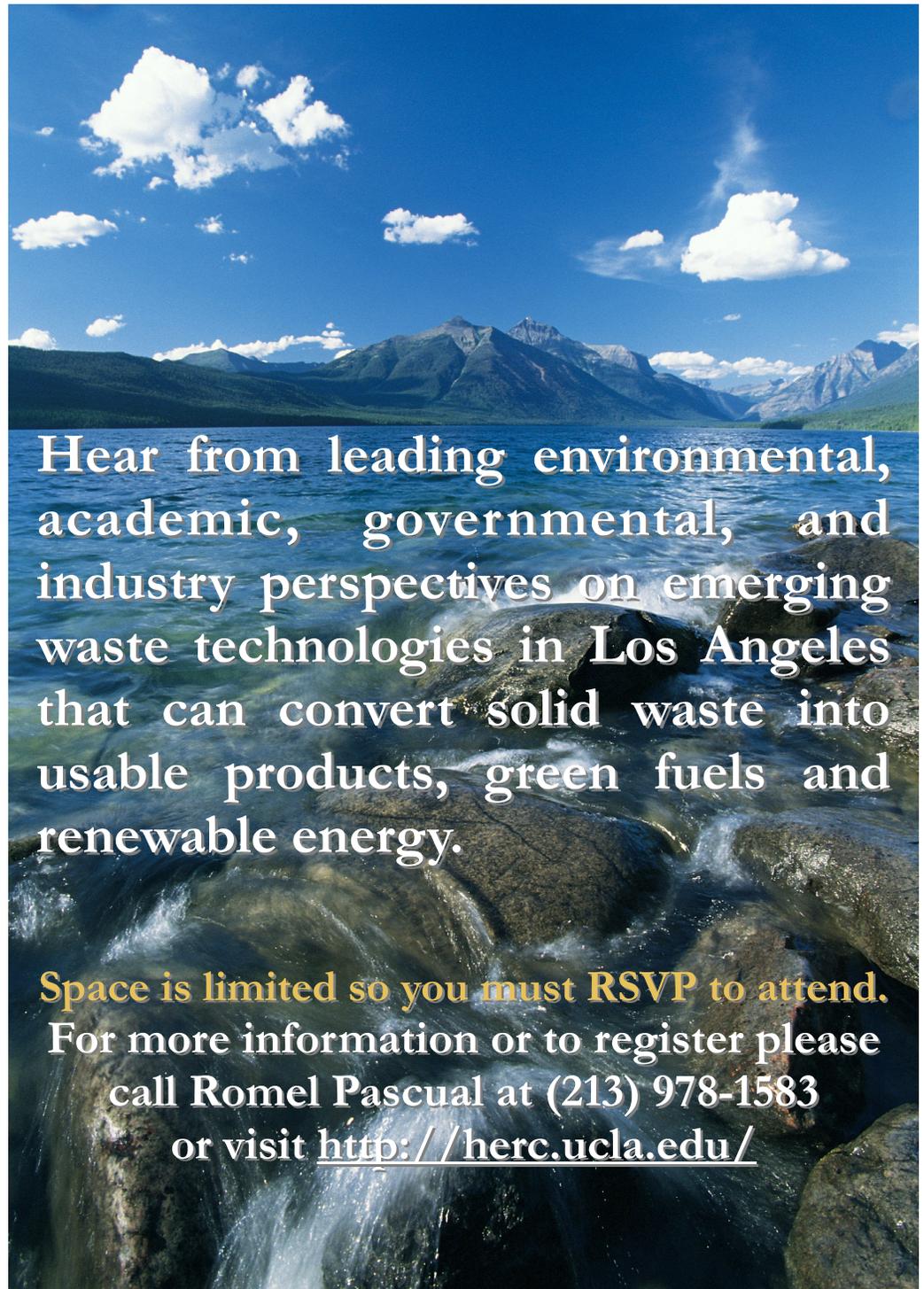
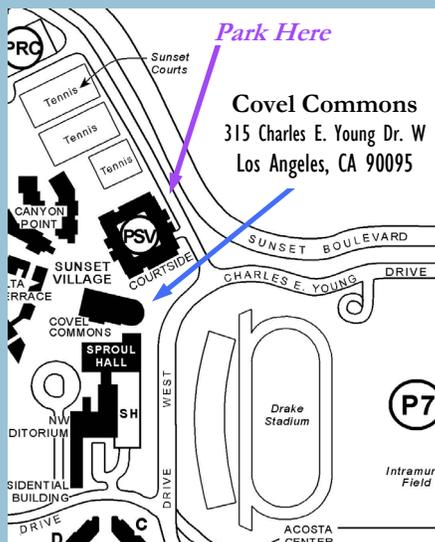
*California State Senator
Richard Alarcón*

*California Assembly Member
Cindy Montañez*

*The City of Los Angeles'
Bureau of Sanitation &
Environmental Affairs Dept.*

*Los Angeles County
Department of Public Works*

*UCLA
Hydrogen Engineering
Research Consortium*



Hear from leading environmental, academic, governmental, and industry perspectives on emerging waste technologies in Los Angeles that can convert solid waste into usable products, green fuels and renewable energy.

Space is limited so you must RSVP to attend.
For more information or to register please call Romel Pascual at (213) 978-1583 or visit <http://herc.ucla.edu/>



Dan Skopec
Acting Secretary

Air Resources Board

Robert F. Sawyer, Ph.D., Chair
1001 I Street
Sacramento, California 95812 www.arb.ca.gov



Arnold Schwarzenegger
Governor

TO: Dr. Robert Sawyer, Chair
Honorable Board Members

FROM: Catherine Witherspoon
Executive Officer 

DATE: June 5, 2006

SUBJECT: 2004 REPORT ON WASTE COLLECTION VEHICLE RULE

In 1998 the Board identified diesel particulate matter (PM) as a toxic air contaminant. Two years later the Board adopted a comprehensive plan to reduce the risk associated with diesel PM exposure 75% by 2010 and 85% by 2020. To achieve those goals the Board directed staff to develop several specific control measures. The trash truck rule, adopted in September 2003, was one of the first diesel control measures out the shoot. To ensure that the rule's innovative approach of retrofits, retirement and vehicle replacement was truly workable in the field, the Board directed staff to do extensive outreach and to report annually on implementation. The Board's adopting resolution and our report for the 2004 compliance year – the first full year the rule was in effect -- is attached.

The report contains very encouraging news. In 2004, waste hauling companies were required to bring 10% of their Group 1 trucks (1988-2002 model-year engines) into compliance. That amounts to 857 vehicles based on surveys showing 8570 such trucks in California. In reality, waste haulers had 3086 compliant Group 1 trucks by early 2005, a compliance rate of 35%. This was due to twenty companies taking advantage of the "early compliance" option that gave them two years grace (from December 2007 to December 2009) for final compliance if they cleaned up 50% of the Group 1 fleet by July 1, 2005.

Waste haulers also went beyond ARB projections with regard to using Level 3 retrofit devices (particulate traps which reduce diesel PM by at least 85%). Back in 2003, staff estimated that 12% of California's waste trucks would use Level 3 retrofit devices in 2004. In reality, the use of Level 3 devices was 22%.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Dr. Sawyer and Honorable Board Members
June 5, 2006
Page 2

With regard to engine replacement, staff predicted in 2003 that a mere 4% percent of the Group 1 trucks would, by the end of 2004, have the cleanest engines available (those emitting 0.01 gram per brake horsepower-hour of PM). The 2004 survey showed use of these engines in the fleet at 24%.

All in all, the 2004 compliance report show that the trash truck rule is working effectively and is stimulating companies to accelerate emission reductions.

For the 2005 report, staff has simplified the reporting process to make it easier for the waste haulers and generate more accurate information for ARB. Specifically, we provided on-line spread sheets that companies can fill out on the computer and electronically transmit to ARB. Staff has also conducted several workshops and other outreach to inform the waste hauling community about the rule and how it works. A web page on ARB's Internet site contains extensive information and includes staff contact numbers. Staff has assisted waste haulers by responding to hundreds of telephone calls and email questions and will continue to do so throughout the lifetime of the trash truck rule.

Attachments

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

AIR RESOURCES BOARD

FIRST ANNUAL UPDATE

SOLID WASTE COLLECTION VEHICLES

STATUS OF IMPLEMENTATION

June 2006

TABLE OF CONTENTS

I. INTRODUCTION.....	1
II. REGULATION SUMMARY	1
III. DEVELOPING USER-FRIENDLY GUIDELINES	2
IV. CONDUCTING OUTREACH.....	3
V. REQUESTS FOR COST INCREASES	3
VI. NORMAL IMPLEMENTATION SCHEDULE.....	4
VII. EARLY COMPLIANCE SCHEDULE	6
VIII. EFFECTIVENESS OF BACT	7
IX. ENFORCEMENT ACTIVITY	8
X. OTHER ISSUES – RECORD KEEPING AND REPORTING	8
XI. CONCLUSION	9

TABLES

Table 1. FEE INCREASES.....	4
Table 2. NORMAL IMPLEMENTATION SCHEDULE	5
Table 3. 2004 COMPLIANCE - GROUP 1	6
Table 4. 2004 IMPLEMENTATION STATUS – GROUP 1	7

APPENDICES

APPENDIX A	RESOLUTION 03-21
APPENDIX B	EARLY COMPLIANCE REQUEST LETTER
APPENDIX C	EARLY COMPLIANCE FLEETS
APPENDIX D	DOORJAMB LABEL EXAMPLES

I. INTRODUCTION

On September 25, 2003, the Air Resources Board (ARB or Board) adopted the Diesel Particulate Matter Control Measure for On-Road Heavy-Duty Residential and Commercial Solid Waste Collection Vehicles (SWCV). This regulation is designed to achieve significant reductions in toxic particulate matter (PM) emissions from solid waste collection vehicles. From 2004 through 2020, it is anticipated that this regulation will remove 1,130 tons of diesel PM from California's air.

The regulation's emission reductions are achieved through a variety of strategies. The main strategies include purchasing new trucks with lower emitting engines, equipping existing diesel trucks with ARB-verified PM control devices, and retiring or scrapping older trucks to remove them from the California fleet.

At the September 25, 2003 public hearing, the Board adopted Resolution 03-21 (see Appendix A), directing staff to provide regular updates on the progress of implementing the regulation. Specifically, the Board directed staff to develop user-friendly implementation guidelines within six months of the operative date of the regulation and to conduct outreach and educational activities with municipalities and owners of solid waste collection vehicles.

The Board also directed the Executive Officer to report annually through 2007, and biennially thereafter, on the effectiveness of the previous year's phase-in of the control measure. Resolution 03-21 stated that the report should give the status of best available control technology (BACT) used in the previous year to meet implementation deadlines, an estimate of the effectiveness of the BACT used, a survey of waste collection fleet owners to determine their success in negotiating with municipalities for rate increases to help pay implementation costs, and any other matters of significance in connection with the regulation.

It should be noted that much of the information in this report is drawn from surveys and telephone conversations and was not confirmed by in-field inspections. Due to the need for clarification and revisions, some of the information gathering concerning the 2004 Report stretched through 2005 and into early 2006. Information on developments in 2005 is currently being gathered and will be presented in a new report to the Board later in 2006.

II. REGULATION SUMMARY

The following points summarize the regulation:

- The regulation seeks to reduce PM emissions from the State's 11,000-13,000 solid waste collection vehicles.
- It applies to municipalities and private companies collecting solid waste for a fee.
- It applies to on-road waste collection vehicles greater than 14,000 pounds with model year 1960 to 2006 diesel engines.

- Compliance is phased-in from 2004 through 2010.
- Compliance requires use of ARB verified BACT.
- BACT includes diesel engines certified to the 2007 0.01g/bhp-hr PM standard; fitting existing engines with the highest emission reduction ARB approved control strategy that will work for a particular engine, and alternative fuel engines. Compliance strategies can also include retiring existing vehicles or reducing their usage to less than 1,000 miles per year.

III. DEVELOPING USER-FRIENDLY GUIDELINES

Development of user-friendly guidelines began even before the regulation was adopted. A Solid Waste Collection Vehicle webpage was created and posted on the ARB's website. This webpage was used to keep the wastehauling community and other interested parties informed of various meetings and workshops and to solicit input that helped shape the final version of the regulation.

Once the regulation was adopted the webpage was modified to become an outreach tool to inform and educate the wastehauling community on how the regulation works and how best to implement it. The various facets of the webpage (<http://www.arb.ca.gov/msprog/swcv/swcv.htm>) include:

- “Frequently Asked Questions” with answers to more than 40 of the questions most often asked by the wastehauling community.
- Fact sheets concerning the rule including one written in layman's language for general consumers.
- Regulatory documents and advisories.
- ARB contact with name, telephone number, fax number and email addresses.
- Sample reporting forms and documents.
- Meeting notices.
- Links to the ARB's verified control device page and other helpful pages.
- Presentations starting with the first workshops on the proposed rule, the presentation for the September 25, 2003 Board meeting, and presentations used in subsequent educational workshops.

Structure of the webpage and other items pertaining to outreach and education were decided with the help of a wastehauler working group made up of individuals from solid waste associations, individual wastehauling companies, government associations and private consultants. ARB staff met frequently in person and via conference calls with this group and individual group members during formulation of outreach policies.

IV. CONDUCTING OUTREACH

Educational outreach for the regulation began with a series of workshops soliciting public comments before the regulation was adopted. After adoption staff held a series of five implementation workshops in July and August of 2004 in El Monte, San Diego, Redding, Sacramento and Fresno. The mailing list of invitations to these workshops contained more than 700 addresses. The workshops from July 27 through August 12 were attended by more than 160 people. Staff also volunteered to make presentations at a variety of meetings held by other organizations around the state. These included presentations for heavy duty engine manufacturers, the State Association of Counties, natural gas organizations, wastehauler forums, and the Pacific Gas & Electric Company. Staff also placed articles about the rule in municipal and industry news letters.

In addition, staff fielded hundreds of telephone calls and emails to answer questions from individual wastehauling companies, industry groups, and emission control device manufacturers and installers and continues replying to telephone call and email questions. To summarize, staff has conducted and continues to conduct intensive outreach to the State's wastehaulers and municipalities operating their own waste collection fleets. Educational and outreach efforts have intensified since the regulation was adopted.

Outreach will continue in 2006 with more assistance to wastehaulers in how to keep and submit proper records on fleet compliance. In addition, staff will visit landfills and fleet terminals around the state to check for proper doorjamb labels, proper records and to see if retrofit devices are being properly matched to the engines for which they are verified.

V. REQUESTS FOR COST INCREASES

One of the greatest concerns expressed by wastehaulers was whether they would be able to get fee increases from the municipalities they contract with to recover the costs of implementing the rule. It was for this reason that ARB in April of 2004, sent a letter to the State's cities and counties pointing out that all Californians would benefit from the rule's PM reductions, and asking municipalities to work cooperatively with collection firms on the matter of rate increases to cover implementation costs.

Resolution 03-21 directed ARB staff to include the status of rate negotiations in the annual reports to the Board. Wastehaulers had various responses to the survey questions asking if they had been successful when requesting rate increases to cover implementation costs from the municipalities they contract with. Only four companies definitely stated they had requested fee increases to cover implementation costs from the multiple municipalities they contract with. The results of these requests were 24 cost increase approvals, seven denials, and seven decisions pending on other requests. Some of the rate increases will stretch over the entire seven-year implementation schedule of the rule, while others will be in force for the varying times covered by existing contracts.

Table 1. FEE INCREASES

Fee/Rate Increases for 2004 Requested From Municipalities		
Four companies requested 38 increases	24 approved	Cost increases run varying periods, depending on individual contracts
	7 denied	
	7 pending	

Other responses from wastehaulers included:

- Reluctance to disclose information because they did not want it known by competitors.
- Fear of asking for rate increases because it might mean losing contracts.
- Waiting until 2005 or 2006 to get a better view of implementation costs.
- Waiting until their current contracts run out before requesting rate increases.

Some wastehaulers also commented that their contracts call for increases based only on the Consumer Price Index while others said that some municipalities may agree to increases to cover part, but not all of the expenses associated with the rule.

VI. NORMAL IMPLEMENTATION SCHEDULE

Most of the State’s wastehaulers have chosen the normal implementation schedule to implement the rule. This schedule requires phased-in implementation from 2004 through 2010 divided between Group 1 (engine model years (MY) 1988-2002), Group 2a (fleets of 15 or more with engine MY from 1960-1987), Group 2b (fleets of 14 or fewer with engine MY from 1960-1987) and Group 3, (engine MY from 2003-2006). Fleets of one to three vehicles are allowed to postpone all compliance until the last year of each groups’ compliance schedule. The normal implementation schedule is shown in the following table:

Table 2. NORMAL IMPLEMENTATION SCHEDULE

Group	Engine Model Years	Percentage of Group to Use Best Available Control Technology	Compliance Deadline
1	1988 – 2002	10	December 31, 2004
		25	December 31, 2005
		50	December 31, 2006
		100	December 31, 2007
2a	1960 – 1987 (Total fleet ≥ 15 collection vehicles)	15	December 31, 2005
		40	December 31, 2006
		60	December 31, 2007
		80	December 31, 2008
		100	December 31, 2009
2b	1960 – 1987 (Total fleet < 15 collection vehicles)	25	December 31, 2007
		50	December 31, 2008
		75	December 31, 2009
		100	December 31, 2010
3	2003 – 2006 (Includes dual-fuel and bi-fuel engines)	50	December 31, 2009
		100	December 31, 2010

As shown above, the rule requires that wastehauling companies have 10 percent of their Group 1 vehicles in compliance by December 31, 2004. In addition, all SWCVs that fall within the scope of the rule were required to have doorjamb labels by the end of 2004. As part of the research for this report, ARB staff contacted more than 120 wastehauling companies and asked them to report on their implementation progress for 2004. Those reporting included the State’s largest waste hauling fleets. The information collected showed 8,570 Group 1 vehicles in the 120 fleets. Considering that there are about 12,000 vehicles in the statewide SWCV fleet, the 8570 Group 1 vehicles would be about 70 percent of the statewide fleet.

Wastehaulers reported using a variety of strategies to bring collection vehicles into compliance. These strategies included use of catalysts and particulate filters, fueling vehicles with 100 percent liquid natural gas (LNG) or compressed natural gas (CNG), and three fleets had a handful of vehicles (just over 100) that used PuriNOx, a diesel/water emulsion fuel. Many companies made some trucks backup vehicles, which are driven less than 1,000 miles per year and do not need to be retrofitted with BACT. They also retired some vehicles as part of their compliance strategy.

The rule has very specific requirements for a fleet owner to claim a vehicle has been retired. To be counted as retired, an owner must sell the vehicle to an entity outside of California, scrap it, or use it as a backup vehicle. These restrictions prevent double counting, where multiple owners in California would count a vehicle as retired by passing it on to another California owner. Staff questioned 14 private companies and four municipalities on specifics about what they had done with vehicles reported as retired. Seventeen reported that all their

retired vehicles had been disposed of in accordance with the rule. Many vehicles were scrapped while a few others were sold outside California. Some fleets allowed auction houses to dispose of vehicles after getting a signed agreement that the vehicles would not be sold for use in California. One municipality reported trading in four vehicles to a dealership in California and did not know what the dealership had done with the trucks.

Meeting the mandated 10 percent compliance goal for 2004 would have meant bringing 857 of the 8,570 Group 1 vehicles into compliance. However, waste hauling firms and municipalities in the group surveyed reported 3,086 compliant Group 1 vehicles, a compliance rate of about 35 percent. The following table shows the compliance strategies used for these vehicles.

Table 3. 2004 COMPLIANCE - GROUP 1

Group 1 Compliance	
Total Group 1 Vehicles:	8570
Liquefied Natural Gas:	534
Compressed Natural Gas:	195
Diesel Oxidation Catalyst:	1571
Diesel Particulate Filter:	682
PuriNOx:	104
Total Compliant Vehicles:	3086

The information in Table 3 on liquefied and compressed natural gas vehicles is a reflection of the total number of these vehicles the surveyed entities had in their fleets in 2004. Some of these trucks were purchased in 2004 to replace retired vehicles while others were already in the fleets prior to 2004.

One reason that the number of compliant vehicles shown in Table 3 greatly exceeds the 10 percent of Group 1 vehicles required to be in compliance in 2004 is that 27 fleets applied to use the optional early compliance schedule. Early compliance is discussed below.

VII. EARLY COMPLIANCE SCHEDULE

The early compliance schedule allows haulers to delay final implementation of their Group 1 fleets by two years (to 2009 rather than 2007) if they bring 50 percent or more of these vehicles into compliance by July 1, 2005. Of the 27 fleets notifying ARB of their intent to meet the early compliance requirements, 20 reported successfully completing the early compliance schedule.

There were more than 5,000 Group 1 vehicles among the fleets wishing to do early compliance. Of those 5,000 vehicles, fleets reported 2443 brought into compliance, with 1556 retrofits, 398 retired vehicles and 489 natural gas vehicles. Early compliance information is shown in the chart in Appendix C.

VIII. EFFECTIVENESS OF BACT

The SWCV Rule requires that solid waste collection vehicles use only ARB verified devices or strategies to reduce emissions. ARB's Retrofit Assessment Section has verified more than a dozen systems that might be used to reduce PM from waste collection vehicles as well one combination system that reduces both PM and nitrogen oxides, a precursor of ozone. One diesel/water emulsified fuel, PuriNOx, has also been verified as an approved control strategy for reducing PM emissions. The number of verified devices or strategies continues to grow.

BACT used on waste collection vehicles is rated Level 1, for a minimum PM reduction of 25 percent, Level 2 for a minimum 50 percent reduction and Level 3 for a reduction of at least 85 percent. Collection companies must use the highest BACT level that will work for a particular engine. In Table 2 the majority of Level 3 devices were diesel particulate filters while the majority of Level 1 devices were diesel oxidation catalysts. Level 2 was represented by three fleets running a total of 104 trucks on PuriNOx fuel, a diesel/water emulsion.

In developing the SWCV regulation, staff projected what strategies wastehauling firms and municipalities would use to bring their collection vehicles into compliance. These are shown in Table 4 along with the information on Group 1 vehicle compliance gathered in the surveys done for this report.

Table 4. 2004 IMPLEMENTATION STATUS – GROUP 1

BACT Use Anticipated	Level 1	Level 2	Level 3	Repowers	0.01 PM Compliant Vehicles
	30%	0%	12%	54%	4%
Actual Percentage*	51%	3%	22%	--	24%
Actual Numbers	1571	104	682	--	729

***Based on Survey**

As discussed in Section VI, about 35 percent of Group 1 SWCV have complied with the rule as of the end of 2004, compared to a minimum requirement of 10 percent. With respect to approvable used for compliance, SWCV operators have relied more heavily on retrofits and purchase of new trucks, and have not chosen to re-power existing vehicles, compared to staff's projections for Group 1. Also, noteworthy is the greater use of level 1 devices, which are less effective in reducing PM emissions. Field inspections are being made to verify that the use of less effective Level 1 devices was appropriate.

The annual warranty claims report for 2004 showed no reports of claims filed due to failure of verified emission control devices on SWCVs.

IX. ENFORCEMENT ACTIVITY

Since most of the rule's requirements did not come to full force until the end of 2004, there was scant enforcement activity in that year. However, this situation changed in 2005. Among other things, the rule requires that all collection vehicles have doorjamb labels by December 31, 2004. On January 26, 2005 ARB sent out an advisory reminding wastehaulers that labels were required on all SWCVs, no matter what the vehicle's compliance status. In June of 2005, an Enforcement Division inspection found that a Northern California wastehauling company did not have labels affixed to its waste collection vehicles. A total of 142 label violations were found and inspectors also found trucks that apparently violated ARB standards for excess smoke. A settlement conference to discuss these violations is currently pending.

ARB inspectors also did random checks at landfills around the State in May and June of 2005 and found labeling problems on 187 of 259 waste collection vehicles inspected. These vehicles did not have labels, had labels with incorrect information, or had them in locations other than the driver side doorjamb. Most of these cases were closed out when hauling firms moved quickly to correct the violations.

X. OTHER ISSUES – RECORD KEEPING AND REPORTING

It is not unusual for unforeseen issues to arise as implementation begins on a new regulation. The year 2004 was the first year of implementation for the rule. As implementation progress for 2004 was reviewed, staff became aware of outstanding issues that need continuing attention. Of these, record keeping and reporting was the most critical.

After requesting 2004 implementation information, ARB staff had to ask many wastehaulers to resubmit reports because their original submissions contained incomplete or inaccurate information. Some reports had to be resubmitted multiple times and in some cases wastehaulers never submitted complete information on their 2004 compliance efforts.

The most consistent reporting problem was a failure to give correct engine family names and/or diesel emission control device strategy names. This information is critical in determining if a verified emission control device has been properly matched with a correct engine. In some cases wastehaulers submitted information indicating that while they had used an ARB verified device, they had not matched the device with an appropriate engine. Work will continue to educate the wastehauling community on the proper way to keep fleet records and the proper way to submit fleet information to ARB.

XI. CONCLUSION

It is estimated today that there are approximately 12,000 collection vehicles on the road in California. As noted earlier, staff collected information for this report from 120 fleets, including the largest fleets in the State. The information showed that these 120 fleets were operating 8,570 Group 1 vehicles, or approximately 70 percent of the statewide SWCV population. Just over 3000 of those vehicles, or about 25 percent of the State's total collection vehicle fleet, were reported to be in compliance at the end of 2004. Compliance is well ahead of the schedule required by regulation. The remaining Group 1 vehicles and the others in Groups 2 and 3 comprise vehicles which must meet future compliance deadlines through 2010.

ARB staff will continue outreach to assure that all of the State's waste collection fleets are aware of the regulation and are moving toward compliance. In addition, enforcement activity will be stepped up against those fleets that are not in compliance.

Despite the expected problems that come with the first year of any new program, 2004 saw the Diesel Particulate Matter Control Measure for On-Road Heavy-Duty Residential and Commercial Solid Waste Collection Vehicles take an initial but significant first step toward reducing toxic PM from California's waste collection vehicle fleet.

APPENDIX A

RESOLUTION 03-21

State of California
AIR RESOURCES BOARD

Resolution 03-21

September 25, 2003

Agenda Item No: 03-7-2

WHEREAS, sections 39002 and 39003 of the Health and Safety Code charge the Air Resources Board (ARB or Board) with the responsibility for systematically attacking the serious air pollution problem caused by motor vehicles;

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the Board to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, in section 43000 of the Health and Safety Code, the Legislature has declared that the emissions of air pollutants from motor vehicles is the primary cause of air pollution in many parts of the state and, the state has the responsibility to establish uniform procedures for compliance with standards which control or eliminate those air pollutants, vehicle emission standards apply to new and used motor vehicles equipped with motor vehicle pollution control devices;

WHEREAS, sections 43013, 43101, and 43104 of the Health and Safety Code authorize the Board to adopt motor vehicle emission standards, in-use performance standards, and test procedures, which it finds to be necessary, cost-effective, and technologically feasible;

WHEREAS, section 43018 of the Health and Safety Code further directs the Board to endeavor to achieve the maximum degree of emission reduction possible from motor vehicle sources to accomplish the attainment of state ambient air quality standards by the earliest practicable date while the Board adopts standards and regulations that will result in the most cost-effective combination of control measures on all classes of motor vehicles;

WHEREAS, section 43101 of the Health and Safety Code directs the Board to adopt and implement emission standards for new motor vehicles for the control of emissions therefore, which standards the Board has found to be necessary and technologically feasible to accomplish the attainment of state ambient air quality standards, and which standards may be applicable to motor vehicle engines, rather than to motor vehicles;

WHEREAS, section 43102 of the Health and Safety Code provides that the Board shall not certify a new motor vehicle or motor vehicle engine unless the vehicle or engine meets the emission standards adopted by the ARB pursuant to part 5 of the Health and Safety Code under test procedures adopted pursuant to section 43104;

WHEREAS, section 43105 of the Health and Safety Code provides that no new motor vehicle or engine required under part 5 of the Health and Safety Code to meet emission standards shall be sold to the ultimate purchaser, ordered or delivered for sale to the ultimate purchaser, or registered in this state if the manufacturer has violated emission standards or test procedures and has failed to take corrective action, which may include recall of vehicles or engines, specified by the Board in accordance with its regulations;

WHEREAS, section 43700 of the Health and Safety Code declares that reductions of emissions from diesel powered vehicles, to the maximum extent feasible, is in the best interest of air quality and public health;

WHEREAS, on August 27, 1998, following extensive scientific review and public hearings, and consistent with the conclusions of the Scientific Review Panel and the Office of Environmental Health Hazard Assessment, the Board formally identified particulate matter (PM) emissions from diesel-fueled engines as a toxic air contaminant and on September 28, 2000 approved a plan to reduce risk from diesel pollution by reducing harmful PM emissions from diesel engines;

WHEREAS, Health and Safety Code section 39658 declares that the state board shall establish airborne toxic control measures for toxic air contaminants;

WHEREAS, the Board undertakes the control of diesel particulate emissions from solid waste collection vehicles as the first among a series of control measures undertaken pursuant to the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (the Plan) adopted by the Board on September 28, 2000;

WHEREAS, the Board undertakes reductions of diesel particulate from diesel engines and vehicles under the Plan as independent control measures for which the Board will separately and specifically consider appropriate technologies and approaches for control of the diesel particulate emissions that provide flexibility to reflect the nature of the fleets being regulated and any unique needs of the operator;

WHEREAS, section 39667 of the Health and Safety Code directs the Board to achieve the maximum possible reduction in public exposure to toxic air contaminants by establishing emission standards for vehicular sources, including new and in-use motor vehicles and fuels;

WHEREAS, section 43004 of Health and Safety Code provides that unless expressly exempted, the exhaust emission standards for gasoline powered motor vehicles shall apply to motor vehicles that have been modified or altered to use a fuel other than gasoline or diesel;

WHEREAS, the California Environmental Quality Act and Board regulations require that no project which may have significant adverse environmental impacts be adopted as originally proposed if feasible alternatives or mitigation measures are available to reduce or eliminate such impacts;

WHEREAS, the Board has considered the impact of this proposed regulatory action on the economy of the State;

WHEREAS, the Board finds that no alternative considered would be more effective, or equally effective and less costly, in achieving the regulatory objectives sought than the proposed regulations;

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of chapter 3.5 (commencing with section 11340), part 1, division 3, title 2 of the Government Code;

WHEREAS, the ARB staff conducted public workshops on June 26 and 28, 2001; September 4 and 5, 2001; February 26 and 28, 2002; and December 9 and 10, 2002, as well as public outreach meetings, on the new regulation;

WHEREAS, the Board finds, based on the information in the public record, including the staff report and technical support document, and testimony provided at the hearing, that:

1. Excessive diesel particulate matter emissions from solid waste collection heavy-duty diesel motor vehicles contribute significantly to serious air pollution in residential communities and the state, and are a significant source of toxic air contaminants, comprising approximately 70 percent of all toxic air contaminant emissions in California;
2. There are approximately 12,000 collection vehicles in California that will be covered by this regulation, not including collection vehicles powered by alternative fuels or gasoline;
3. The reduction in ambient particulate matter (PM) levels resulting from this rule will prevent an estimated 80 premature deaths from 2004 through 2020, at a cost per premature death prevented of \$900,000; compared to the U.S. EPA's present value of avoiding one death at \$4.2 to \$5.9 million, this rule is a very cost-effective mechanism of preventing premature deaths caused by diesel PM;
4. Cancer risk as a result of exposure to diesel PM from solid waste collection vehicles will be reduced from a high of about 31 cancer cases per million to about four cancer cases per million in the highest exposure areas;

5. Without this regulation, the baseline for diesel PM emissions from collection vehicles is expected to be 0.56 tons per day in 2010 and 0.17 tons per day in 2020;
6. With this regulation, diesel PM emissions from collection vehicles are expected to decline to between 0.18 and 0.28 tons per day in 2010 and to between 0.08 and 0.10 tons per day in 2020;
7. The adoption of this proposed measure would achieve up to 84 percent reduction in diesel PM emissions from collection vehicles in 2010, and up to 92 percent reduction in diesel PM emissions in 2020, relative to the 2000 baseline;
8. Other pollutants that will be reduced as a result of this regulation include hydrocarbon (HC), from 1.30 to 1.45 tons per day reduced, oxides of nitrogen (NO_x), from 3.1 to 6.5 tons per day reduced, and carbon monoxide, from 3.33 to 4.29 tons per day, in 2010;
9. The cost-effectiveness of this rule, based on the cost of compliance divided by the pounds of pollutant reduced is \$32 per pound of PM and \$1.79 per pound of HC plus NO_x, over a 17-year period;
10. The cost per household, assuming that the costs of compliance are passed on to solid waste collection customers, is estimated to be less than \$1.00 per year; and
11. The health benefits derived from the control of diesel PM are immediate and offset any possible adverse effect of: any ash cleaned from diesel PM filters, if determined to contain zinc or other elements in sufficient concentration to characterize the ash as a hazardous waste, may be disposed of as a hazardous waste pursuant to state and federal law; any increases in sulfate particulate caused by the use of diesel oxidation catalysts are minimized by the use of California low sulfur diesel fuel; and the disposal of diesel oxidation catalysts, if considered to be hazardous waste, is minimized by the usual practice of recycling catalysts for their precious metal content.

WHEREAS, pursuant to the requirements of the California Environmental Quality Act and the Board's regulations, the Board finds no feasible mitigation measures or alternatives that would further reduce any potential adverse environmental impacts exist, while at the same time ensuring that the long-term benefits of the program would be achieved;

WHEREAS, pursuant to the requirements of the California Environmental Quality Act and the Board's regulations, the Board further finds the considerations identified above override any adverse environmental impacts that may occur from adoption of the proposal and no significant non-air quality environmental impacts from the proposed regulation herein have been identified.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves proposed article 4, chapter 3, division 3, title 13, to be added to the California Code of Regulations, and sections 2020, 2021, 2021.1, and 2021.2.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to adopt article 4, chapter 3, division 3, title 13, California Code of Regulations, and new sections 2020, 2021, 2021.1, and 2021.2, with the modifications approved by the Board as set forth in Attachment A and such other conforming modifications as may be appropriate, after making the modified regulatory language available for public comment for a period of 15 days, provided that the Executive Officer shall consider such written comments as may be submitted during this period, shall make further modifications as may be appropriate in light of the comments received or as necessary to ensure consistency with the modifications approved by the Board, and shall bring any proposed changes to the Board for consideration if the Executive Officer believes this is warranted.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to develop user friendly guidelines for implementation and compliance within six months of the operative date of article 4, chapter 3, division 3, title 13, California Code of Regulations, and new sections 2020, 2021, 2021.1, and 2021.2, and to conduct outreach and education activities with municipalities and owners of solid waste collection vehicles.

BE IT FURTHER RESOLVED, that the Board intends and expects municipalities and service providers to work together to amend or renegotiate contracts as needed so that service fees reflect the service providers' costs for compliance with these regulations;

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer, annually in 2005, 2006, and 2007, and biennially thereafter as needed, to report to the Board on the effectiveness of the previous year's phase-in of the implementation of the control measure. The report may include all of the following, in addition to other information deemed necessary:

- Status of best available control technology utilized in the previous year(s) to meet implementation deadlines;
- An estimate of the effectiveness of the best available control technology used;
- A survey of rate-regulated owners and operators of solid waste collection vehicles and municipalities to determine the status of rate negotiations for the costs of implementing the mandated control measure.

I hereby certify that the above is a true and correct copy of Resolution 03-21, as adopted by the Air Resources Board.

Alexa Malik, Clerk of the Board

APPENDIX B

**EARLY COMPLIANCE
REQUEST LETTER**



Alan C. Lloyd, Ph.D.
Agency Secretary

Air Resources Board

Cindy K. Tuck, Chair
9480 Telstar Avenue, Suite 4
El Monte, California 91731 www.arb.ca.gov



Arnold Schwarzenegger
Governor

August 8, 2005

Mr. xxxxx
Address Block
xxx
xxx

Dear Mr. xxxxx:

Your company sent the California Air Resources Board (ARB) a letter stating your intent to do Early Compliance with your Group 1 (1988-2002) waste collection vehicles. ARB is now following up to see how many companies that stated intent to do early compliance were successful in meeting the early compliance deadline. Section 2021.2(f) of the Diesel Particulate Matter Control Measure for On-road Heavy-duty Diesel-fueled Residential and Commercial Solid Waste Collection Vehicles requires fleet owners to provide to ARB records pertaining to collection vehicle fleets, retrofitting and other strategies to meet implementation goals. Please provide to ARB the following information:

1. How many Group 1 (1988-2002) engines (vehicles) did you have in your total state-wide fleet on January 1, 2005?
2. How many of these Group 1 engines (vehicles) did you bring into compliance by July 1, 2005?
3. What did you do to bring them into compliance (sell, retire, retrofit, make back-up, etc?) Give the specific number of vehicles for which each compliance strategy was used.
4. For vehicles that were retrofitted, give the license plate number of each vehicle, the year and engine family of the vehicle engine, and what retrofit device or strategy was used, including the specific diesel emission control device strategy number, to bring the engine into compliance. Please be sure you give the correct engine family number and be specific as to the type of device and device strategy number used for compliance, including manufacturer name and name of device or strategy used on each vehicle engine.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Mr. xxxxx
Page 2
August 8, 2005

5. Have you requested a fee increase from the municipalities you contract with to help cover the cost of implementing this rule? If yes, what municipality or municipalities did you make the request of, have you been granted the increase in whole or part, been denied the increase, or is the request still pending?

Please provide this information to ARB no later than August 31, 2005. For more information contact Ms. Angela Iniguez, Air Resources Technician at (626) 575-6772 or email at ainiguez@arb.ca.gov.

Sincerely,

/s/

Mr. Richard Varenchik
Staff Air Pollution Specialist
Retrofit Implementation Section

cc: Ms. Angela Iniguez
Air Resources Technician
Retrofit Implementation Section

APPENDIX C

**CHART OF EARLY
COMPLIANCE FLEETS**

Group I Early Compliance Applications

Solid Waste Collection Company	Group 1 engines on 1/1/05	Group 1 engines implemented by 7/1/05 & implementation method used		Met Requirement?
Advance Disposal	21	3	3 Retrofitted	No
Allied (Pacific Waste Services)	111	60	48 Retrofitted + 12 Retired	Yes
Athens Services	121	33	Parked and LNG	No
Burrtec	286	53	44 Retrofitted, 8 Retired, 1 Non-Operational	No
CR&R Inc	264	129	129 Retrofitted	No
EDCO	204	104	96 Retrofitted + 8 Retired	Yes
EJ Harrison & Sons	51	27	27 Retrofitted	Yes
Gilton Solid Waste Management	32	16	16 Retrofitted	Yes
Industrial Waste & Salvage	11	6	5 Retrofitted + 1 Retired	Yes
Marin Sanitary Service	53	27	27 Retrofitted	Yes
Mill Valley Refuse Service	30	15	15 Retrofitted	Yes
Palo Verde Valley Disposal	14	7	7 Retrofitted	Yes
Rainbow Disposal	59	28	25 Retrofitted + 3 Retired	No
Republic Services	630	316	170 Retrofitted, 113 Retired, 33 LNG	Yes
San Diego, City of	101	51	4 Retrofitted + 47 Retired	Yes
Santa Paula, City of	7	4	4 Retrofitted	Yes
Sonoma Garbage	5	3	3 Retrofitted	Yes
South Tahoe Refuse	14	7	7 Retrofitted	Yes
South Tulare-Richgrove	4	1	1 Retrofitted	No
Specialty Solid Waste & Recycling	47	27	27 Diesel Replaced w/ CNG	Yes
Sunset Waste Paper	16	8	8 Purinox	Yes
Tahoe Truckee Sierra Disposal	19	2	2 Retrofitted and 8 on order	No
Turlock Scavenger	14	8	8 Retrofitted	Yes
Varnier Brothers	36	18	14 Retrofitted + 4 Retired	Yes
Waste Connections	181	95	94 Retrofitted + 1 Retired	Yes
Waste Management	2742	1390	794 Retrofitted, 181 Retired + 415 Natural Gas	Yes
Westside Waste Management	10	5	5 Retrofitted	Yes
TOTALS	5083	2443		
Total Retrofit -	1548			
Total Retired -	378			
Total Replaced, CNG, LNG -	475			

APPENDIX D

**DOOR JAMB
LABEL EXAMPLES**

Door Jamb Label Examples

REFUSE COLLECTION VEHICLE EMISSION SYSTEM INFORMATION
COMPLIANT
OWNER: Sanitary Scavenger Company
CONTRACTED TO: City of Santa Clarita
EMISSION CONTROL STRATEGY (ECS) NAME: CA/COM/2003/PM1/N00/ON/12345 *
INSTALLATION DATE: June 15, 2005

*ECS CA/MMM/YYYY/PM#/N##/APP/XXXXX

CA: California verified strategy

MMM: Manufacturer code, usually the company's initials

YYYY: Year of verification

PM#: Level of PM reduction (Level 1,2, or 3)

N##: Level of NOx reduction, if any

APP: Application or use such as stationary (ST), on-road (ON) or off-road (OF)

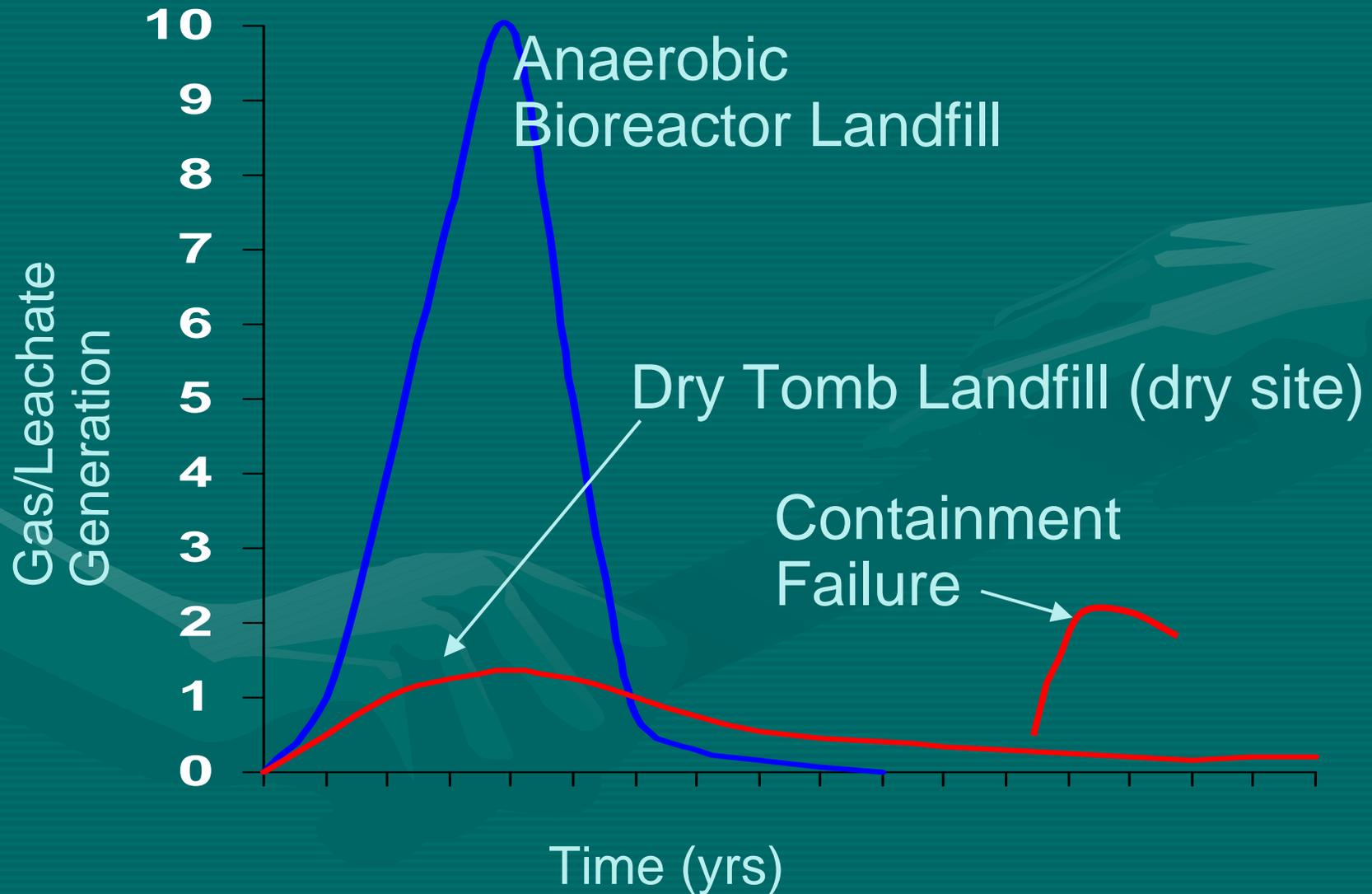
XXXXX: Alphanumeric code issued by the Executive Officer

REFUSE COLLECTION VEHICLE EMISSION SYSTEM INFORMATION
FUTURE COMPLIANCE
OWNER: Sanitary Scavenger Company
CONTRACTED TO: City of Santa Clarita
ENGINE MODEL YEAR: 2003
PLANNED COMPLIANCE DATE: 2006

REFUSE COLLECTION VEHICLE EMISSION SYSTEM INFORMATION
PLANNED RETIREMENT
OWNER: Sanitary Scavenger Company
CONTRACTED TO: City of Santa Clarita
ENGINE MODEL YEAR: 2002
PLANNED RETIREMENT DATE: 12/30/06

REFUSE COLLECTION VEHICLE EMISSION SYSTEM INFORMATION					
BACK UP COLLECTION					
OWNER: Sanitary Scavenger Company					
CONTRACTED TO: City of Santa Clarita					
MILEAGE AS OF JANUARY 1, 2005				37,000	
06	37,874	07		0	
				8	
09		10		1	
				1	

Landfill Decomposition



Longer-term Maintenance

- Current requirements are for PCM activities for a minimum of 30 years after closure and until the waste no longer poses a threat.
- FA demonstrations are only required for the first 30 years of PCM.

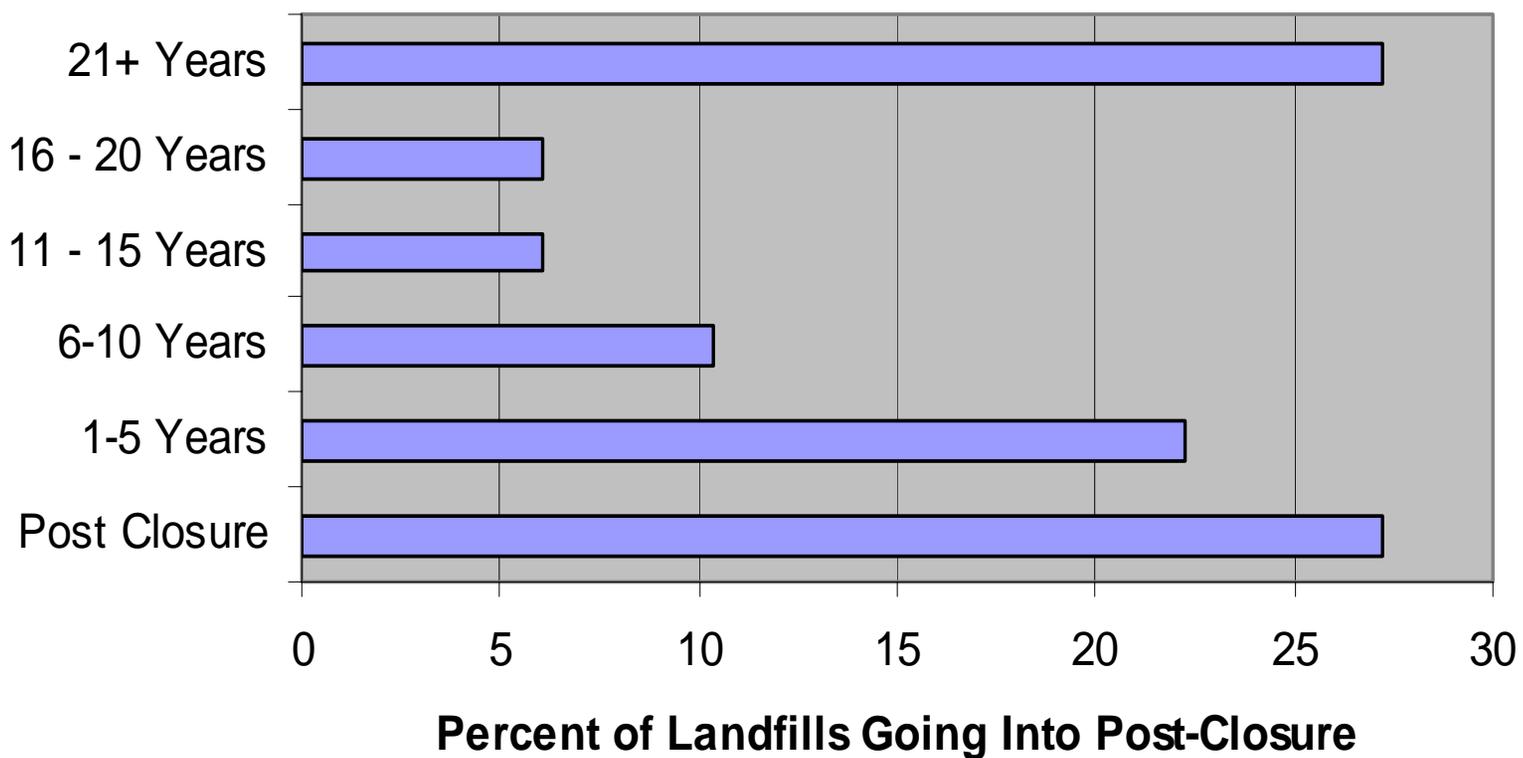
Longer-term Maintenance

- List of consensus items from working group meetings
 - Operators acknowledge responsibility for closed landfill continues until facility no longer poses a threat;
 - Operators with trust funds, enterprise funds, insurance policies fully expect to access the funds;
 - Recent construction cost inflation and increased competition for contractors has resulted in significant increases in costs, and;
 - Corrective Action costs and PCM Costs are sometimes interchanged resulting in difficult FA demonstration situations.

Longer-term Maintenance

- 282 solid waste landfill facilities within the State subject to FA requirements
- Longer-term PCM costs were analyzed to determine aggregate potential liability for “normal” PCM.
 - 116 landfills already in PCM
 - By 2021 the first landfill will exhaust its required PCM fund
 - By 2040 all 116 funds will have been exhausted

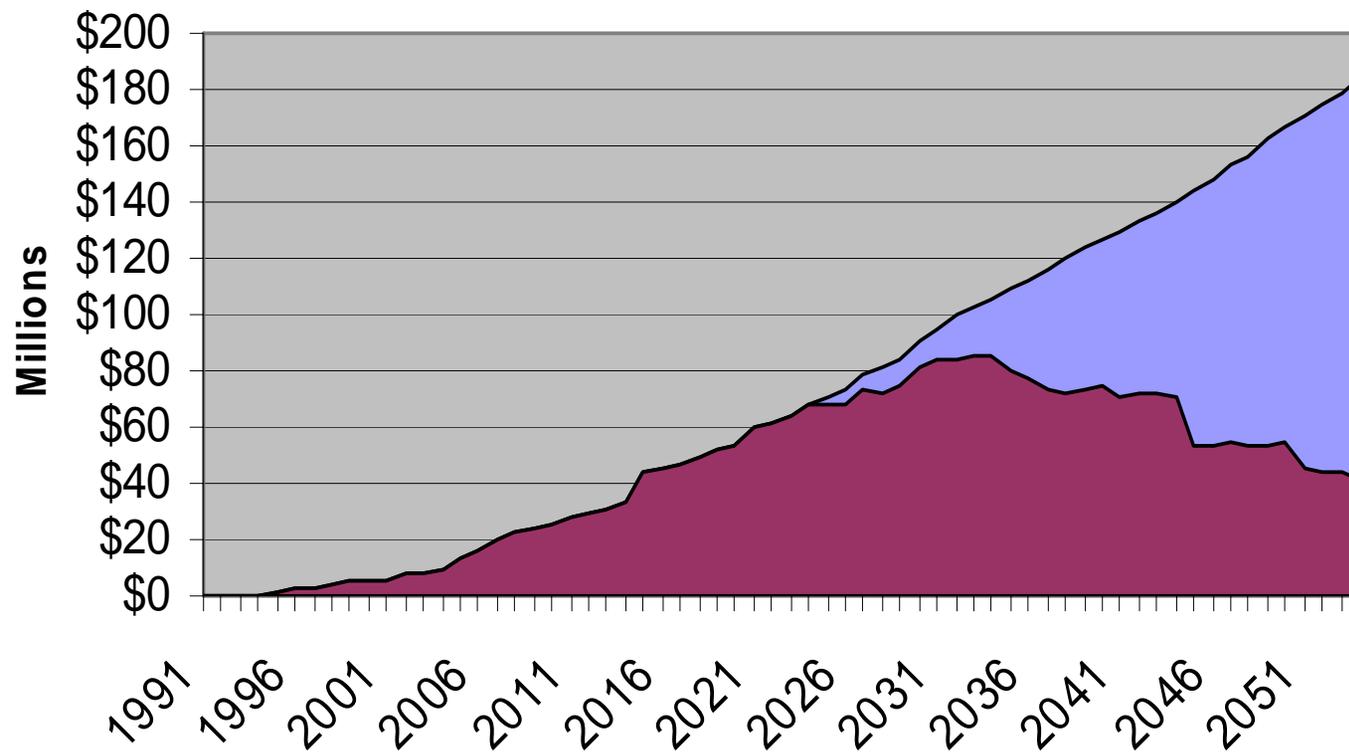
Distribution of California Landfills Entering Post-Closure Period



Longer-term Maintenance

- Net Present Value (NPV) of unfunded PCM liability for these 116 sites by 2040 is \$150 million ~ 85% publicly operated sites
- By 2054 the NPV of unfunded PCM costs for all sites in postclosure is more than \$600 million ~ 77% publicly operated sites

Assured (red) and Unassured (blue) Annual Post-Closure Liabilities (all sites)



Longer-term Maintenance

- Unfunded costs only represent the regular and expected annual PCM costs
- Unexpected costs - earthquakes, floods or flooding rains not represented
- Also not represented are the longer-term (post 30-year) repair and replacement costs of the landfill environmental control systems in place.
 - These costs expected to outpace current PCM for closed landfills

Lessons Learned from BKK

- Because of need to expend Board funds and to redesign closure project, several issues arose that, if addressed, could potentially limit probability of similar occurrence
 - Strengthen Board oversight over closure and PCM plans
 - Apply more Board focus and resources to review and approval of final closure projects tied to land use change and redevelopment
 - Consider allowing Solid Waste Disposal and Co-disposal Site (AB 2136) Program use for landfill closure activities

Lessons Learned from BKK

- Clarify and strengthen existing insurance FA mechanism
- Clarify and strengthen requirements for updating cost estimates, including:
 - better third-party cost estimates to include prevailing wages which would be required if the State implemented closure and PCM
 - consider use of different closure and PCM cost escalators

Proposed Rulemaking

- Should FA for PCM be extended > 30 years?
- If FA is required for greater than 30 years of PCM, what forms should it take?
- What else should be included in cost estimates for PCM and Corrective Action Plans?

Proposed Rulemaking

- Should FA for PCM be extended beyond 30 years?
 - Clarify FA requirements are for minimum of 30 years and must be maintained until waste no longer poses a threat.
 - Expand regulations to require preparation and submittal of known or reasonably foreseeable corrective action plans for all landfills
 - specify necessary elements, such as repair or replacement of major environmental control systems.

Proposed Rulemaking

- Clarify that closure, PCM, and corrective action cost estimates be based on costs State may incur
- Clarify that FA demonstrations for PCM must assure that funds are fully available upon request of Board, regardless of side-agreements
- Address other issues such as need for better inflation factors and contingencies on cost estimates

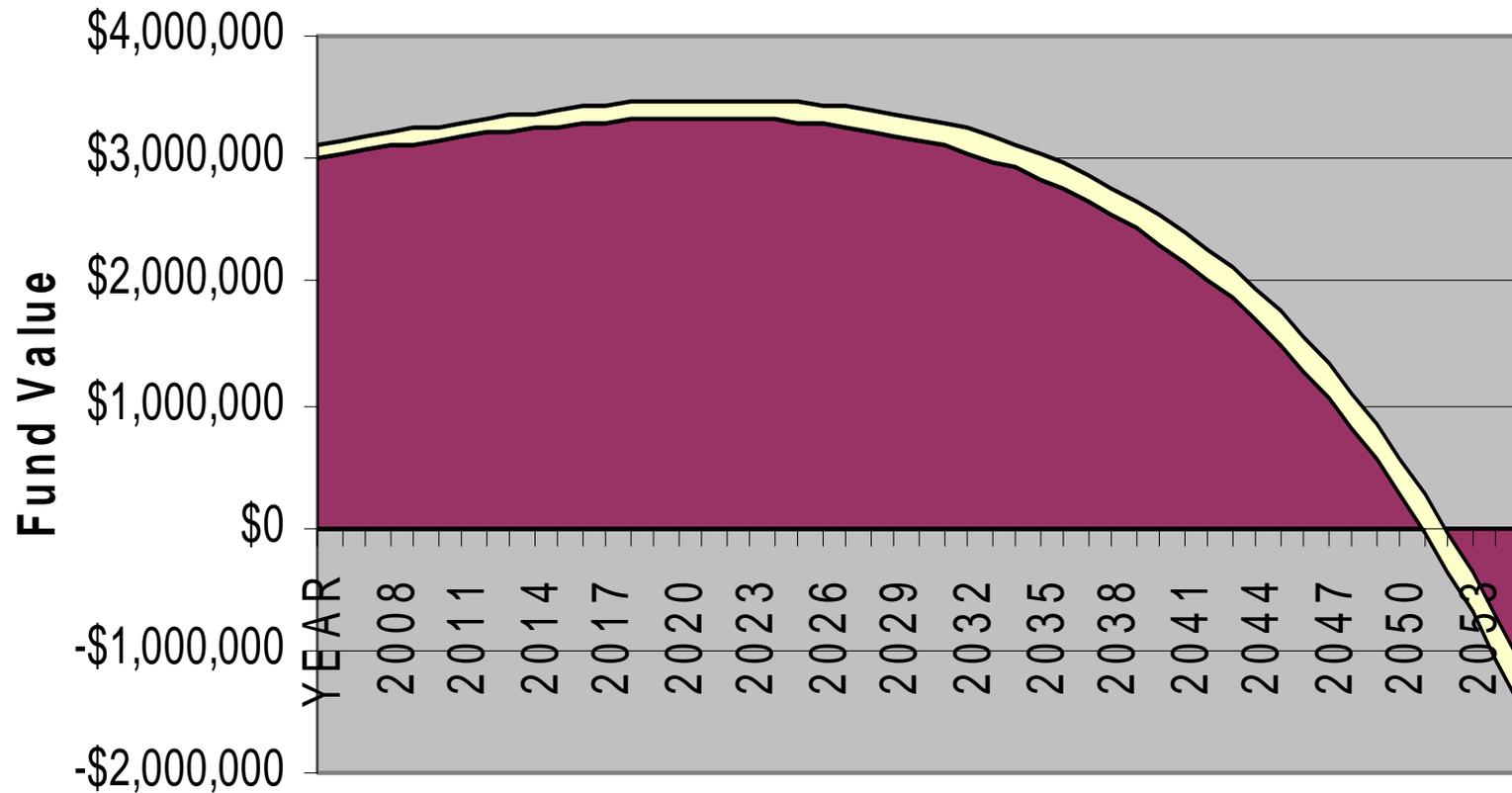
Proposed Rulemaking

- If FA is required for greater than 30 years of PCM, what forms should it take?
 - Minor modifications to current FA demonstrations like Trust Funds, Enterprise Funds, Pledges of Revenue
 - Minor modifications to Financial Means Tests
 - More extensive changes to Postclosure Maintenance Insurance

Proposed Rulemaking

- Trust Fund type FA demonstrations
 - Board has earned an average of 4.59% return on the Surplus Money Investment Fund (SMIF) since 1990
 - Calculated inflation rate over the same time-period has been an average of 2.46%
 - These two simple calculations leave an average net earning to the Board of only 2.13%
 - Not sufficient to provide maintenance of the facility well beyond 30 years

Postclosure Maintenance and Beyond



YEAR

Fund Value

Annual Expenses

Proposed Rulemaking

- Additional potential financial demonstrations are possible
 - Annuities
 - Insurance (Guaranteed Income Contract)
 - Combinations of mechanisms

Proposed Rulemaking

- Existing mechanisms (such as insurance, trust fund, means test, etc.) need further clarification
- Procedures for payment of premiums and payments from insurance policies need strengthening
- Current cost estimate inflation requirements need to better address current construction cost increases
- Closure and PCM cost estimates should be based on prevailing wage estimates

Proposed Rulemaking

- PCM cost estimate calculation should be amended to identify complete costs of PCM associated with actual operating facility
- Releases from FA demonstrations during PCM should be based on true expenditures
- PCM cost estimates should include contingency similar to closure cost estimate
- Board should obtain “as built” costs from operators to assist in evaluating adequacy of submitted estimates

Proposed Study

- Proposed Study of FA Mechanisms for Corrective Actions
 - A statewide requirement that all operators contribute to a pooled fund to provide for the longer-term care and/or corrective actions faced at closed facilities.
 - A statewide requirement that all operators purchase insurance coverage for any costs faced at the closed facility that are not already identified and otherwise insured to the State.

Green Building in Santa Monica

Los Angeles County IWMB
July 20th, 2006
Greg Reitz
City of Santa Monica



Why Support Green Building?



main source of natural resources
manufactured materials by year rate
used in buildings
California indoors
Indoor air pollution

Why Support Green Building?

Santa Monica Sustainable City Survey

- **Resource conservation** 69.9%
- **Environmental and public health** 83.3%
- **Transportation** 41.6%
- **Economic development** 38.1%
- **Open space and land use** 56.3%
- **Housing** 48.0%
- **Community education and civic participation** 32.7%
- **Human dignity** 59.7%

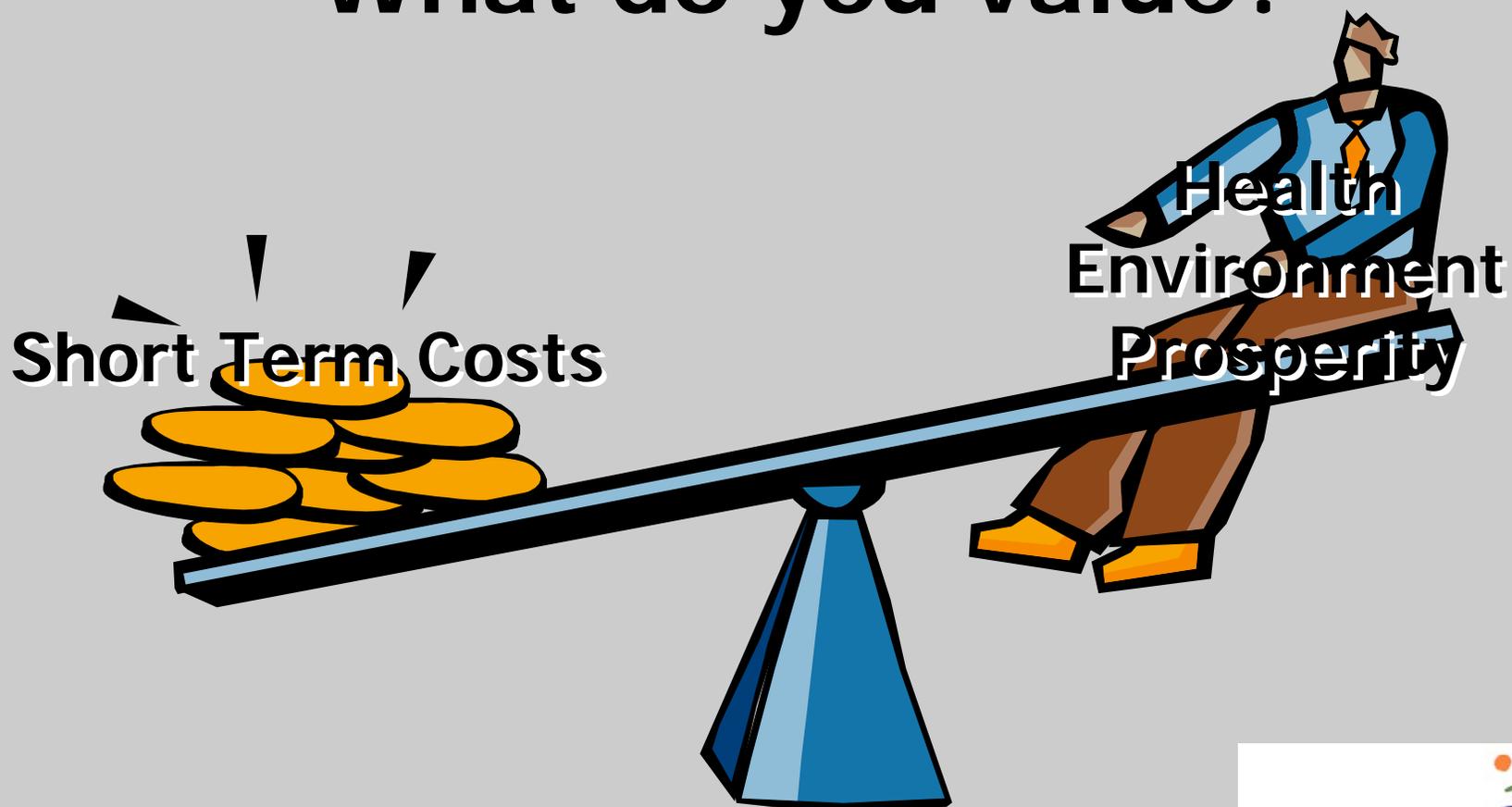
Why Support Green Building?

“I believe it is important that, in the future, our buildings are healthier, more resource efficient, and more environmentally friendly”

93% of Santa Monica Residents Agree

Why Support Green Building?

“What do you value?”



Green Building Model Program Elements

- **Regulation**
 - Raise standards and level playing field
 - **Lessons:**
 - plan for enforcement
 - consider effectiveness
- **Motivation**
 - Grants, rebates, expedited plan check, density bonus
 - **Lesson: Get what you pay for: start trend**
- **Facilitation**
 - Remove obstacles, educate plan check engineers
 - **Lesson: Get out of the way!**
- **Education**
 - Seminars, expos, tours, resources
 - **Lesson: determine target audience**

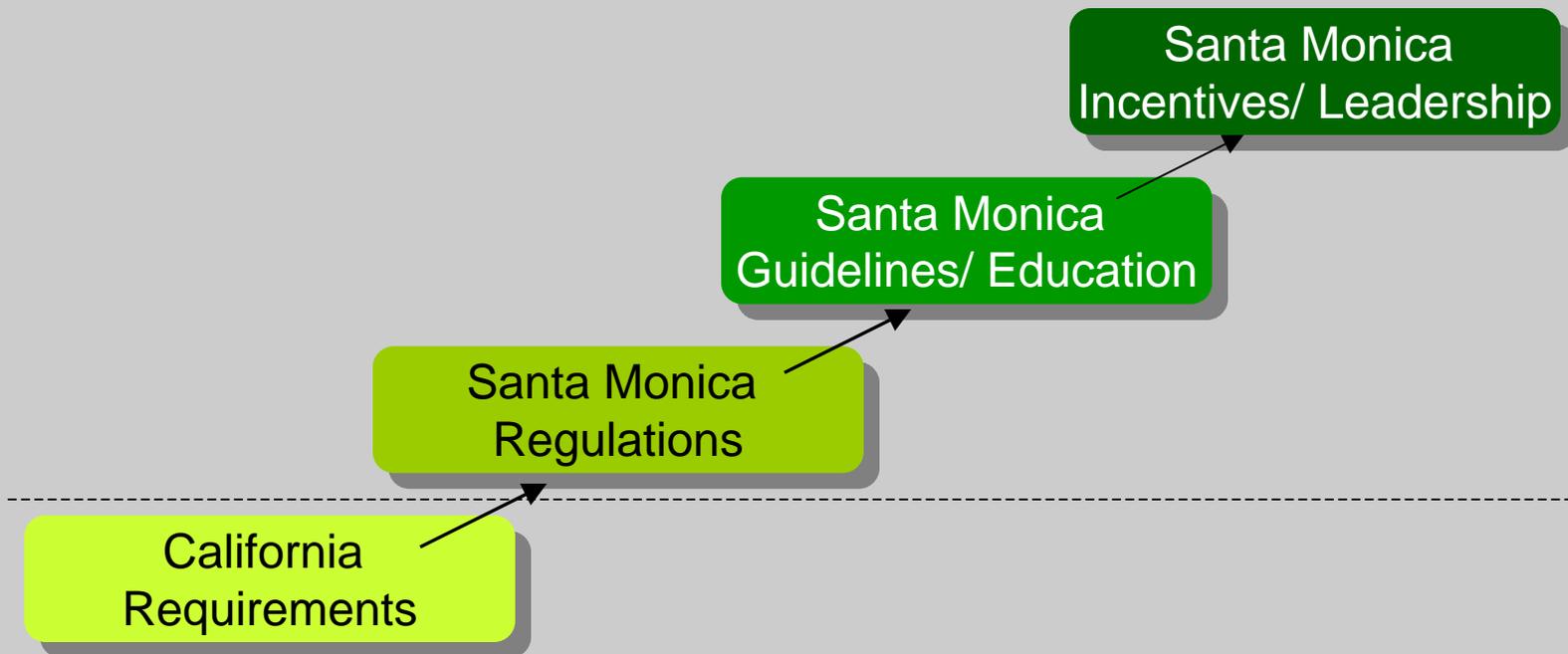
Green Building Model Program Elements

- **Lead by Example**





Shades of Green



Regulations

- Energy Performance Minimums
- Recycled Content in Major Building Materials
www.epa.gov/cpg/products.htm
- Construction and Demolition Waste Recycling



Target Source Energy Conservation Performance Standard (relative to 2001 Title 24)		
Building Occupancy:	Office	15%
	Retail	10%
	Hotels & Motels	15%
	Light Industrial	15%
	Multi-Family Residential < 3 stories	10%
	Multi-Family Residential > 3 stories	10%

Education

Green Building Resource Center

- Retail space 2218 Main Street
- In partnership with Global Green
- Samples, books, resources, case studies, referrals



Education

- **Annual Green Home Tour**
- **Annual Green Building Expo**
- **Fair and other outreach**



Guidelines

Contents

Search **GO!**
[Help](#) [Advanced](#)

[Green Building Requirements](#)
[Guidelines](#)
▶ [Introduction](#)
[Acknowledgements](#)
[What is a Green Building?](#)
[Why Green Design?](#)
[The Green Design Process](#)
[Green Design Strategies](#)
[Performance Ordinances](#)
[Using these Guidelines](#)
[Required Practices](#)
[Suggested Practices](#)
[Siting and Form](#)
[Landscape](#)
[Transportation](#)
[Envelope and Space Planning](#)
[Materials](#)
[Water Systems](#)
[Electrical Systems](#)
[HVAC Systems](#)
[Control Systems](#)
[Construction Management](#)
[Commissioning](#)
[Appendices](#)
[Site Map](#)

Water Efficient Irrigation - Microsoft Internet Explorer

Address: <http://greenbuildings.santa-monica.org/landscape/landscapelb.html>

Santa Monica Green Building Program

Conserve today, preserve tomorrow

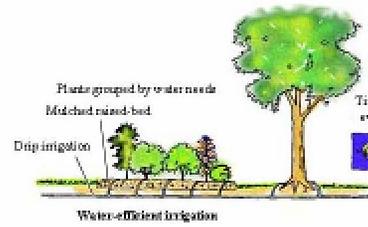


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Water Efficient Irrigation

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[Help](#) [Advanced](#)

[Green Building Requirements](#)
[Guidelines](#)
▶ [Introduction](#)
[Acknowledgements](#)
[What is a Green Building?](#)
[Why Green Design?](#)
[The Green Design Process](#)
[Green Design Strategies](#)
[Performance Ordinances](#)
[Using these Guidelines](#)
[Required Practices](#)
[Suggested Practices](#)
[Siting and Form](#)
[Landscape](#)
[Transportation](#)
[Envelope and Space Planning](#)
[Materials](#)
[Water Systems](#)
[Electrical Systems](#)
[HVAC Systems](#)
[Control Systems](#)
[Construction Management](#)
[Commissioning](#)
[Appendices](#)
[Site Map](#)

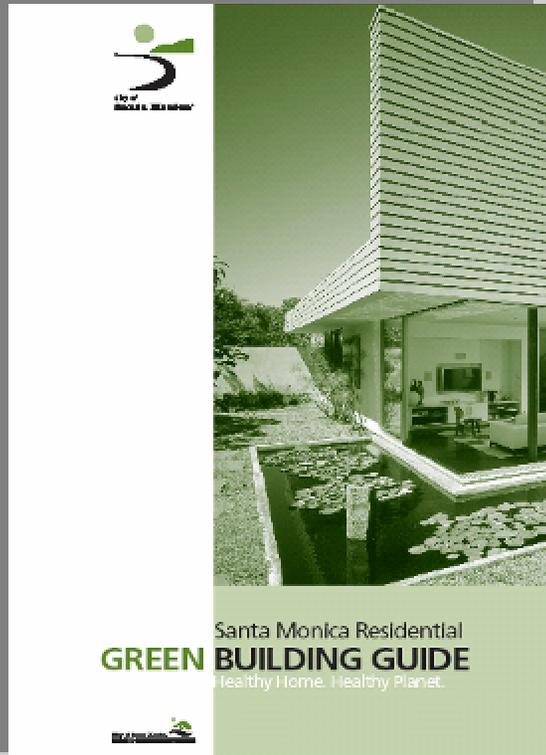


Plants grouped by water needs
Matched raised-bed
Drip irrigation

Water-efficient irrigation

Appropriate planting and efficient irrigation systems can reduce use by 50% to 70% and overall water consumption by up to 25%

- Group plants with similar water requirements on common precipitation heads and emitters.
- Use drip irrigation for trees, shrub beds and areas of no



GREEN BUILDING GUIDE
Healthy Home. Healthy Planet.

www.smgreen.org

Incentives



- \$20 – \$35 k for LEED Certification
- Up to \$5 k for innovative technologies
- Up to \$20 k for water efficient landscapes
- NEW: Expedited permitting for LEED registered buildings
- www.energytaxincentives.org
- Utilities: Savings by Design

LEED Mandate City Buildings

Main library



Public Safety Facility



Lessons Learned

- Financial incentives aren't enough
- Challenging submittal process
- Plan for enforcement

Successes

- Most LEED Certified Buildings per capita
- 686 new residential units and several commercial buildings built under green building ordinance
 - 1100 Tons of CO2/ year (equiv. 240 cars)
- 100 new visitors at Resource Center every month
- Residential green building guides flying off the shelves
- 15,000 visits to Green Building Website/month

Successes

Colorado Court



- 64 affordable SRO units downtown infill
- Net zero energy
- Naturally ventilated
- Recycled content
- LEED Gold
- AIA Top Ten Green Award

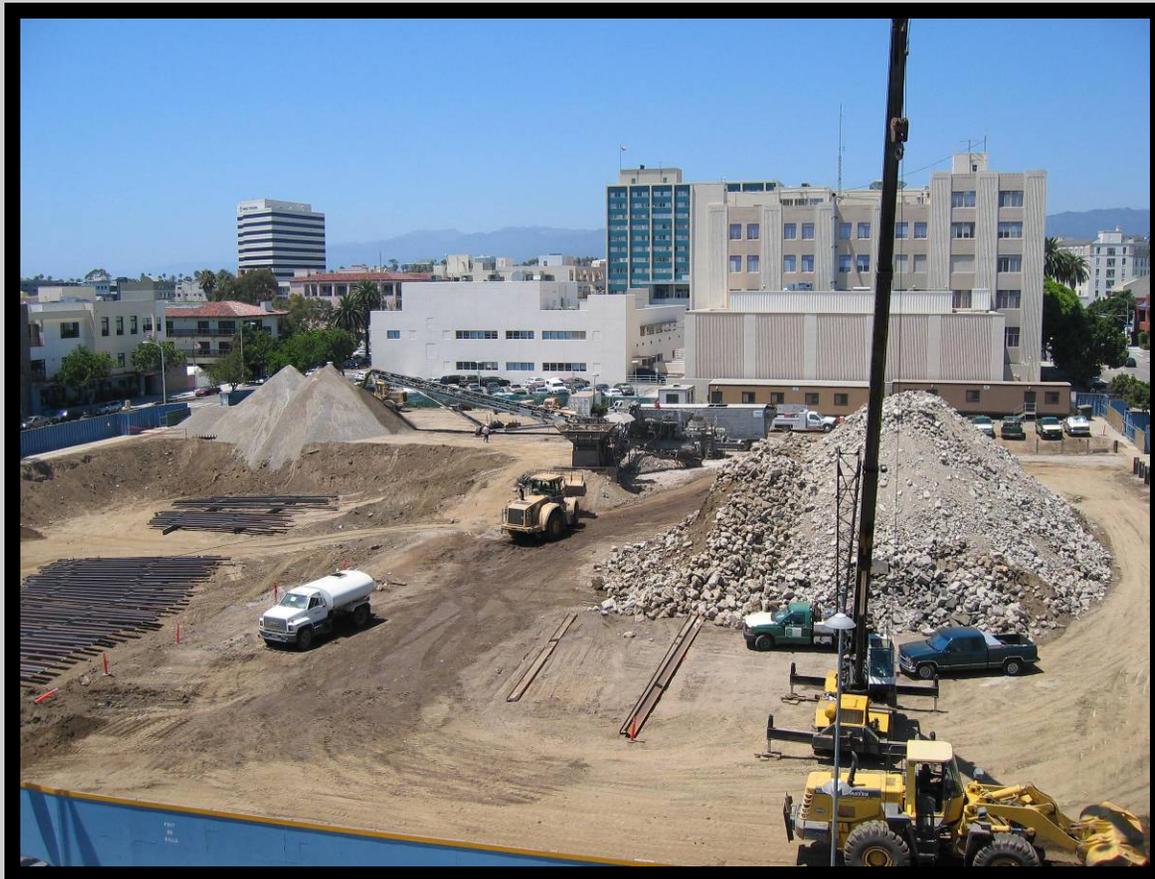
C&D Waste



C&D Waste



C&D Waste



C&D Waste



C&D Waste - Residential



C&D Waste - Residential



Future

- \$3 Billion California Solar Initiative
- LEED for Homes
- 2006 – Big Year for Municipal Green Building Programs

Contact

Greg Reitz

Green Building Advisor

City of Santa Monica

(310) 458-8549

greg.reitz@smgov.net

www.smgreen.org

www.smepd.org

Green Building and Integrated Solid Waste Management



Task Force Legislative Update -- July 2006

Environmental Impact of Buildings*

Buildings consume:

- Over 65% of total U.S. electricity consumption
- Over 36% of total U.S. primary energy use
- 12% of potable water in the U.S.

**Commercial and Residential. Source: U.S Green Building Council*

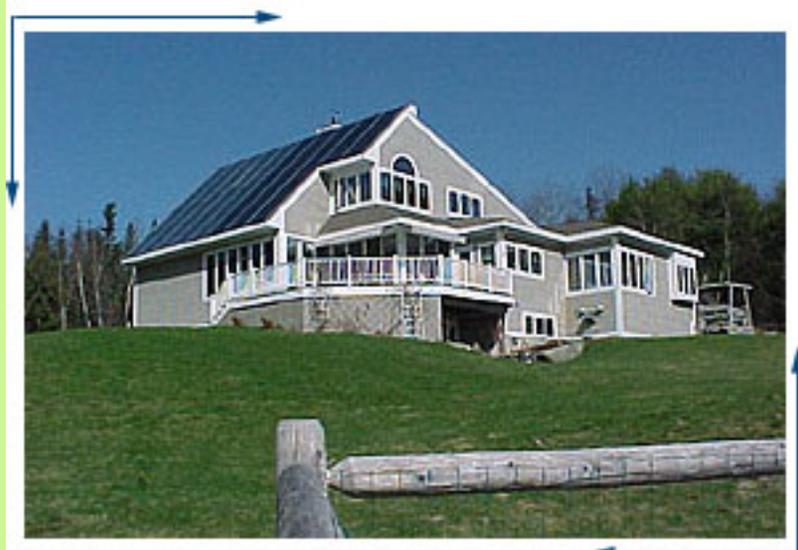
Environmental Impact of Buildings (continued)*

- Create 136 million tons of construction and demolition waste in the U.S (approx. 2.8 lbs/person/day)
- Consume 40% (3 billion tons/yr) of raw materials globally
- Produce 30% of total U.S. greenhouse gas emissions

**Commercial and Residential. Source: U.S Green Building Council*

What Is A Green Building?

❖ “Green Building” refers to construction design guidelines that emphasize responsible use of resources, including land, energy, water, and materials.



What Is A Green Building?



❖ Sustainable designs yield ongoing value and benefits, both economic and environmental.

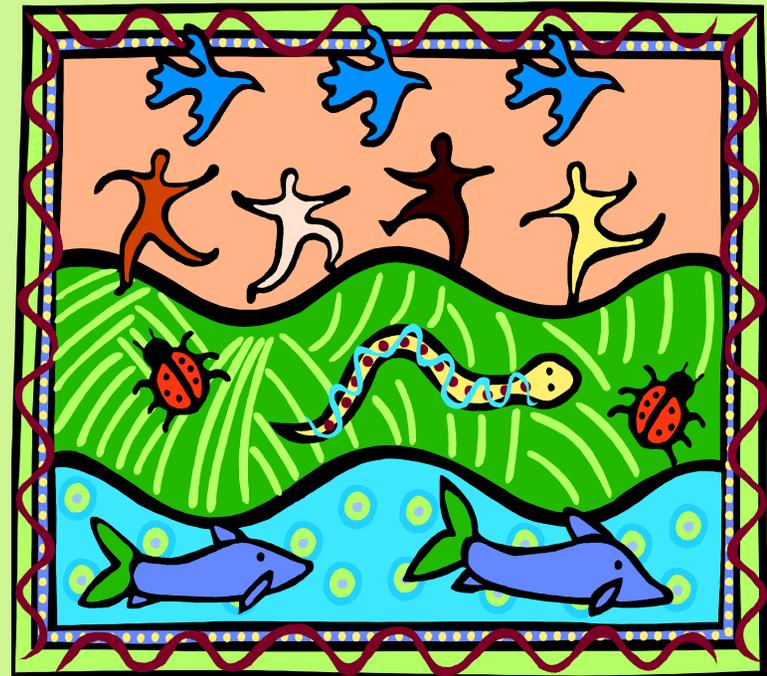
Why Build Green?

Building green lowers operating and maintenance costs, reduces liability, and improves occupant health, morale, and productivity. It also significantly reduces the environmental footprint of a building.



Green Building Impact Areas

- ❖ Water quality
- ❖ Air quality
- ❖ Environmental impact
- ❖ Resource Conservation
 - Materials
 - Water
 - Energy

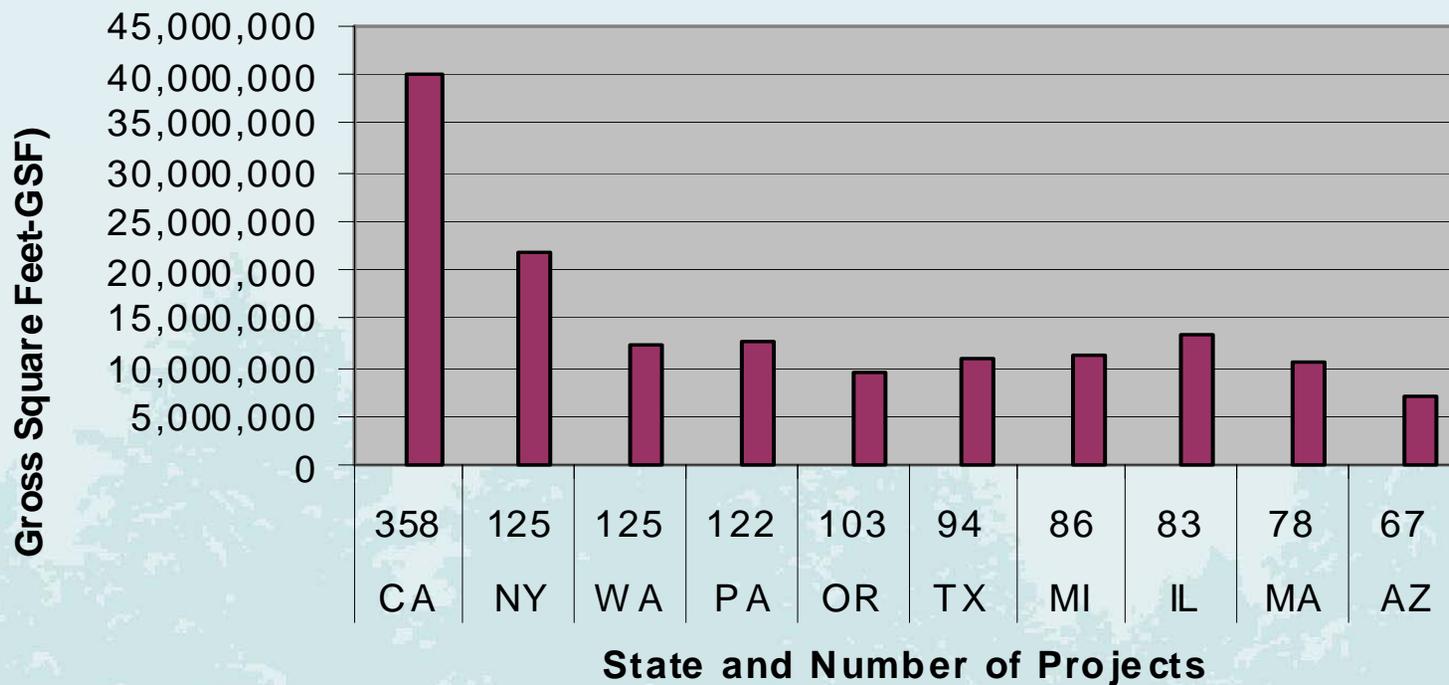


Green Building...

- Maximizes use of recycled and recyclable products
- Minimizes use of virgin material within the structure
- Minimizes resources used over the life of the building
- Maximizes C&D reuse and recycling at beginning and end of the building's life
- Promotes corporate stewardship

Green Building Projects

- Registered Projects by State - Top 10



As of 10.19.05

All statistics exclude pilot projects

Green Building Policies

The following cities in Los Angeles County have adopted Green Building policies (*partial list*):

- ❖ Los Angeles
- ❖ Long Beach
- ❖ Pasadena
- ❖ Burbank
- ❖ Santa Monica
- ❖ Calabasas
- ❖ West Hollywood
- ❖ Santa Clarita

Legislative Bills

- **AB 1337** would define “green building” and require the Waste Board to adopt green building standards for state buildings.

Legislative Bills

- **AB 2160** would require the Sustainable Building Task Force to define a life cycle cost assessment methodology to for “green building” design criteria.

Legislative Bills

- **AB 2878** would define “green building” and require the Waste Board to adopt green building standards for state buildings.
This Bill died in Committee.

Legislative Bills

- **AB 2880** would require the Waste Board to gather, analyze, and make publicly available green building information.

Legislative Bills

- **AB 2928** would require the Waste Board to develop voluntary green building guidelines for residential home construction.



Questions?



Task Force Legislative Update -- July 2006

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 32	Nunez and Pavley	Amended 6-22-06 In Senate Environmental Quality Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the State Air Resources Board (ARB) to establish a program to monitor and report on existing emissions and changes in emissions of greenhouse gases from sources identified by ARB, such as solid waste landfills. It would also require the Board adopt regulations, on or before January 1, 2008, to reduce statewide greenhouse gas emissions to 1990 emission levels by 2020.</p>	
AB 177	Bogh	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: Revises the definition of biomass conversion, as well as defines the term "biomass waste". It revises the definition of transformation to mean the incineration of mixed solid waste.</p>	Letter of Support in Concept sent 3-16-06
AB 259	Hancock	Chaptered 10-6-05	<p>Existing Law: State law allows counties to place a lien on a property if the owner fails to pay their trash collection fees owed to the County, but does not allow private haulers to do the same.</p> <p>Proposed Law: This bill expands the authorization of counties to attach liens to real property with delinquent solid waste collection bills to include solid waste collection services provided via franchise contract, permit, license or otherwise.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 338	Levine	Chaptered 10-7-05	<p>Existing Law: The CA Department of Transportation (Cal Trans) is required to award contracts for pavement using recycled materials (e.g., crumb rubber) only if the price for recycled materials is cost-effective.</p> <p>Proposed Law: This bill requires the amount of asphalt paving materials containing crumb rubber, on and after January 1, 2007, not to be less than 6.62 pounds of crumb rubber material (CRM) per metric ton and increase the amount to 11.58 pounds of CRM per metric ton on and after January 1, 2013, unless Cal Trans delays the implementation of these requirements, pursuant to a specified procedure.</p>	Letters of Support sent 8-25-04 and 3-16-05
AB 399	Montanez	Vetoed 10-07-05	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the Waste Board, by March 1, 2007, to make available one or more model ordinances for multifamily recycling. The bill would also require a local agency, when issuing a building permit for a new construction or a substantial rehabilitation of a multifamily dwelling to provide information on recycling programs.</p> <p><i>Previously</i>, this bill would have required the owners of new multifamily dwellings to arrange for onsite recycling services for residents.</p>	Letters of Opposition sent 5-19-05, 8-31-05, and 10-4-05
AB 574	Wolk	Chaptered 10-7-05	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would authorize the use of recycled concrete materials, if the user has been fully informed that the concrete may contain recycled concrete materials, and prohibit recycled concrete from being offered, provided, or sold to the Department of Transportation or the Department of General Services.</p>	Support if Amended, Letter sent 7-12-05

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 575	Wolk	Chaptered 7-18-05	<p>Existing Law: In 2003, the State enacted the Electronic Waste Recycling Act, which imposes a \$6 to \$10 fee on each Covered Electronic Waste (e.g., televisions, computer monitors, and laptops) sold at point of purchase.</p> <p>Proposed Law: The bill allows a retailer to pay the covered electronic waste-recycling fee (Fee) on behalf of the consumer by paying the Fee directly to the retailer's vendor.</p>	
AB 727	Bermudez	Died in Committee 1-31-06	<p>Existing Law: AB 939 established the following three-tiered solid waste management hierarchy (in order of priority): source reduction, recycling and composting, and environmentally safe transformation and landfilling.</p> <p>Proposed Law: This bill would require the Waste Board, in conjunction with the State Air Resources Board, to identify 6 solid waste facilities throughout the state that have an interest in testing biomass conversion technologies, and assist those facilities in obtaining a new or revised solid waste facilities permit in order to test biomass conversion technologies.</p> <p><i>Previously</i>, this bill would have expanded the waste hierarchy into the following four tiers: source reduction, recycling and composting, recovery through conversion technology (or other beneficial use technologies), and environmentally safe transformation and landfilling.</p>	Letter of Support in Concept sent 3-16-06
AB 1001	Nava	Vetoed 9-30-05	<p>Existing Law: Caltrans is required to award contracts for pavement using recycled materials (e.g., recycled aggregate base) only if the price for recycled materials is cost-effective. In determining cost-effectiveness, the following factors must be included: the lifespan and durability of the recycled pavement, and the cost to maintain the recycled pavement.</p> <p>Proposed Law: This bill would increase the maximum automobile dealer preparation charge from \$45 to \$55.</p> <p><i>Previously</i>, this bill would have required Caltrans to increase the amount of recycled aggregate base used.</p>	Letter of Support sent 5-19-05 and Clarification Letter sent 11-01-05

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 1007	Pavley	Chaptered 9-29-05	<p>Existing Law: Existing Law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and non-vehicular sources, including solid waste collection vehicles, solid waste facilities and other solid waste infrastructure.</p> <p>Proposed Law: This bill would require, no later than January 1, 2007, that the State Air Resources Board, in consultation with specified state agencies, develop and adopt a state plan to increase the use of alternative fuels in order to further reduce those emissions.</p>	
AB 1049	Koretz	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would encourage the placement of a label on specified packages or items informing the consumer that the package-item can be recycled through a substantial majority of California curbside recycling programs.</p>	
AB 1090	Matthews	Died in Committee 1-31-06	<p>Existing Law: AB 939 established the following three-tiered solid waste management hierarchy (in order of priority): source reduction, recycling and composting, and environmentally safe transformation and landfilling.</p> <p>Proposed Law: The act defines the term "transformation" as meaning incineration, pyrolysis, distillation, or biological conversion other than composting. The bill would revise the definition of the term "solid waste facility" to delete a gasification facility and would instead include a conversion technology facility as a solid waste facility.</p>	Letters of Support sent 3-30-05 and 11-01-05, Letter of Clarification sent 2-02-05

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 1103	Karnette	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require bicycle retailers to inform their customers that the State encourages the donation of bicycles to charitable organizations rather than disposal.</p>	
AB 1125	Pavley	Chaptered 10-06-05	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: The act would require, on and after July 1, 2006, a retailer would have in place a system for the acceptance and collection of used rechargeable batteries for reuse, recycling, or proper disposal, including take back at no cost to the consumer. The bill prohibits the sale of a rechargeable battery to a consumer after July 1, 2006, unless the retailer complies with the act.</p>	
AB 1193	Hancock	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This Bill would prohibit the mass mailings of CDs and DVDs for commercial purposes unless prior consent is given or a postage paid return mailing envelope is provided.</p>	Letter of Support sent 5-19-05
AB 1302	Horton	Amended 6-27-06 In Senate Appropriations Committee	<p>Existing Law: Under existing law, a regulation, amendment, or order of repeal adopted as an emergency regulation remains in effect for no more than 120 days unless the adopting agency complies with certain requirements.</p> <p>Proposed Law: The bill would extend to 180 days the maximum period of time a regulation, amendment, or order of repeal initially adopted as an emergency regulation would remain in effect. The bill would authorize the office to approve one re-adoption of an emergency regulation for a period not to exceed 90 days.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 1337 Related: AB 2160, AB 2878, AB 2880, AB 2928	Ruskin	Amended 6-20-06 Senate Appropriations Committee	Existing Law: Existing law sets forth various requirements for energy and design efficiency in construction and renovation in state buildings. Proposed Law: The bill would define the term "green building," require the Waste Board to adopt regulations for green building standards by January 1, 2008, and require a state building constructed or renovated on or after January 1, 2009, to meet these green building regulations. The Waste Board would be the lead agency, and this bill would likely require revisions to the building code.	
AB 1351	Vargas	Vetoed 2-23-06	Existing Law: Existing Law prohibits a state agency from issuing or enforcing any guideline or standard unless it has been adopted as a regulation and filed with the Secretary of State. Proposed Law: This bill would permit the San Diego County Regional Airport Authority to additionally issue notes, commercial paper notes, or any other type of obligation allowable by law. This bill would make legislative findings and declarations as to the necessity of a special statute. <i>Previously, this bill would have required the Office of Administrative Law, within 30 days after receiving a petition, to decide whether or not to consider the petition on its merits and would make this decision not subject to judicial review.</i>	Letters of Clarification sent 8-25-05 and 10-27-05
AB 1389	Oropeza	Died in Committee 1-31-06	Existing Law: It is a crime punishable by a fine to discard a cigarette, match, or any substance that may cause a fire. Proposed Law: This bill would increase the fine amounts for this offense.	
AB 1666	Frommer	Chaptered 9-22-05	Existing Law: Existing Law provides protections for members of the National Guard and reservists called to active duty. Proposed Law: This bill would provide protections for military personal called to active duty with respect to refuse bills, among other things.	Letter of Support sent 5-19-05

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 1688	Niello	Amended 5-26-06 In Senate Public Safety Committee	<p>Existing Law: Existing Law provides that certain persons who are not peace officers may exercise the powers of arrest and can serve warrants as specified.</p> <p>Proposed Law: This bill would authorize illegal dumping officers to enforce illegal dumping laws using the power to arrest and serve warrants.</p>	Letter of Support sent 7-06-06
AB 1866	Karnette	Amended 5-01-06 In Assembly Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would prohibit a state facility from selling, possessing, or distributing an expanded polystyrene food container on and after January 1, 2008, and require bidders to certify that various businesses involved in procurement will not sell, possess, or distribute an expanded polystyrene food container at a state facility.</p>	Watch
AB 1940	Koretz	Amended 6-14-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the Coastal Commission to convene a multi-agency task force for the purpose of implementing statewide marine debris reduction efforts.</p>	
AB 1966	Garcia	Amended 5-31-06	<p>Existing Law: Existing law established a capital investment program that authorizes local government to pay an incentive to specified manufacturing businesses.</p> <p>Proposed Law: This bill would include in those businesses a powerplant that produces electricity from one or more specified energy sources.</p>	Oppose Unless Amended, Letter sent 7-06-06

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 1992	Canciamilla	Amended 6-26-06 In Senate Environmental Quality Committee	<p>Existing Law: Existing law provides that a person who dumps garbage in or upon public or private property is guilty of a misdemeanor.</p> <p>Proposed Law: This bill would replace the term garbage with the broader term "solid waste", thereby assisting in the prosecution of such crimes.</p>	Letter of Support sent 3-29-06
AB 2118	Matthews	Amended 5-03-06 In Senate Environmental Quality Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This spot bill includes "intent" language to develop a definition for "conversion technology" and revises the definition of "composting facility" to include anaerobic digestion facilities.</p> <p><i>Previously, this bill would have:</i></p> <ul style="list-style-type: none"> • Exclude conversion technology facilities from being considered as nondisposal facilities and classifies them as solid waste disposal facilities. • Define "transformation" solely as incineration, and not include under that definition composting, gasification, or biomass conversion. • Repeal the current definition of "gasification" and revise the definition of "solid waste facility" to delete a gasification facility • Modify the waste hierarchy to include conversion technology as a beneficial use • Define conversion technologies as a beneficial use technologies • Provide jurisdictions the option to utilize conversion technologies in meeting AB 939's 50% waste reduction mandate provided specified conditions are met 	Letter of Opposition sent 3-15-06
AB 2127	Plescica and Tran	Introduced 5-03-06 In Assembly Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require both the Waste Board and the Water Board by July 1, 2007 to study and submit a report to the Legislature regarding environmental impacts caused by the disposal of used alkaline batteries in a landfill facility.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 2144	Montanez	Amended 6-08-06 In Senate Judiciary Committee	<p>Existing Law: The California Land Reuse and Revitalization Act of 2004 and Porter-Cologne Water Quality Control Act specify responsibilities of various State agencies regarding site cleanups.</p> <p>Proposed Law: Revises public participation procedures related to site cleanup proposals. Requirements include: providing notice of the proposed cleanup, timely access to written material, providing a minimum of 30 days to comment on the proposal, and conducting a public meeting in the vicinity of the site during the public comment period.</p>	
AB 2147	Harman	Introduced 6-27-06 In Senate Environmental Quality Committee	<p>Existing Law: Existing law requires all rigid plastic bottles and rigid plastic containers sold in the state to be labeled with a code that indicates the resin used to produce them.</p> <p>Proposed Law: This bill would prohibit a person from selling plastic food or beverage container that is labeled as biodegradable, compostable, or degradable unless at the time of sale the container meets current ASTM standards.</p>	
AB 2160 Related: AB 1337, AB 2878, AB 2880, AB 2928	Lieu	Amended 5-26-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the Sustainable Building Task Force in consultation with State entities to define a life cycle cost assessment methodology to be used when considering "green building" design criteria. The State Energy Resources Conservation and Development Commission would be the lead agency, and this bill would not directly impact the State building code.</p>	
AB 2202	Saldana	Amended 5-31-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: The bill would prohibit the sale of an electronic device in CA if it is prohibited from being sold in the European Union, effective January 1, 2010.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 2206	Montanez	Amended 3-27-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill requires local governments to report on their efforts to develop multi-family recycling programs in their annual report to the Waste Board. It also requires the Waste Board to make available one or more model ordinances for multifamily dwelling recycling and it requires owners and managers of multifamily dwellings to provide information and assistance to residents regarding recycling in multifamily dwellings.</p>	
AB 2211	Karnette	Amended 3-29-06 In Senate Appropriations Committee	<p>Existing Law: Existing Law requires the Waste Board to initiate a program for the cleanup of solid waste disposal sites and for cleanup of solid waste at co-disposal sites where no responsible party is available to pay for timely remediation.</p> <p>Proposed Law: The bill would authorize the Waste Board to fund for the cleanup of a publicly owned waste disposal site only if the Board determines that the public entity lacks resources or expertise to timely manage the cleanup itself.</p>	Watch
AB 2253	Hancock	Amended 5-25-06 In Senate Public Safety Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: The bill would authorize a court to impound a vehicle used to illegally dump waste for a time period of up to 6 months, until conviction of the assailant. Impounding the vehicle is dependent on the assailant being the registered owner of the vehicle or registered owner's agent, and has one or more prior convictions for illegally dumping waste matter or harmful waste matter.</p>	Letter of Support sent 3-29-06

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 2271	Koretz	Introduced 4-04-06 In Assembly Appropriations Committee	<p>Existing Law: The Rechargeable Battery Recycling Act of 2006 requires on and after July 1, 2006, a retailer to have in place a system for the acceptance and collection of used rechargeable batteries for reuse, recycling or proper disposal.</p> <p>Proposed Law: This bill would expand the current Rechargeable Battery Recycling Act to include all household batteries, and impose a fee of \$.10 on each non-rechargeable household battery distributed for sale in California to support development and operation of a household battery-recycling program.</p>	Letter of Support sent 5-02-06
AB 2296	Montanez	Amended 6-20-06 In Senate Appropriations Committee	<p>Existing Law: Existing Law requires a person owning or operating a solid waste landfill to submit evidence of financial ability in an amount that provides for closure and postclosure maintenance to be contained in the closure and postclosure maintenance plan to the Waste Board.</p> <p>Proposed Law: This bill strengthens State law to require owners/operators of solid waste landfills to provide for the facility maintenance in perpetuity or as long as the waste no longer poses a threat to public health and safety or the environment.</p>	Letter of Support sent 5-01-06
AB 2449	Levine	Amended 5-03-06 In Senate Environmental Quality Committee	<p>Existing Law: AB 939 requires every rigid plastic packaging container sold or offered for sale in this state, to include having a specified recycling rate.</p> <p>Proposed Law: This bill would require a store to establish an in-store recycling program that allows customers to return their plastic bags for free.</p>	Oppose
AB 2516	Tran	Introduced 2-23-06 Died in Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would exempt the processing of recycled material containing pentaBDE or octaBDE from state prohibition if the product is in compliance with applicable state and federal law, and is recycled on or before January 1, 2011.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 2734	Hancock	Introduced 2-24-06 In Senate Environmental Quality Committee	<p>Existing Law: AB 939 specifies a recycling rate for every rigid plastic packaging container sold or offered for sale in this state.</p> <p>Proposed Law: This bill would revise the definition of "source reduced container" to eliminate the obsolete reference to a rigid plastic packaging container for which the manufacturer seeks compliance as of January 1, 1995.</p>	
AB 2845	Bogh	Introduced 2-24-06 Died in Committee	<p>Existing Law: The existing California Beverage Container Recycling and Litter Reduction Act requires a distributor of specified beverage containers to pay a redemption payment.</p> <p>Proposed Law: This bill would increase the amount the Department of Conservation is authorized to expend annually to \$15,000,000 for payment for beverage container recycling and litter cleanup activities, and would increase the minimum payments to cities and counties to \$10,000 and \$15,000.</p>	Support and Amend, Letter sent 5-09-06
AB 2878 Related: AB 1337, AB 2160, AB 2880, AB 2928	Ruskin	Amended 3-28-06 Died in Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would enact the "Green" Building Act of 2006 and would require Waste Board by January 1, 2008, to develop and adopt regulations for green building standards for the construction or renovation of state buildings. The Waste Board would be the lead agency, and this bill would likely require revisions to the building code.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
AB 2880 Related: AB 1337, AB 2160, AB 2878, AB 2928	Lieu	Amended 5-30-06 In Senate Appropriations Committee	Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills. Proposed Law: Requires the Waste Board by January 1, 2008 in consultation with the California Energy Commission and other relevant state agencies to gather, analyze, and make available to the public information related to green building via the Internet. The Waste Board would be the lead agency, and this bill would not directly impact the State building code.	
AB 2928 Related: AB 1337, AB 2160, AB 2878, AB 2880	Laird	Amended 5-25-06 In Senate Appropriations Committee	Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills. Proposed Law: This bill would require the Waste Board by January 1, 2008 to develop, adopt, and make available voluntary green building guidelines for residential home construction. The Waste Board would be the lead agency, and this bill would not directly impact the State building code.	
AB 3001	Pavley	Amended 4-17-06 In Assembly Appropriations Committee	Existing Law: In 2003, the State enacted the Electronic Waste Recycling Act, which imposes a \$6 to \$10 fee on each Covered Electronic Waste (e.g., televisions, computer monitors, and laptops) sold at point of purchase. Proposed Law: This bill would provide that on and after July 1, 2007, a personal computer would be considered a covered electronic device and subject it to a \$6 at the time of the retail sale.	Letter of Support sent 5-02-06
AB 3056	Committee on Natural Resources	Amended 6-19-06 In Senate Rules Committee	Existing Law: The existing California Beverage Container Recycling and Litter Reduction Act requires a distributor of specified beverage containers to pay a redemption payment. Proposed Law: This bill temporarily allows the Department of Conservation to increase the refund value paid to consumers for recycled beverage containers until July 1, 2007.	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
SB 107	Simitian	Amended 8-25-05 In Assembly	<p>Existing Law: AB 939 requires the Waste Board and local agencies to promote waste management practices and to maximize the use of all feasible source reduction, recycling, and composting options.</p> <p>Proposed Law: Requires that all retail sellers of electricity procure at least 20 percent of the total electricity sold from eligible renewable resources by 2010, including facilities utilizing biomass.</p>	
SB 120	Florez	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires the Waste Board and local agencies to promote waste management practices and to maximize the use of all feasible source reduction, recycling, and composting options.</p> <p>Proposed Law: This bill would require a publicly owned treatment works to submit certification to the regional board that any sewage sludge transferred for disposal or processing meets the standards for any pollutants listed in the waste discharge requirements.</p>	
SB 151	Soto	Amended 6-19-06 In Assembly Public Safety Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would extend the school pedestrian-bicyclist safety program until January 1, 2008.</p> <p>Previously, this bill would have provided that any vehicle used to illegally dump or litter waste on public or private property may be impounded.</p>	
SB 227	Lowenthal	Died in Committee 1-31-06	<p>Existing Law: Existing Law authorizes a local government to specify the franchise or other system used to provide solid waste handling services.</p> <p>Proposed Law: This intent bill would address the application of local franchise agreements and related fees for solid waste handling services that are provided to state agencies and schools.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
SB 318	Romero	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would establish a Solid Waste Advisor office within the Waste Board. The office would be responsible to provide objective information to the public living near a proposed solid waste facility or a facility proposed for expansion.</p>	
SB 369	Simitian	Amended 6-20-06 In Assembly Appropriations Committee	<p>Existing Law: Existing Law authorizes the Waste Board to award grants to local governments utilizing rubberized asphalt concrete. This law is scheduled to sunset on January 30, 2006</p> <p>Proposed Law: This bill would extend the sunset date to June 30, 2010, and makes program enhancements to the rubberized asphalt concrete grant program.</p> <p><i>Previously, this bill would have required Cal EPA to establish a "Green Bear Eco-Label" program.</i></p>	Letter of Support sent 3-16-06
SB 411	Alarcon	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: The bill would require the Waste Board to develop a schedule for excluding solid waste used as an alternative daily cover, comprised of woody and green material from being included in meeting the State's 50% diversion requirements.</p>	Letter of Opposition sent 7-12-05

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
SB 420	Simitian	Amended 6-20-06 In Assembly Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill applies existing recycled-content requirements for paving projects undertaken by the Department of Transportation (Caltrans) to local government agencies and makes technical and clarifying changes to existing law relating to recycled content product purchases.</p> <p><i>Previously</i>, delete an erroneous reference to a "state agency" in the local public entity provisions regarding the procurement of recycled products.</p>	Letter of Opposition sent 5-19-05, regarding 3-25-05 version
SB 563	Alarcon	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This spot bill would establish a State certified green business program.</p>	
SB 757	Kehoe	Amended 2-27-06 In Assembly Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill Requires state agencies to reduce the growth of petroleum demand, increase vehicle energy efficiency, and increase the use of alternative fuels.</p>	

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2005-2006 SESSION
July 13, 2006**

Bill	Author	Status	Summary	Task Force Position
SB 926	Florez	Amended 3-21-06 In Assembly Rules Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: The bill would require that before a local initiative proposes to amend a city or county's general plan or zoning ordinance to allow the siting of a solid waste facility by ballot measure, an environmental impact report on the project must be prepared and certified pursuant to CEQA.</p> <p><i>Previously</i>, this bill would not prohibit the Kern County Board of Supervisors from adopting an ordinance to regulate or prohibit the land application of sewage sludge in the unincorporated areas of Kern County.</p>	Letter of Support sent 5-04-06 and Letter of Opposition sent 5-19-05
SB 928	Perata and Lowenthal	Amended 5-02-05 In Assembly Natural Resources Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: Requires an unspecified percentage of solid waste to be diverted on and after January 1, 2011</p>	Letter of Opposition sent 7-12-05
SB 942	Chesbro	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would impose a fee on each cigarette sold to fund cigarette litter cleanup efforts.</p>	
SB 1076	Perata	Died in Committee 1-31-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This spot bill relates to solid waste management.</p>	

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Bill	Author	Status	Summary	Task Force Position
SB 1106	The Senate Environmental Quality Committee	Chaptered 10-06-05	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would consolidate, update, and clarify existing recycling laws, eliminate duplicative provisions, and establish or restate recycling goals and reporting requirements of state agencies in accordance with specified timeframes.</p>	
SB 1305	Figueroa	Enrolled 6-28-06	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: The bill would prohibit a person on or after September 1, 2008, from knowingly placing home-generated sharps (hypodermic needles, syringes, or lancets) in various types of waste collection containers. This bill would also exclude home-generated sharps waste from the definition of medical waste.</p>	Letter of Support sent 7-06-06
SB 1345	Chesbro	Amended 3-23-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the CA Department of Transportation to increase the amounts of compost used in the state's highway landscape maintenance program, from 100,000 tons currently to 500,000 tons in 2007 and 750,000 in 2008.</p>	
SB 1511	Ducheny	Amended 5-26-06 In Assembly Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the State Air Resources Board, on or before September 1, 2006, to amend existing regulations to maximize the flexibility to use renewable fuels in the California transportation fuel market.</p>	

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Bill	Author	Status	Summary	Task Force Position
SB 1515	Kehoe	Amended 5-01-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the Waste Board to conduct a study in consultation with various agencies of the costs and benefits of expanding the operating hours of solid waste facilities as a means of reducing traffic congestion and enabling collection and transfer vehicle fleet operators to access the facilities during off-peak hours.</p>	
SB 1573	Alarcon	Amended 5-02-06 In Senate Appropriations Committee	<p>Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills.</p> <p>Proposed Law: This bill would require the Waste Board, by January 1, 2008, to issue a report that contains an update of the Preferred Packaging Procurement Guidelines, as published by the Board in 1994.</p>	
SB 1675	Kehoe	Amended 6-29-06 In Assembly Appropriations Committee	<p>Existing Law: The California Integrated Waste Management Act of 1989 requires the Integrated Waste Management Board and local agencies to promote waste management practices and to maximize the use of all feasible source reduction, recycling, and composting options.</p> <p>Proposed Law: The bill requires that diesel fuel contain at least two percent renewable diesel fuel beginning 2008, increasing to five percent by 2010. It provides the State Air Resources Board to provide an exemption if the ARB finds that the requirement adversely affects the state's ability to meet its alternative fuel goals.</p>	

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Bill	Author	Status	Summary	Task Force Position
SB 1778	Alarcon	Amended 5-01-06 In Senate Appropriations Committee	Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills. Proposed Law: The bill would require the Waste Board to develop a schedule for excluding solid waste used as an alternative daily cover, comprised of woody and green material from being included in meeting the State's 50% diversion requirements.	Letter of Opposition sent 5-01-06
SB 1835	Florez	Amended 4-18-06 In Assembly Appropriations Committee	Existing Law: AB 939 requires each city, county, and regional agency to develop a source reduction and recycling program and to divert 50% of all solid waste destined to landfills. Proposed Law: This bill prohibits an enforcement agency from proposing or submitting a solid waste facilities permit for a solid waste facility approved by a local initiative measure to the Waste Board unless the facility complies with all applicable local land use permit requirements and CEQA requirements.	Letter of Support sent 5-04-06
FEDERAL LEGISLATION				
S. 1607	Lautenberg	Introduced 7-29-05 In Senate Commerce, Science, and Transportation Related Bill H. 3577	Existing Law: Interstate Commerce Commission Termination Act of 1995 gives the federal Surface Transportation Board the authority to exempt rail operators from complying with state and local solid waste laws and regulations. Proposed Law: This bill would exclude solid waste disposal from the jurisdiction of the Surface Transportation Board.	Letter of Support sent 10-18-05
H. 3577	Menendez	Referred to the House Committee on Transportation and Infrastructure.	Same language as Senate Bill 1607.	Letter of Support sent 10-18-05