

# Countywide Siting Element Chapter 9 Revisions

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## FOCUS OF PRESENTATION

- Major Assumptions
- Major Revisions
- Next Step

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## MAJOR ASSUMPTIONS

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- Purpose of Chapter
  - Describe how jurisdictions in LA County may use the out-of-County disposal option to provide adequate disposal capacity during the 15-year planning period
    - ▣ Not unlimited out-of-County disposal capacity

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## MAJOR ASSUMPTIONS (Cont'd)

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- 15-year planning period for revised CSE
  - 2009 - 2024
- Disposal rate and assessment of disposal capacity need during the Planning Period
  - CSE Chapter 4
  - 2005 CSE Annual Report (AR)
  - Disposal Reporting System

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## MAJOR ASSUMPTIONS (Cont'd)

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- **Out-of-County Disposal Need (i.e. projected export)**
  - Year 2007 (today):
    - ▣ 7,500 tpd
  - Year 2013 (close of Puente Hills Landfill):
    - ▣ Approximately 18,000 tpd
  - Year 2020 (end of 2005 AR planning period):
    - ▣ Approximately 40,000 tpd

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## MAJOR ASSUMPTIONS (Cont'd)

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- **Out-of-County Disposal Need (i.e. projected export) – Cont'd**
  - Year 2024 (end of planning period):
    - ▣ **Status Quo**
      - At least 80% exported
    - ▣ **Best Case Scenario**
      - At least 40% exported

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## MAJOR ASSUMPTIONS (Cont'd)

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- Components of out-of-County Disposal Option
  - Out-of-County landfills
  - Transportation modes
  - In-County infrastructure
  - Solid waste import restrictions (facility and host jurisdiction)
- Out-of-County Facilities
  - Class III landfills
  - Other facilities

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## MAJOR ASSUMPTIONS (Cont'd)

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- Out-of-County Selection Criteria
  - Landfills located in California
    - ▣ See Chapter 9 preliminary draft
  - Landfills located outside California
    - ▣ See Chapter 9 preliminary draft

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## MAJOR ASSUMPTIONS (Cont'd)

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- Waste-by-Rail (WBR) System
  - CSD WBR system operational about 2013
  - CSD WBR system will not cover Puente Hills Landfill capacity (13,200 tpd)
  - Puente Hills MRF max permitted capacity
    - ▣ Intake: 4,400 tpd
    - ▣ Residual: 3,500 tpd

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## MAJOR ASSUMPTIONS (Cont'd)

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- Waste-by-Rail (WBR) System
  - Industry Intermodal Facility design capacity
    - ▣ Intake: 8,000 tpd
    - ▣ Trains: 2 trains per day
  - No Countywide WBR system in the foreseeable future
  - Other WBR systems may be feasible to establish in LA County for the right tipping fee

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## MAJOR ASSUMPTIONS (Cont'd)

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- Distance of Landfill Location
  - Datum point: DPW Headquarters
  
- Truck versus Rail Transport
  - 200 miles threshold for out-of-County landfill location
    - ▣ Under 200 miles – truck transport more economical
    - ▣ Over 200 miles – rail transport more economical

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## MAJOR ASSUMPTIONS (Cont'd)

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- Necessary In-County infrastructure
  - No solid waste stations with rail-loading capability
  - No rail-yards or rail-loading facility with solid waste handling capability
  - No inter-modal facility with solid waste handling capability, except CSD's Industry Intermodal Facility
  - List all permitted MRFs/TS, rail-yards, rail-loading, and inter-modal facilities, and show rail lines

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## MAJOR ASSUMPTIONS (Cont'd)

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- Out-of-County Disposal Strategy

- Short term (2009 – 2013)

- ▣ Waste-by-truck
    - ▣ Out-of-county landfills located less than 200 miles

- Mid-term (2013 – 2024)

- ▣ Add CSD WBR system
      - restricted by Industry Intermodal capacity to 8,000 tpd
    - ▣ Add Mesquite Regional and Eagle Mountain Landfill
      - restricted by Industry Intermodal capacity to 8,000 tpd

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## MAJOR ASSUMPTIONS (Cont'd)

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- Out-of-County Disposal Strategy (Cont'd)

- Long-term

- ▣ Add other LA County waste-by-rail systems
    - ▣ Add out-of-County landfills located over 200 miles but with rail access

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## MAJOR REVISIONS

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- Incorporated Subcommittee members previous comments
- Incorporated new and additional substantive information
- Incorporated new and additional assumptions
- Updated and added new facilities and facility information

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## MAJOR REVISIONS (Cont'd)

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- Added new tables, maps, fact sheets, and figures
- Separated discussion and information on out-of-County landfills located in California from those located outside California

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## MAJOR REVISIONS (Cont'd)

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- Shift in paradigm from 1997 CSE
  - Out-of-County disposal is now indispensable
  - Rely on waste-by-truck as the primary means (and WBR as secondary means) to access the out-of-County disposal capacity (even after CSD WBR system becomes operational) until a countywide WBR system is established

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## MAJOR REVISIONS (Cont'd)

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- Rearranged Table of Contents and added new Sections
- Deleted previously identified but now terminated solid waste station with potential rail-loading capability projects
- Listed and discussed all permitted MFRs/TS, rail-yards, rail-loading and inter-modal facilities in the County as the in-County infrastructure necessary to access out-of-County disposal capacity

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## MAJOR REVISIONS (Cont'd)

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- Modified landfill selection criteria
  - Make involvement in litigation not an absolute disqualification
  - Require rail access only for landfills located beyond 200 miles
  - For out-of-State landfills
    - ▣ Replace the term “mega landfill” with “major landfill”
    - ▣ Remove landfill site and disposal acreage requirement
    - ▣ Still focus on landfills with intake capacity of at least 6,000 tpd and life span of 50 – 100 years

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## NEXT STEPS

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- Incorporate Subcommittee comments
- Determine if “dot on the map” approach is allowable for out-of-County landfills in lieu of individual landfill maps
- Determine if a table summarizing fact sheet information is allowable in lieu of individual landfill fact sheet
- Continue to research and obtain missing landfill and facility information

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## NEXT STEPS (Cont'd)

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- Continue to research and verify waste import restrictions of the landfills identified
- Prepare and complete all remaining tables, maps, fact sheets, figures, etc
- Select final list of potential out-of-County landfills located both in California and outside California
- Resubmit draft to Subcommittee

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## QUESTIONS AND COMMENTS

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