

**Roy Moore Questions
February 2005**

1. Does IWMD have a long-term (through 2050) plan for waste disposal in Orange County and how does a Brea landfill extension fit that plan? (IWMD)

In 1998, IWMD began a strategic planning project to assess Orange County's existing waste disposal system capabilities and develop viable long-range solid waste disposal options for the County. This project was named Regional Landfill Options for Orange County, or RELOOC. The focus of the RELOOC project is to provide for the long-term solid waste disposal needs of the residents of Orange County for the next 40 years and beyond in the most safe and cost-effective manner. The County Board of Supervisors approved the RELOOC Strategic Plan in 2001. RELOOC includes the expansion of Olinda Alpha and Frank R. Bowerman Landfills as part of Phase I of the Plan.

Does the IWMD really plan to close the landfill? *IWMD plans to close Olinda Alpha when its elevation reaches 1415'. It is anticipated that this elevation would be achieved by approximately 2021, thus triggering landfill closure.*

If bio-cell technology becomes a reality, the life of the landfill could possibly be extended indefinitely. *Bio-cell technology is neither proposed nor permissible under regulations governing Olinda Alpha Landfill. While bio-cell technology does provide the potential to increase capacity at a landfill, Olinda Alpha has an impermeable clay liner rather than the synthetic flexible membrane liner (FML) required for implementation of bio-cell technology. Therefore, use of bio-cell technology is not feasible at this site.*

What is the real goal of IWMD? *The goal of IWMD as expressed in the RELOOC plan is to provide for the long-term solid waste disposal needs of the residents of Orange County for the next 40 years and beyond in the most safe and cost-effective manner.*

2. Since the land in Tonner Canyon proposed for an alternate road to the landfill is owned by the City of Industry: (RDMD)

A. If the City of Industry refuses to sell or grant use of their land for the road, does this make the alternate road a dead issue?

No. The County has the right to condemn property for public use within its jurisdiction. City of Industry owns property under the jurisdiction of the County of Orange.

B. Can the Orange County Board of Supervisors acquire this land through eminent domain?

Yes, the County has the right to condemn property for public use within its jurisdiction, however, as in the case of all condemnation efforts the County needs to demonstrate the public benefit is of superior necessity.

3. The 1997 EIR eliminated four possible routes for an alternative road due to landfill instability and an estimated cost of \$26 million. (RDMD)

A. Describe this road as to length, number of lanes, landscaping, bridges, underpasses, use for other purposes other than access to landfill, etc.

Length: 2 miles

Number of lanes: 3 lanes and shoulders

Landscaping: Landscape of graded slopes (hydroseed)

Bridges: A bridge is needed to cross Tonner Creek

Underpasses: Non anticipated

Other uses: Likely since there are other property owners along the access road

B. What was the basis for the \$26 million? Provide supporting data.

Cost estimates were done as part of the Project Report in 1994. The estimate at that time for a Tonner Canyon Road alignment was approximately \$20 million; however due to construction cost index annual adjustments, that estimate is probably \$26 million today. This cost could increase further due to more recent environmental mitigation requirements not in place in 1994.

4. As I understand the alternate road, it is a two-lane road to be used for ingress and egress to the landfill only. It would be closed when the landfill is not open and operating. Provide a budgetary and planning estimate for such a road and the estimating rationale. (RDMD)

To accommodate landfill traffic, an access road would need to be three lanes wide with shoulders due to topography/grade and safety factors. The access road would pass through properties not owned by the County. If these property owners, or others, depend on this road for access then the access road to the landfill would be a public road that could only be closed where it enters landfill property.

For the budgetary estimate please see 3B. above.

5. Would an alternate route create additional problems for Cal Trans on the 57 Freeway? (RDMD)

The existing geometry of the Tonner Canyon Interchange at the 57 Freeway would have to be modified to accommodate the trucks hauling to and from the Landfill. These are major modifications and would need to be coordinated and approved by Cal Trans. This would be a significant cost and it is not included in the \$26 million estimate.

6. The 1997 EIR states the alternative route is too unstable (earthquake fault, landslides) to support heavy trash trucks. (RDMD)

A. If this is so, how do we justify building the 57 Freeway and Brea Canyon Road through these same hillsides?

Although this area has significant geotechnical and contamination problems, an access road can be built. These challenges would be addressed and mitigated through project environmental documentation, however project mitigation would likely increase the project cost considerably. Some of these costs are included in the budgetary estimate but in most cases initial estimates tend to be low. As more precise information is developed during the design phase of a project the project cost estimate generally goes up.

B. Wouldn't increasing the height and width of the landfill create greater weight and stress on this same "unstable" land? (IWMD) (RDMD)

Increasing the height of the landfill may cause additional weight at the landfill bottom; however, impacts due to these additional forces are mitigated with proper engineering and design of the landfill. In addition, changes to the landfill would be considered in the design of the access road and would be mitigated as necessary, likely with a higher cost factor.

7. Provide an aerial map of the hillsides from La Habra Heights through Brea to Yorba Linda highlighting the Wildlife Corridor. (IWMD)

Attached is a map titled Open Space in the Puente-Chino Hills Wildlife Corridor prepared by Hills for Everyone.

8. Opponents of the alternative road claim that this road would destroy the hillsides. What does this mean? (RDMD)

A. The road would be an eyesore destroying the esthetics of the hillsides? How so, if the road is built in a canyon and not visible to the surrounding areas?

The environmental documents address project impacts and proposed mitigations. An access road constructed in Tonner Canyon would require cuts and fills that might cause temporary visual impacts. Possible mitigations that could be evaluated in the environmental documentation to mitigate the adverse visual impacts to the disturbed areas would be to landscape the graded slopes. This may result in additional costs.

- B. The road would open the area up to housing development, which would cover the hillsides. How so, if it is a single purpose road only to service the landfill?**

The County, except for easements necessary to construct the road, does not own the land that the access road is built on. The road would also provide access to property in this area. Any new development in this area would be subject to the General Plan and Zoning Codes of the Unincorporated County of Orange and the City of Brea.

- C. Couldn't the MOU require the road's removal after landfill closure in 2021?**

To the extent other existing property owners utilize a road for access it would be considered a public road. The MOU could require the access road be closed where it enters the landfill property.

- 9. Opponents claim the alternative road would increase Brea's traffic problems by opening a corridor to Diamond Bar and Chino. (RDMD)**

The access road to the landfill that was studied in the 1994 Project Report would not provide an alternate route to Brea from Diamond Bar or Chino. It was studied solely for access to the landfill. To open a corridor would require an additional connection to Valencia Avenue and/or to Diamond Bar, and that was not part of the 1994 Project Report.

- 10. To solve Brea's problems with trash truck traffic, the solution would be to close the landfill in 2013. This of course creates other problems. (IWMD)**

- A. How much would the monthly trash rates increase for all households in Orange County if the landfill were closed?**

The amount of a resident's monthly residential trash fee is determined by the franchise waste hauler for that city and is comprised of many factors, such as transportation costs, equipment maintenance costs, travel time and distance, fuel costs and staff cost. The gate fee at the landfill is just one factor. While an increase in the landfill gate fee would most certainly be passed on to the franchise hauler's customers, only the franchise hauler could calculate how much it would affect the monthly residential trash fee for a particular city.

- B. How much money will the City of Brea lose? Describe in detail.**

The City of Brea currently receives 93¢ per ton of imported waste. This host fee amount is adjusted annually based on the Consumer Price Index. The County's importation contracts expire in 2015, so closing Olinda Alpha

Landfill in 2013 will result in Brea losing host fees for 2014 and 2015. IWMD's forecast anticipates 577,015 tons of imported trash going to Olinda Alpha Landfill in each of those years at \$1.08 per ton. Therefore, Brea stands to lose approximately \$623,176 in host fees in 2014 and 2015, a total of more than \$1.2 million from importation host fees.

C. Explain the increased burdens on the remaining Orange County Landfills.

Should Olinda Alpha Landfill close in 2013; all Orange County waste would either go to the two remaining landfills in Irvine and San Juan Capistrano, or to landfills outside the County. To retain the waste within the County, one of these two landfills would need to increase its daily permitted capacity by at least 1,000 tons per day in order to accommodate all in-county refuse. This additional refuse disposal beginning in 2013 instead of 2021 would result in the two remaining landfills reaching capacity sooner and closing earlier than planned, thus shortening the life of the County's landfill system. The costs of additional travel distance for franchised trash haulers from North County cities would be passed on to residents through the monthly trash fees paid by residents in North and Central County cities, as disposal locations are shifted further south or out of County.

Additionally, importation of waste would cease at all County landfills in 2013 instead of 2015 to make room for all in-county refuse that would have gone to Olinda Alpha Landfill. Therefore, the cities of Irvine and San Juan Capistrano would also lose importation host fee revenues that they receive pursuant to MOUs with the County. Revenue from waste importation goes toward meeting the County's bankruptcy obligations. This loss of waste importation revenue would need to be replaced by some other County revenue source.

11. It has been suggested that to eliminate some trash truck traffic that all self-hauling trucks be prohibited from using the landfill. Self-haul trash would have to be delivered to Brea Disposal on Blue Gum Street in Anaheim. (IWMD)

A. Does Brea Disposal have the facilities to handle all projected self-hauling?

The recent Facility Capacity Study conducted by IWMD found 46 recycling and or processing facilities located throughout Orange County where self-haulers could deliver their waste. There is a good possibility that some self-haulers diverted from Olinda Alpha Landfill would go to facilities that are in closer proximity to their business and/or customers rather than to CVT transfer (Brea Disposal in Anaheim).

IWMD received input and data from eight major Orange County non-disposal facility operators verifying that there is adequate system-wide daily capacity available to accommodate the self-haul waste diverted from the landfills.

B. Would this increased volume for Brea Disposal create a traffic or infrastructure problem for the City of Anaheim?

CVT (Brea Disposal) operates a material recovery facility (MRF) in Anaheim under a Solid Waste Facility Permit (SWFP) issued by the state. In order to obtain the SWFP, compliance with the California Environmental Quality Act (CEQA) is required. Transportation and infrastructure issues are considered in the CEQA process. As long as CVT operates its MRF in compliance with its permitted capacity within state regulations, there should be no unplanned impact on Anaheim. An increase in CVT's daily capacity would require CEQA and possibly a permit modification. The City of Anaheim would have an opportunity to exercise its regulatory authority over the facility through the CEQA process.

C. How much per North Orange County household would this increase the monthly trash rates? Provide rationale and supporting data.

*IWMD has no authority over cities' monthly trash rates. If monthly trash rates increase in the cities, the landfill disposal rate would **not** be a factor in such an increase. The North Orange County cities and their franchised haulers have entered into Waste Disposal Agreements (WDA) with the County that **guarantee** a disposal rate of \$22 per ton through June 30, 2010. The absence of self-haul waste disposal at the landfill does not increase the rate guaranteed in the WDA.*

D. This trash would still have to be delivered to the landfill. One large truck is equal (on average) to how many self-hauling trucks?

The average large trash hauling truck coming from a transfer facility carries 22 tons. The average self-hauler load is four tons at Olinda Alpha Landfill. One large trash truck is equal to approximately five self-hauling trucks.

12. How many daily trash truck trips (one trip equals round trip) are currently being experienced at the landfill? Estimate disposal trucks and self-haul trucks separately. (IWMD)

In 2004 at Olinda Alpha Landfill:

Average daily commercial hauler trips: 545

Average daily self-haul trips: 295

Average total daily trips: 840

13. If the landfill is extended, certain efforts to mitigate the trash truck impacts on local Brea streets will be necessary (rubberized asphalt, sound walls, double-pane windows for nearby residents). What are the estimated costs of these mitigating efforts?

There is no proposal to increase the daily traffic utilizing the landfill; the proposal is to allow the landfill to stay in operation for additional years. Mitigations are included in the landfill expansion DEIR, or implemented with previous landfill expansions to address impacts of trash truck traffic. Also the developments most directly affected by the landfill are new developments and they included the appropriate mitigations such as sound walls, etc. as part of their approval process.

14. I understand that the availability of dirt/compost at the landfill site used to cover deposited trash will soon be exhausted. This will necessitate importing it. How many more daily truck trips will this require and when will it start? (IWMD)

Importation of soil to facilitate final closure of the landfill will commence in 2015. It is anticipated there will be approximately 100 to 120 trucks per day delivering soil.

Currently the same number of trucks per day delivers imported waste to Olinda Alpha Landfill. When these importation trucks cease delivering waste to the landfill in 2015, an equal number of soil hauling trucks will commence delivering soil to the landfill, resulting in no net difference of trucks per day.

15. If the MOU with IWMD includes a tipping fee per ton to be paid to Brea, please estimate how much the monthly residential trash fee will increase for every dollar of tipping fee. (IWMD)

The landfill gate fee will be a topic of negotiation when IWMD negotiates the next Waste Disposal Agreements (WDA) with all Orange County cities in 2008 to cover the time period 2010 to 2020. The three County landfills operate as a system, not stand-alone entities. If a per ton mitigation fee to the City of Brea is included in the MOU currently under negotiation with the City of Brea, the cost of that fee would be included in the landfill gate fee negotiated in the WDAs and charged at all County landfills, not just Olinda Alpha Landfill.

The amount of a resident's monthly residential trash fee is determined by the franchise waste hauler for that city and is comprised of many factors, such as transportation costs, equipment maintenance costs, travel time and distance, fuel costs and staff costs. The gate fee at the landfill is just one factor. While an increase in the landfill gate fee would most certainly be passed on to the franchise hauler's customers, only the franchise hauler could calculate how much it would affect the monthly residential trash fee for a particular city.