

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

934



FROM: Department of Waste Resources

SUBMITTAL DATE:

November 16, 2015

SUBJECT: 2014 El Sobrante Landfill Annual Monitoring Report, District 1[\$0 – Waste Resources Enterprise Funds]

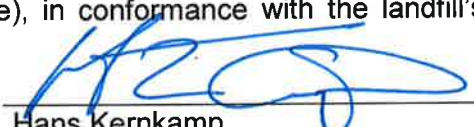
RECOMMENDED MOTION: That the Board of Supervisors:

1. Receive and file the 2014 El Sobrante Landfill Annual Report, dated September 2015; and
2. Direct the Clerk to ensure that a copy of the Annual Report is made available for public review at accessible locations.

BACKGROUND:

Summary

As stipulated in the Conditions of Approval of the Second El Sobrante Landfill Agreement (Agreement), the Administrative Review Committee (ARC), formed pursuant to Section 13 of the Agreement and composed of representatives from the Department of Waste Resources, Executive Office, and Planning Department, reviewed the 2014 El Sobrante Landfill Annual Monitoring Report (Report) to ensure that the landfill is being operated by USA Waste of California (USA Waste), in conformance with the landfill's adopted Mitigation Monitoring Program (MMP). (continued)


Hans Kernkamp
General Manager-Chief Engineer

| FINANCIAL DATA | Current Fiscal Year: | Next Fiscal Year: | Total Cost: | Ongoing Cost: | POLICY/CONSENT (per Exec. Office) |
|-----------------|----------------------|-------------------|-------------|---------------|--|
| COST | \$ 0 | \$ 0 | \$ 0 | \$ 0 | Consent <input type="checkbox"/> Policy <input type="checkbox"/> |
| NET COUNTY COST | \$ | \$ | \$ | \$ | |

SOURCE OF FUNDS: N/A

Budget Adjustment:

For Fiscal Year:

C.E.O. RECOMMENDATION:

APPROVE

BY:


Steven C. Horn

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

Positions Added
☐

Change Order
☐

A-30
☐

4/5 Vote
☐

Prev. Agn. Ref.:

District: 1

Agenda Number:

12-3

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
FORM 11: 2014 El Sobrante Landfill Annual Monitoring Report, District 1[\$0 – Waste Resources Enterprise Funds]

DATE: November 16, 2015

PAGE: Page 2 of 3

BACKGROUND:

Summary (cont'd)

The 2014 El Sobrante Landfill Annual Report consists of the following:

1) Annual Monitoring Report

- Provides annual updates for such topics as in-County and out-of-County tonnage, complaints, pending litigation, hours of operation, facility permits, etc.

2) Conditions of Approval Status Report

- Documents compliance with the Riverside County Board of Supervisors and Riverside County Transportation Department's Conditions of Approval imposed on USA Waste/WMI during the 1998 landfill Expansion Project.

3) Mitigation Monitoring Program Status Report

- Documents compliance with the mitigation measures adopted for the operation of the El Sobrante Landfill.

The ARC reviewed the draft 2014 Annual Report in April 2015. The Report was then submitted to the Citizens Oversight Committee (COC) in May 2015 for review and comments. The ARC approved the 2014 Annual Report on October 5, 2015. Staff notes the following:

- With the exceptions of Mitigation Measures C-4 and T-1, semi-yearly monitoring of recorded cultural resources within the landfill property and delivery of out of county waste in transfer trucks, respectively, USA Waste has complied with the Project's Conditions of Approval, and Mitigation Monitoring Program (MMP).
 - To address Measure C-4, USA Waste contracted with RECON Environmental, Inc. in December 2014 to provide semi-yearly monitoring of recorded cultural resources within the landfill property. For T-1, USA Waste and the County are working cooperatively to identify the types of trucks that meet the definition of a transfer type truck, as well as providing notification to those companies using smaller trucks that clearly do not meet the intent of this measure.
- A detailed analysis of truck traffic data relating to Measure T-3 was performed by RCDWR, County Counsel, and USA Waste. The analysis assumed a conservative approach in assuming all trucks that potentially could use SR91 during the peak hours did so, thus representing a worst case daily average scenario of eight (8) am peak hour trucks and three (3) pm peak hour trucks. The negligible trucks potentially traveling on SR91, along with the additional steps USA Waste has implemented to reduce peak hour trips (stronger contract language, outreach to vendors, enhanced GPS program, etc.), represents substantial compliance with the mitigation measure.
- In addition to the internal T-3 analysis, RCDWR consulted with the Riverside County Transportation Department. The Transportation Department hired a third party traffic consultant to evaluate the data presented in the 2014 Annual Report and prepare a Traffic Impact and Sensitive Analysis Report. The Report supports the ARC's determination that USA Waste was in substantial compliance with Measure T-3, as no significant impacts to SR91 were identified when analyzing the 2014 data. The Report also determined that it would take a minimum of 35 and 40 trucks to result in a significant impact before and after improvements to SR91, respectively.

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
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As required under Conditions of Approval 22(f) for the Agreement, the 2014 Annual Report was transmitted to the Board of Supervisors, as well as the COC, within 60 days of the ARC providing its determination for the 2014 Report. As stated in Conditions of Approval 14(b) for the Agreement, the COC will meet at least annually to review the Annual Report, as submitted by the ARC, and provide written comments to the Board, as deemed necessary. The COC met on November 5, 2015, to review the final Report.

COC Comments:

The COC discussed the 2014 Annual Report, and with a 2-1 vote (Vice Chair Rodriguez and Member Mohr absent), passed a motion stating that USA Waste was non-compliant with Mitigation Measure T-3.

Staff Response:

Staff concurs with the ARC's determination regarding USA Waste's compliance with Mitigation Measure T-3, as it was supported by County Counsel and an independent traffic engineering firm (Webb Associates).

Impact on Citizens and Businesses

No impacts on Citizens or Businesses.

Staff Report

El Sobrante Landfill

2014 Annual Report

Prepared By:



October 2015

Introduction

The Riverside County Department of Waste Resources (RCDWR) is responsible for the monitoring and implementation of both the El Sobrante Landfill Mitigation Monitoring Plan (MMP), as well as the Second El Sobrante Landfill Agreement (Second Agreement), between the County of Riverside and USA Waste of California (USA Waste), a subsidiary of Waste Management Inc. (WMI). USA Waste/WMI is required to provide an annual report documenting their efforts in complying with the mitigation measures and conditions of approval, as identified in the MMP and Second Agreement.

The 2014 El Sobrante Landfill Annual Report consists of the following:

1) Annual Monitoring Report

- Provides annual updates for the items listed on Exhibit “D” of the Second Agreement, which include, but are not limited to, topics such as in-County and out-of-County tonnage, complaints, pending litigation, hours of operation, and facility permits.

2) Conditions of Approval Status Report

- Documents compliance with the Riverside County Board of Supervisors and Riverside County Transportation Department’s Conditions of Approval imposed on USA Waste/WMI during the 1998 landfill Expansion Project.

3) Mitigation Monitoring Program Status Report

- Documents compliance with the mitigation measures adopted for the operation of the El Sobrante Landfill.

Review Process for 2014 Annual Report

In March 2015, USA Waste/WMI provided RCDWR with the initial draft of the Annual Report. Upon RCDWR and Local Enforcement Agency (LEA) review, the reports were presented to the ARC during the April 23, 2015 ARC meeting, and to the Citizens Oversight Committee (COC) during the May 14, 2015, COC meeting.

The ARC concurred with Staff comments and had the following additional comments:

Mitigation Measure A-6

- Recommended Staff continue to work with County Counsel to resolve the ‘40ft Berm’ matter.

Mitigation Measure T-3

- Requested that WMI include Saturdays when addressing strict peak hour violations.
- Requested that Staff contact County Counsel to formally address T-3 compliance.
- Requested that Staff review applicability of weekends when addressing peak hours.
- Requested that Staff receive at least quarterly notification of GPS data from WMI, and if permissible, distribute to ARC and make publically available on RCDWRs website.

The COC concurred with ARC/Staff comments and had the following additional comments:

Annual Monitoring Report

Pg. 8- Revisit the tonnage projections for 2015. As written, WMI projects a 7% increase for in-county tonnage, and a 1.3% decrease for out of county tonnage.

Conditions of Approval Report

Transportation Department Condition 5b- Provide more details and discussion on the commercially reasonable efforts being made to schedule deliveries during off-peak hours. Vehicles should not be “discouraged” from traveling on SR91 during peak hours; rather, they should be prohibited. Revise to include stronger language.

Mitigation Monitoring Report

C-4: Clarify the statement, “...there is no evidence of archaeological resources within the active landfill phases.” There were a few sites identified in former active phases that were destroyed or could no longer be located. The statement is misleading and should be revised.

Staff Recommendations

Upon review of the revised reports, RCDWR offers the following comments/recommendations:

1. 2014 Annual Monitoring Report

All ARC, COC, and staff comments/edits were addressed. **Staff recommends approval.**

2. 2014 Conditions of Approval Status Report

All ARC, COC, and staff comments/edits were addressed. **Staff recommends approval.**

3. 2014 Mitigation Monitoring Program Status Report

With the exceptions of Mitigation Measures C-4 and T-1, semi-yearly monitoring of recorded cultural resources within the landfill property and delivery of out of county waste in transfer trucks, respectively, USA Waste has complied with the Project’s Conditions of Approval, and Mitigation Monitoring Program (MMP). USA Waste/WMI has submitted the required reports and documentation where applicable, to the agencies responsible for implementation/monitoring of the conditions and mitigation measures in accordance with the approved MMP. Mitigation Measure T-3 was determined to be in substantial compliance for 2014, as discussed below. **Staff recommends approval, noting the following:**

C-4 Out of Compliance

USA Waste contracted with RECON Environmental, Inc. in December 2014 to provide semi-yearly monitoring of recorded cultural resources within the landfill property. USA Waste shall begin monitoring and reporting as required, documenting compliance in future annual reports.

T-1 Out of Compliance

For 2014, out of county waste was delivered to the landfill in vehicles not classified as transfer trucks; however, the majority of these deliveries occurred in trucks that are similar in nature to a transfer truck, based on the load carrying capacity and length of the truck. As County scale house attendants have the authority to reject any deliveries not in compliance with this Mitigation Measure, USA Waste and the County are working cooperatively to identify the types of trucks that meet the definition of a transfer type truck, as well as providing notification to those companies using smaller trucks that clearly do not meet the intent of this measure. County staff operating the gate at the landfill has been instructed to educate drivers of smaller non-transfer type trucks delivering out of county waste about the restriction. If the same company attempts to deliver out of county waste in a non-transfer type truck, gate fee personnel are to turn away the vehicle and not allow them to deliver the waste.

T-3 Substantial Compliance

A detailed analysis of truck traffic data relating to Measure T-3 was performed by RCDWR, County Counsel, and USA Waste/WMI. The analysis assumed a conservative approach in assuming all trucks that potentially could use SR91 during the peak hours did so, thus representing a worst case scenario of eight (8) am peak hour trucks and three (3) pm peak hour trucks. The negligible trucks potentially traveling on SR91, along with the additional steps WMI has implemented to reduce peak hour trips (stronger contract language, outreach to vendors, enhanced GPS program, etc.), represents substantial compliance with the mitigation measure.

In addition to the internal T-3 analysis discussed above, RCDWR consulted with the Riverside County Transportation Department. The Transportation Department hired a third party traffic consultant to prepare a focused Traffic Report analyzing the worst case scenario identified for T-3. The Report is expected to be completed by late October and will be distributed to ARC members, as well as made available to the public on RCDWR's webpage, upon completion.

2014 El Sobrante Landfill Annual Report

Annual Monitoring Report

Conditions of Approval Status Report

Mitigation Monitoring Program Status Report

El Sobrante Landfill 2014 Annual Monitoring Report

**Reporting Period:
January 1, 2014 through December 31, 2014**

**Prepared By:
USA Waste of California, Inc.**

**Draft March 2015
Final September 2015**

Introduction

The El Sobrante Landfill Annual Monitoring Report (AMR) for the period covering January 1, 2014 through December 31, 2014 has been prepared by USA Waste of California (USA Waste), a subsidiary of Waste Management Inc. (WMI), for the County of Riverside in compliance with the Second El Sobrante Landfill Agreement (Second Agreement), inclusive of any Amendments. Exhibit "D" of the Second Agreement requires submission of the AMR (see attached). Section 13.2 of the Second Agreement requires submittal of the Mitigation Monitoring Program (MMP) reports to the Administrative Review Committee (ARC). In addition, the ARC can request additional information regarding USA Waste's performance. The Riverside County Department of Waste Resources (RCDWR) (not the ARC) has requested that USA Waste prepare a third report, a Conditions of Approval (COA) report. RCDWR advised that all three reports form an Annual Status Report (ASR). In preparing the COA report, USA Waste noted that there was substantial overlap between the Conditions of Approval and Mitigation Measures, and that some of the Conditions of Approval address construction activities that were completed many years ago. As a result, preparation of a COA report in future years might not provide useful information to the ARC. The ASR is to be first reviewed by the County's Administrative Review Committee (ARC), a committee comprised of representation from the County's Planning Department, RCDWR, and Executive Office, and then submitted to the Citizen Oversight Committee (COC), a committee formed in 2003 pursuant to Condition of Approval No. 14.a. (Exhibit "F" of the Second Agreement). Condition of Approval No. 14.b. requires the COC to meet at least once annually to review the ASR, as submitted by the ARC.

Landfill History

The El Sobrante Landfill is an existing municipal solid waste landfill, located at 10910 Dawson Canyon Road, east of Interstate 15 and Temescal Canyon Road, approximately seven (7) miles southeast of the City of Corona in the Temescal Canyon area of unincorporated Riverside County. The landfill, which is owned and operated by USA Waste of California, started disposal operations in 1986. From 1986 to 1998, the landfill was operated pursuant to the original El Sobrante Landfill Agreement and its Amendments and one Addendum. On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into the Second Agreement, which became effective on September 17, 1998. The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the RCDWR to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The specific actions taken by the BOS on September 1, 1998 included the following:

- Adoption of Resolution No. 98-275, certifying the Environmental Impact Report (EIR), consisting of the Draft EIR (dated April 1994), the Final EIR (dated April 1996), and the Update to the Final EIR (dated July 1998).
- Adoption of Resolution No. 98-276, approving the El Sobrante Landfill Expansion Project and the Second El Sobrante Landfill Agreement, adopting Conditions of Approval and a Mitigation Monitoring Program (MMP) and making Findings of Fact.

The El Sobrante Landfill Expansion Project, for which the EIR (circulated under SCH No. 1990020076) was certified, included the following major elements:

- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste.
- An increase in the daily disposal capacity up to 10,000 tons.
- An increase in the landfill area to a total of 1,322 acres.
- An increase in the landfill footprint to 495 acres.
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e., application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 AM to Midnight.

Pursuant to the Second Agreement, the “Start Date” for the El Sobrante Landfill Expansion Project and the terms of the Second Agreement was the date upon which all necessary approvals and/or permits were obtained. The following were considered the final approval/permits needed to trigger the “Start Date”:

- Issuance of Waste Discharge Requirements (WDRs) Order No. 01-53 from the Regional Water Quality Control Board (RWQCB), Santa Ana Region on July 21, 2001.
- Issuance of Solid Waste Facility Permit (SWFP) No. 33-AA-0217 from the Riverside County Environmental Health Department, Local Enforcement Agency (LEA) on August 6, 2001, following concurrence from the California Integrated Waste Management Board (CIWMB).

The Second Agreement has since been amended three times:

The First Amendment, approved by the BOS on July 1, 2003, amended the scope of the Expansion Project to allow the landfill operator to grind green waste for Alternative Daily Cover (ADC) and to add facilities to convert landfill gas to electricity.

The Second Amendment, approved by the BOS in March 2007, allowed USA Waste to pursue the necessary approvals/permits to again amend the scope of the Expansion Project. Subject to further environmental review in compliance with the California Environmental Quality Act (CEQA) and BOS approval, the Second Amendment allowed for acceptance of waste material for disposal over a continuous 24-hour period and for the maximum daily capacity of 10,000 tons to be changed to a weekly disposal capacity of 70,000 tons. On March 31, 2009, the BOS adopted Resolution No. 2009-093, approving the revision to the landfill’s SWFP to allow the operational changes in the Second Amendment, certifying the Supplemental EIR (SCH #2007081054), and approving the corresponding MMP. The LEA later issued a revision to SWFP #33-AA- 0217 on September 9, 2009, with concurrence from the CIWMB on August 18, 2009, which allowed for the operational changes in the Second Amendment (i.e., 70,000 tons per week, not exceeding 16,054 tons per day, and continuous 24-hour disposal) to be implemented on August 31, 2009.

In addition to revising some definitions in the Second Agreement to maintain consistency with environmental documents, the Third Amendment, considered by the COC on November 26, 2012 and approved by the BOS on December 18, 2012, modified the hours allowed for existing and future excavation and liner construction activities in new landfill cells from 8:00 a.m. to 5:00 p.m., Monday through Saturday, to 7:00 a.m. to 10:00 p.m., Monday through Saturday, restricting the conveyor belt from being located within 295 feet of occupied residences and limiting hours for excavation and liner construction within 10 feet of the top of slope.

Overview of Calendar Year 2014

2014 Permits/Approvals

In 2013, the landfill operator applied for a revised Title V operating permit from the South Coast Air Quality Management District (SCAQMD). The Title V permit, which was issued in November 2014, applies to facilities that have the potential to emit any criteria pollutant or hazardous air pollutant at levels equal to or greater than established emission thresholds for the South Coast air basin.

In April 2014, the landfill operator submitted an application package to the LEA for a Five Year Solid Waste Facility Permit Review. The LEA issued their Permit Review Report in September 2014 requesting submittal of a Permit Modification application package. The landfill operator is working with the Riverside County Waste Management Department as the lead agency for CEQA to develop environmental documentation in support of the application package. Once CEQA has been addressed, the application package will be submitted to the LEA.

In December of 2014, the landfill operator submitted an application package to the California Department of Fish and Wildlife (CDFW) for a Notification of Lake or Streambed Alteration Agreement (SAA). The SAA will authorize the landfill operator to perform long-term maintenance and construction activities on existing and planned sedimentation basins.

2014 Changes in Landfill Expansion Project Plan

In 2014, the El Sobrante Landfill continued to be developed in overall accordance with the Expansion Project first approved by the BOS in 1998 and with its SWFP and corresponding Joint Technical Document (JTD), last revised in 2009.

2014 Landfill Activities

In 2014, the active area for waste disposal operations continued to be in Phases 9B and 10. The following construction activities related to landfill gas (LFG) management occurred at the El Sobrante Landfill:

- Trenched six horizontal landfill gas (LFG) collectors
- Drilled eight vertical LFG extraction wells
- Installed five soil vapor extraction (SVE) wells to control and eliminate LFG migration
- Welded over a thousand liner feet of 2-in to 12-in high density polyethylene (HDPE) LFG and condensate conveyance piping.
- Installed various wellheads, stub-outs, tie-ins, and valves, including a 30-in gate valve for future LFG header tie-ins.

A new cell, Cell 11A, was constructed in 2014. It is approximately 20 acres and has about a 2 1/2 year life span. The cell bottom liner consists of the following:

- Sub drain system
- 1 foot thick clay layer
- 40mil geosynthetic

- Geocomposite clay layer
- 60 mil geosynthetic
- Leachate collection system
- 2 foot soil operations layer

The cell construction was completed in December and it is anticipated that waste filling will commence upon RWQCB approval some time in Spring of 2015.

In 2014, the following construction activities related to landfill groundwater monitoring network occurred at the El Sobrante Landfill:

- One groundwater monitoring well
- Two groundwater piezometers

2014 Days and Hours of Operation

In 2014, the El Sobrante Landfill received waste tonnage on 307 days. Excluding County holidays, the landfill was open six (6) days a week, Monday through Saturday, and closed on Sunday. The landfill, which has 24-hour disposal operations, was open from 4:00 AM on Monday to 6:00 PM on Saturday. The landfill was open to commercial haulers and the general public in accordance with the following schedule:

Days/Hours for Commercial Haulers

- Open six (6) days a week, Monday through Saturday
- Hours = 4:00 AM on Monday through 6:00 PM on Saturday

Days/Hours for General Public

- Open six (6) days a week, Monday through Saturday
- Hours = 6:00 AM through 6:00 PM daily

2014 Disposal Volumes

During calendar year 2014, a total of 2,016,405 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 594,416 tons originated from Riverside County sources, and 1,421,989 tons originated from out-of-County sources. El Sobrante also received 134,071 tons of Alternative Daily Cover in the form of cement treated incinerator ash.

Based on 307 working days, an average of 6,568 (rounded to nearest whole number) tons of waste were received at the landfill on a daily basis in 2014.

Landfill Capacity Used in 2014 and Landfill's Remaining Capacity at End of 2014

Landfill capacity is closely monitored at the El Sobrante Landfill to ensure that the landfill's operational efficiency is meeting WMI and community expectations. On an annual basis, an aerial survey company flies the entire landfill, and aerial topographic maps are prepared to calculate the remaining airspace or capacity of the landfill by comparing the existing landfill topography to the expected final landfill topography. To evaluate the compaction efficiency or density of the waste material in the landfill, an Airspace Utilization Factor (AUF) is used. The AUF (tons of waste per cubic yard of landfill airspace) is recorded as the total waste disposed within a known volume of landfill airspace in a given period of time. The AUF takes into account such factors as the use of ADC and soil cover, waste settlement, and waste composition.

Using the AUF for 2014 operations (approximately 0.80 ton/cubic yard) and the amount of 2,106,405 tons of waste disposed in 2014, approximately 2,520,506 cubic yards of capacity were used in 2014. The 2013 AMR reported 176,848,527 cubic yards of air space remaining less the 2,520,506 cubic yards used in 2014 gives the landfill's remaining airspace at the end of 2014 which is estimated to be approximately 174,328,021 cubic yards. Assuming 91 percent of this capacity is available for trash (approximately 158,638,499 cubic yards or 126,910,799 tons); the landfill continues to have in excess of 60 years of capacity at current tonnage rates.

Origin of Non-County Waste Disposal Volume in 2014

Non-County waste received at the El Sobrante Landfill must be delivered in transfer trucks, or transfer-like trucks to mitigate traffic impacts. A transfer-like truck is one that transports a volume of waste to the landfill similar in size and weight to a transfer truck. Two examples of a transfer-like truck are the Heil Star System and the WMS Pod Trucks.

During 2014, non-county waste was primarily delivered to the El Sobrante Landfill from the facilities identified below. The LEA. inspects these facilities twice a year.

- Azusa Material Recovery Facility, Waste Transfer Station, Azusa, CA
- Carson Transfer Station, Carson, CA
- CLARTS (Central Los Angeles Recycling & Transfer Station), Los Angeles, CA
- Grand Central Recycling and Transfer Station, City of Industry, CA
- Palomar Transfer Station, Carlsbad, CA
- Southgate Transfer Station, Southgate, CA
- West Valley Transfer Station, Fontana, CA

During calendar year 2014, the following out-of County communities delivered more than 1,000 tons of municipal solid waste to the El Sobrante Landfill:

- | | | |
|----------------|------------------------|---------------------------|
| - Anaheim | - Huntington Park | - Pomona |
| - Arcadia | - Industry | - Rancho Cucamonga |
| - Azusa | - Irwindale | - Rancho Palos Verdes |
| - Baldwin Park | - La Puente | - Redondo Beach |
| - Bell Gardens | - La Verne | - Rialto |
| - Carlsbad | - Lomita | - Rolling Hills Estate |
| - Carson | - Long Beach | - San Bernardino (City) |
| - Chino | - Los Angeles (City) | - San Bernardino (County) |
| - Claremont | - Los Angeles (County) | - San Diego (City) |
| - Colton | - Lynwood | - San Diego (County) |
| - Commerce | - Manhattan Beach | - San Dimas |
| - Compton | - Montclair | - Santa Clarita |
| - Diamond Bar | - Oceanside | - South Gate |
| - Duarte | - Ontario | - Torrance |
| - El Monte | - Orange (City) | - Upland |
| - El Segundo | - Palos Verdes Estate | - Vernon |
| - Fontana | - Pasadena | - Walnut |
| - Gardena | - Pechanga Tribal Land | - West Covina |

For calendar year 2014, the El Sobrante Landfill also received miscellaneous volumes of municipal solid waste (10 tons to less than 1,000 tons) through transfer stations and through direct haul from private haulers from the following out-of-County communities:

- | | | | |
|-----------------|--------------------|-------------------|----------------------|
| - Adelanto | - Del Mar | - Lakewood | - San Leandro |
| - Agoura Hills | - Downey | - Lawndale | - Santa Ana |
| - Alhambra | - El Cajon | - Loma Linda | - Santa Fe Springs |
| - Apple Valley | - Encinitas | - Los Alamitos | - Santa Monica |
| - Arizona | - Fullerton | - Malibu | - Sierra Madre |
| - Artesia | - Garden Grove | - Maywood | - Signal Hill |
| - Barstow | - Glendale | - Monrovia | - Soboba Tribe |
| - Bell | - Glendora | - Montebello | - Solana Beach |
| - Bellflower | - Grand Terrace | - Monterey Park | - South El Monte |
| - Beverly Hills | - Hawthorne | - Morongo Tribe | - Temple City |
| - Bradbury | - Hermosa Beach | - Needles | - Tuolumne County |
| - Brea | - Hesperia | - Nevada | - Twenty-9 Palms |
| - Burbank | - Highland | - Newport Beach | - Victorville |
| - Cerritos | - Huntington Beach | - Norwalk | - West Hollywood |
| - Chino Hills | - Inglewood | - Orange (County) | - Westminster |
| - Chula Vista | - Irvine | - Paramount | - Whittier |
| - Costa Mesa | - Kern County | - Pico Rivera | - WM-North State Env |
| - Covina | - La Habra Heights | - Placentia | - WMIE-G.O.R. Truc |
| - Cudahy | - La Mirada | - Redlands | - Yorba Linda |
| - Culver City | - Laguna Niguel | - Rosemead | - Yucaipa |
| - | - Lake Forest | - San Gabriel | - Yucca Valley |

Projected Waste in 2015

In 2015, it is projected that there will be an approximately one percent increase in disposal tonnage, with total disposal tonnage expected to be in range of 2,036,000 tons. Of this amount, the in-County disposal tonnage for 2015 is projected to be approximately 600,000 tons, while out-of-County tonnage is expected to be in the range of 1,436,000 tons.

Closure/Post Closure Trust

No funds were withdrawn from the Closure/Post-Closure Trust for these activities during 2014, and at the end of the calendar year, the market value of the El Sobrante Landfill Trust was approximately \$20,105,788.

Local Mitigation Trust Account

The Local Mitigation Trust, created pursuant the Second Agreement with a deposit of \$150,000 by USA Waste, is for mitigation projects in the local areas surrounding the landfill as recommended by the COC. In 2004, the COC recommended that the entire Local Mitigation Fund be utilized for County efforts to cleanup illegal dumping in the Temescal Valley area along the I-15 corridor from El Cerrito Road south to Lake Street. The BOS approved the COC recommendation on October 19, 2004. At the end of 2008, approximately one-half of the Trust Account had been used in this effort. In 2009, working collaboratively with the County's Code Enforcement Department, the COC recommended that an allocation not to exceed \$10,000 be used toward implementing the Clean Money Youth-Based Fundraising Program in the First and Second Supervisorial Districts. The BOS approved this recommendation on September 1, 2009. At the end of January 2011, approximately \$1,500 remained of the budget allocated for the Clean Money Program and its cleanup events. In March of 2011, the Board of Supervisors approved, per the recommendation of the COC, an additional allocation of \$10,000 to this program. At the end of 2011, the Local Mitigation Trust Account had a balance of approximately \$72,000. In 2012, approximately \$4,000 of the budget allocated for the Clean Money Program was spent on cleanup events, leaving a balance of approximately \$68,000 remaining in the Local Mitigation Trust Account. In 2013, approximately \$2,500 of the budget allocated for the Program was spent on one cleanup event, leaving a remaining balance of approximately \$65,500. In 2014, according to the EDA, there were no clean money events.

General Liability Insurance

The Certificate of Insurance is an attachment to the AMR.

Regulatory Agency Issues

During 2014, the El Sobrante Landfill was regularly inspected by regulatory agencies, which include the LEA, CalRecycle, the Regional Water Quality Control Board - Santa Ana Region (RWQCB-SAR), and the SCAQMD. The landfill did not have any unresolved compliance issues from these regulatory agencies at the end of 2014.

In 2014 there were four reportable methane gas exceedances in two perimeter gas probes on the north side of the landfill. El Sobrante installed additional gas extraction wells to resolve the gas exceedances. On December 29, 2014 the gas probes were re-monitored and the results indicated 0% methane in those probes.

A complaint was registered in April 2014 with LEA for lighting and odor, and another separate complaint was registered in later April 2014 for noise. Additionally, a complaint was registered with LEA in July 2014 for odor. The complaints were investigated and no Violations or Areas of Concern were issued or noted for any of the follow-up LEA inspections for above complaints received.

Pending Litigation

There is no pending litigation against the El Sobrante Landfill.

Annual Monitoring Report
Attachments

Exhibit D

Certificate of Liability Insurance

Landfill Phasing Plan

EXHIBIT "D"
EL SOBRANTE LANDFILL
ANNUAL MONITORING REPORT

1. Date of Report: Reporting Period:
2. Permits obtained, extended or modified:
3. Tons of Waste placed in Landfill during reporting period:
4. Cubic yards of material placed in Landfill during the reporting period:
5. Changes in Project Plan during reporting period:
6. Amount of County Waste received during reporting period:
7. Amount of Non-County Waste received during reporting period:
8. Average daily rate of tonnage during reporting period:
9. Average daily tonnage as of last thirty (30) days of reporting period:
10. Current hours of operation:
11. Current State requirement for trust balance:
12. Current State requirement for contributions to Closure/Post-Closure trust:
13. Amount contributed to State Closure/Post-Closure trust during reporting period:
14. Amount withdrawn from Closure-Post-Closure trust during reporting period:
15. Sources of Non-County Waste during reporting period:
16. Sources of Non-County Waste during last thirty (30) days of reporting period:
17. Estimated maximum tons per day of Non-County Waste to be received during next reporting period:
18. Estimated tons per day of County Waste to be received during next reporting period:
19. Amount contributed to Road Improvement Trust during reporting period:
20. Insurance carrier for comprehensive general liability policy: (Attach certificate)
21. List any unresolved complaints from:
 - (a) LEA;
 - (b) California Integrated Waste Management Board;
 - (c) RWQCB-SAR;
 - (d) SCAQMD.
22. List any pending litigation involving the Landfill:



CERTIFICATE OF LIABILITY INSURANCE

1/1/2015

DATE (MM/DD/YYYY)

12/11/2013

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| | | |
|---|---|--|
| PRODUCER LOCKTON COMPANIES 5847 SAN FELIPE, SUITE 320 HOUSTON TX 77057 866-260-3538 | CONTACT NAME: | |
| | PHONE (A/C, No, Ext): FAX (A/C, No): | |
| INSURED 1300299 WASTE MANAGEMENT HOLDINGS, INC. & ALL AFFILIATE RELATED & SUBSIDIARY COMPANIES INCLUDING: EL SOBRANTE LANDFILL 10910 DAWSON CANYON ROAD CORONA CA 92883 | E-MAIL ADDRESS: | |
| | INSURER(S) AFFORDING COVERAGE | |
| | INSURER A: ACE American Insurance Company | |
| | INSURER B: Indemnity Insurance Co of North America | |
| | INSURER C: ACE Property & Casualty Insurance Co | |
| | INSURER D: | |
| INSURER E: | | |
| INSURER F: | | |

COVERAGES **CERTIFICATE NUMBER:** 10564019 **REVISION NUMBER:** XXXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE | ADDL INSD | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS |
|-------------|---|-----------|----------|---|----------------------------------|----------------------------------|---|
| A | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> XCU INCLUDED <input checked="" type="checkbox"/> ISO FORM CG 00011207 GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER: | Y | Y | HDO G2732924A | 1/1/2014 | 1/1/2015 | EACH OCCURRENCE \$ 5,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 5,000,000 MED EXP (Any one person) \$ XXXXXXXX PERSONAL & ADV INJURY \$ 5,000,000 GENERAL AGGREGATE \$ 6,000,000 PRODUCTS - COMP/OP AGG \$ 6,000,000 \$ |
| A | <input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS <input checked="" type="checkbox"/> MCS-90 | Y | Y | MMT I108816025 | 1/1/2014 | 1/1/2015 | COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX \$ XXXXXXXX |
| C | <input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$ | Y | Y | XOO G27054961 | 1/1/2014 | 1/1/2015 | EACH OCCURRENCE \$ 15,000,000 AGGREGATE \$ 15,000,000 \$ XXXXXXXX |
| B A A | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below | Y/N N | Y N/A | WLR C47876345 (AOS) WLR C47876357 (AZ,CA&MA) SCF C47876369 (WI) | 1/1/2014 1/1/2014 1/1/2014 | 1/1/2015 1/1/2015 1/1/2015 | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 3,000,000 E.L. DISEASE - EA EMPLOYEE \$ 3,000,000 E.L. DISEASE - POLICY LIMIT \$ 3,000,000 |
| A | EXCESS AUTO LIABILITY | N | Y | XSA H08816013 | 1/1/2014 | 1/1/2015 | COMBINED SINGLE LIMIT \$9,000,000 (EACH ACCIDENT) |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

BLANKET WAIVER OF SUBROGATION IS GRANTED IN FAVOR OF CERTIFICATE HOLDER ON ALL POLICIES WHERE AND TO THE EXTENT REQUIRED BY WRITTEN CONTRACT WHERE PERMISSIBLE BY LAW. CERTIFICATE HOLDER IS NAMED AS AN ADDITIONAL INSURED (EXCEPT FOR WORKERS' COMP/EL) WHERE AND TO THE EXTENT REQUIRED BY WRITTEN CONTRACT.

CERTIFICATE HOLDER**CANCELLATION** See Attachment

10564019
COUNTY OF RIVERSIDE
RIVERSIDE COUNTY WASTE RESOURCES
MANAGEMENT DISTRICT
14310 FREDERICK STREET
MORENO VALLEY CA 92553

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

POLICY NUMBER: HDO G2732924A
ENDT. #38

COMMERCIAL GENERAL LIABILITY

NOTICE: THESE POLICY FORMS AND THE APPLICABLE RATES ARE EXEMPT FROM THE FILING REQUIREMENTS OF THE NEW YORK INSURANCE LAW AND REGULATIONS. HOWEVER, THE FORMS AND RATES MUST MEET THE MINIMUM STANDARDS OF THE NEW YORK INSURANCE LAW AND REGULATIONS.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – OWNERS, LESSEES OR
CONTRACTORS (FORM B)**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

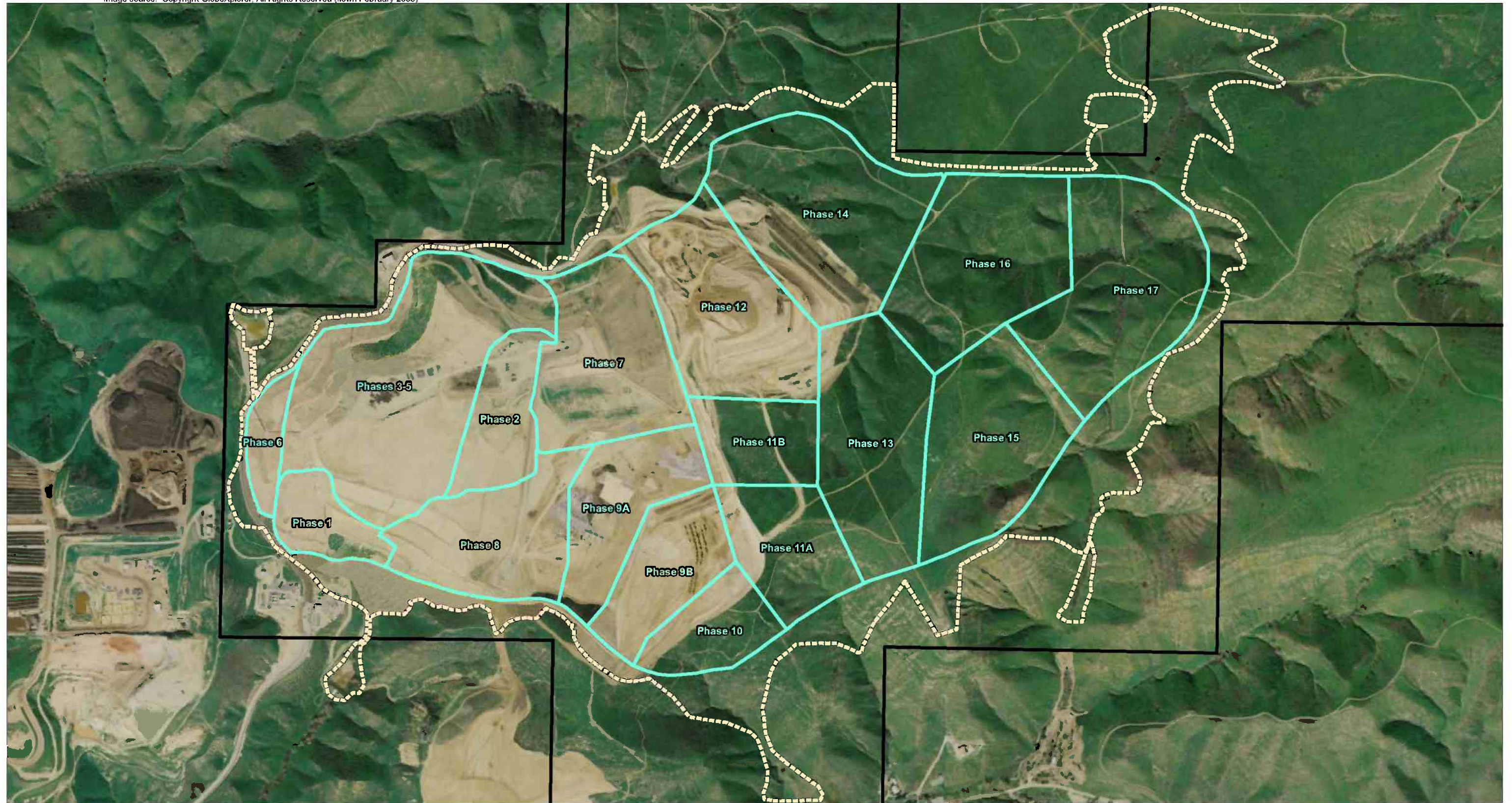
Name of Person or Organization: COUNTY OF RIVERSIDE AND RIVERSIDE COUNTY WASTE
RESOURCES MANAGEMENT DISTRICT

(If no entry appears above, information required to complete this endorsement would be shown in the Declarations as applicable to this endorsement.)

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of "your work" for that insured by or for you.

CG 20 10 11 85

Copyright, Insurance Services Office, Inc., 1984



-  Plan Area
-  Expansion Phases
-  Expansion Limits

**El Sobrante Landfill
2014 Conditions of Approval
Status Report**

Draft March 2015

Final September 2015

Transportation Department Conditions of Approval:

1. Upon permit approval, USA Waste shall immediately amend their operating plan to require all trucks hauling out of county imported waste to exclusively utilize the Temescal Canyon Road Interchange at 1-15 for access to and from the landfill site.

Status:

This Condition of Approval is substantially the same as Mitigation Measure T-4. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

2. Within 90 days of permit approval, the applicant shall pay a Traffic Signal Mitigation Fee in accordance with Riverside County Ordinance No. 748. Said fee shall be based upon industrial/per net acre. The project net acreage is 4.5 acres. The remaining acreage is not subject to mitigation at this time. (See Table 1 for estimated costs)

Status:

No activity in 2014. All plan check and mitigation fees were paid prior to road construction in 2003.

3. Within three (3) months after the Start Date, USA Waste shall commence construction of and diligently pursue the completion of the following road improvements:
 - a. An additional lane in each direction on Temescal Canyon Road from I-15 Northbound on/off-ramps to the El Sobrante Access Road. The structural section of the additional lanes shall satisfy a Traffic Index of 11.5.

Status:

No activity in 2014, construction was completed in 2003.

- b. Eight-foot paved shoulder on the west side of Temescal Canyon Road adjacent to the intersection of Temescal Canyon Road and the El Sobrante Access Road.

Status:

No activity in 2014, construction was completed in 2003.

- c. Improvements of the intersection of Temescal Canyon Road/El Sobrante Access Road to provide the following intersection geometrics and any required widening:

Westbound: One right turn lane and one left turn lane on the El Sobrante Access Road. This improvement to be accomplished in conjunction with the improvements to the lower portion of the El Sobrante Access Road as required by Condition No. 3d.

Southbound: None

Northbound: Extend existing right turn lane on Temescal Canyon Road

Status:

No activity in 2014, construction was completed in 2003

- d. Improve the lower portion of the El Sobrante Access Road (from the intersection of Temescal Canyon Road to the cul-de-sac) so that it will meet a Traffic Index of 11.5, and so that it complies with Standard 106-B for improved drainage protection from the 100-year, 24-hour storm, or as approved by the Director of the County Transportation Department. The improvement of the lower portion of the Access Road shall be designed based on direction of the Riverside County Flood Control District and maximum water depth of 9 inches across the Access Road, generally as depicted in the attached exhibit -"Proposed Conceptual Access Road Improvements." Coldwater Wash Channel improvements and rock slope protection shall continue southeasterly from the access road along the entire length of Temescal Canyon Road to the Hydro- Conduit driveway as approved by the Transportation Department.

Status:

No activity in 2014, construction was completed in 2003

- e. The applicant shall construct the following traffic signals (these signals are over and above the Traffic Signal Mitigation Fee payment made by the applicant pursuant to County Ordinance No. 748, and are not subject to credit or reimbursement):

Temescal Canyon Road (E/W) at:

- i. El Sobrante Access Road.
- ii. I-15 Northbound on/off ramps (as approved by Caltrans).
- iii. I-15 Southbound on/off ramps (as approved by Caltrans).

Status:

No activity in 2014, construction was completed in 2003

4. Within three (3) months after the Start Date, USA Waste or its successor-in-interest shall initiate construction and diligently pursue to completion the following road improvements at the intersections of Temescal Canyon Road with Southbound and Northbound 1-15 on/off ramps to provide the following intersection geometries, including any required widening or as approved by Caltrans and the Riverside County Transportation Department.

Eastbound: An additional through lane on Temescal Canyon Road between Southbound and Northbound on/off-ramps.

Westbound: An additional through lane on Temescal Canyon Road between Southbound and Northbound on/off-ramps, and one right turn lane from Temescal Canyon Road onto Northbound on-ramp.

Southbound: One left turn lane on off-ramp.

Northbound: An additional lane on on-ramp.

Status:

No activity in 2014, construction was completed in 2003

5. Within 90 days following the end of calendar year in which the total tonnage of waste landfilled at El Sobrante exceeds 1,440,000 tons, USA Waste shall establish and be responsible for a Development Monitoring Program which shall include the following:
 - a. Consult with and obtain clearance from Caltrans District 8 and the South Coast Air Quality Management District to assure compliance and coordination with the Regional Mobility and Air Quality Management Plans.

Status:

No activity in 2014, plan submitted in 2003 and is included in the appendix.

- b. Develop a program to minimize in and outbound transfer trucks during peak hours.

Status:

The 2007 Second Amendment to the Second Agreement increased landfill operating hours to 24-hours, 6 days per week. This provided substantially increased opportunities for non-peak hour waste deliveries. Out of County customers are encouraged to make deliveries during nighttime hours, and this is included in customer contracts. USA Waste transfer stations, where transportation arrangements are under company control, make nighttime deliveries where commercially reasonable. With respect to peak hour trips on SR 91, please see discussion of Mitigation Measure T-3.

- c. A construction traffic control plan for offsite, public roads shall be developed to control construction-related traffic impacts during periodic construction of landfill cells to reduce construction related traffic impacts to local residents and businesses.

Status:

A new landfill cell was constructed in 2014 and Mitigation Measure T-4 was used to control traffic. All construction equipment and vehicles delivering materials to the site (both inbound and outbound) during construction were directed to use only that portion of Temescal Canyon Road between its intersection with I-15 and the landfill access road.

Riverside County Conditions of Approval:

1. USA WASTE OF CALIFORNIA, INC. ("USA WASTE") or its successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside, its agents, officers, and employees from any claim, action, or proceeding against the County of Riverside or its agents, officers, or employees to attack, set aside, void or annul an approval of the County of Riverside, its advisory agencies, appeal boards or legislative body concerning Environmental Impact Report for the El Sobrante Landfill Expansion Project (State Clearinghouse No. 90020076) and the Second El Sobrante Landfill Agreement. The County of Riverside will promptly notify USA WASTE or its successor-in-interest of any such claim, action, or proceeding against the County of Riverside and will cooperate fully in the defense. If the County fails to promptly notify USA WASTE or its successor-in-interest of any such claim, action, or proceeding or fails to cooperate fully in the defense, USA WASTE or its successor-in-interest shall not, thereafter, be responsible to defend, indemnify, or hold harmless the County of Riverside.

Status:

No activity in 2014, no litigation was filed challenging the approval of the County or the EIR.

2. These Conditions and those mitigation measures outlined in the EIR shall be implemented and monitored in accordance with the MMP. USA WASTE or its successor-in-interest shall comply with the MMP.

Status:

With the exceptions of Mitigation Measures C-4 and T-1, semi-yearly monitoring of recorded cultural resources within the landfill property and delivery of out of county waste in transfer trucks, respectively, USA Waste has complied with the Project's Conditions of Approval, and Mitigation Monitoring Program (MMP).

To address Measure C-4, USA Waste contracted with RECON Environmental, Inc. in December 2014 to provide semi-yearly monitoring of recorded cultural resources within the landfill property.

For Measure T-1, out of county waste was delivered to the landfill in vehicles not classified as transfer trucks; however, the majority of these deliveries occurred in trucks that are similar in nature to a transfer truck, based on the load carrying capacity and length of the truck. As County scale house attendants have the authority to reject any deliveries not in compliance with this Mitigation Measure, USA Waste and the County are working cooperatively to identify the types of trucks that meet the definition of a transfer type truck, as well as providing notification to those companies using smaller trucks that clearly do not meet the intent of this measure. County staff operating the gate at the landfill have been instructed to educate drivers of smaller non-transfer type trucks delivering out of county waste about the restriction. If the same company attempts to deliver out of county waste in a non-transfer type truck, gate fee personnel are to turn away the vehicle and not allow them to deliver the waste.

3. USA WASTE or its successor-in-interest shall comply with the conditions set forth in the County Transportation Department letter, dated March 27, 1998, a copy of which is set forth as a portion of Exhibit "E" of the Agreement.

Status:

USA WASTE is in compliance with the County Transportation Department conditions identified in "Exhibit "E" of the Agreement.

4. The development of the El Sobrante Landfill Expansion Project shall be in accordance with the mandatory requirements of all applicable Riverside County ordinances and shall conform substantially with the project description in the EIR (State Clearinghouse No. 90020076), as filed in the office of the Riverside County Waste Management Department.

Status:

This Condition of Approval is the same as Mitigation Measure L-1. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

5. Whenever a specified material, design, system or action is required by the project or any exhibit thereto, USA WASTE or its successor-in-interest may substitute such material, design, system or action, provided that:
 - a) Such material, design, system or action complies with all applicable Federal, State, and local regulations; and,
 - b) Any Federal, State or local regulatory agency having jurisdiction has approved the use of the material, design, system or action for similar facilities (i.e., Class III landfills); and,
 - c) The General Manager-Chief Engineer of the Riverside County Waste Management Department, with concurrence of the appropriate regulatory agency (ies), has determined that such material, design, system or action is technically equal, or superior to, those required in these conditions.

Status:

This Condition of Approval is the same as Mitigation Measure W-14. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

6. Transportation of out -of-County waste from areas other than Los Angeles County, Orange County, San Bernardino County, and San Diego County shall not be permitted without additional environmental review and approval.

Status:

This Condition of Approval is the same as Mitigation Measure T-2. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

7. Out-of-County waste from Los Angeles County, Orange County, and San Diego County shall be transported to the El Sobrante Landfill by transfer trucks, and not packer trucks.

Status:

While packer trucks are not delivering waste from out-of-county accounts, and the majority of out of county waste was delivered in transfer trucks or equivalent, a portion of contracted out of county waste was delivered to the landfill in non-transfer like trucks in 2014. USA Waste is working with the County to identify the accounts that are not complying with the measure and providing notification to those companies. The RCDWR scale house attendants did not report any violations of this Mitigation Measure to USA Waste in 2014. RCDWR staff operating the gate at the landfill was instructed to educate drivers of non-transfer type trucks delivering out of county waste about the restriction. If the same company attempts to deliver out of county waste in a non-transfer type truck, gate fee personnel are to turn away the vehicle and not allow them to deliver the waste.

8. Out-of-County waste from San Bernardino County may be transported to the El Sobrante Landfill by packer truck up until July 1, 2000, at which time the waste from San Bernardino County shall be transported by transfer trucks.

Status:

Except as noted below, all waste deliveries from San Bernardino County in 2014 were in transfer trucks. Minor amounts from public customers or small commercial haulers may enter from time to time, as allowed by the RCDWR scale attendants.

9. a. The liner system (inclusive of the bottom liner and the side slope liner) of the landfill shall exceed the requirements of Subtitle D and California Code of Regulations (CCR) Title 27 and shall be composed of the alternative bottom liner (identified as Alternative Bottom Liner B2) and the alternative side slope liner (identified as Side slope Liner Alternative S2), which are both described and evaluated in *Evaluation of Liner System Alternatives, El Sobrante Landfill Expansion, Riverside County, California*, prepared by GeoSyntec Consultants and dated February 1998.
- b. If it is determined that this liner system alternative will not meet the requirements of the regulatory agencies, a substitute liner system must be approved by the regulatory agencies, and evidence of such a determination shall be forwarded to the El Sobrante Landfill Administrative Review Committee of Riverside County. In this event, the substitute liner system shall be composed of a bottom liner and side slope liner that are at least equal to Alternative Bottom Liner B2 and Side slope Liner Alternative S2, respectively, and must be approved by the Administrative Review Committee.

Status:

This Condition of Approval is the same as Mitigation Measure W-8. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

10. The final cover of the landfill shall conform to Subtitle D and CCR Title 23 and shall consist of a minimum of four (4) feet of vegetative layer, in accordance with the augmented cover described in the EIR (State Clearinghouse No. 90020076). Any change from the augmented cover shall require clearance from the Riverside County Waste Management Department, the California Integrated Waste Management Board, Regional Water Quality Control Board, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game.

Status:

This Condition of Approval is the same as Mitigation Measure W-10. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

11. Prior to any offsite grading, USA WASTE or its successor-in-interest shall obtain and record appropriate offsite easements.

Status:

This Condition of Approval is the same as Mitigation Measure L-2. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

12. Prior to construction and construction/operation activities, the following pre-monitoring measures shall be implemented to avoid or lessen boundary concentrations of NO₂:

- a. Normal landfill operations and cell construction/closure activities shall be preplanned to avoid potentially adverse alignments (both horizontally and vertically) during anticipated periods of meteorological conditions that could result in the greatest property boundary concentration. During periods when both disposal and construction activities are occurring, downwind property line monitoring of NO₂ shall be implemented for wind and stability conditions which could result in the highest boundary concentrations.

Status:

This Condition of Approval is the same as Mitigation Measure AQ-11. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

13. During construction and construction/operation activities, the following post-monitoring measures shall be implemented to avoid or lessen boundary concentrations of NO₂:

- a. If monitoring determines that the 1-hour NO₂ standard (i.e., 470 ug/m³) is being approached (i.e., within 95 percent of the standard or approximately 450 ug/m³), construction or cell closure activities shall be curtailed until the appropriate tiered mitigation measures can be implemented, or until adverse meteorological conditions no longer exist.

- b. The waste placement and/or clay preparation areas shall be moved to a preplanned alternative working location to separate emissions from clay placement construction emissions.
- c. Construction procedures shall be configured such that operations requiring heavy equipment do not occur simultaneously (e.g., clay placement and protective soil placement by scrapers will not be done during periods with adverse meteorological conditions).
- d. Construction scheduling will be slowed to reduce daily equipment usage.
- e. Hours of construction with designated pieces of equipment (e.g., scrapers) shall be constrained to occur outside of peak adverse meteorological conditions.

Status:

This Condition of Approval is the same as Mitigation Measure AQ-11. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

- 14 a. A Citizen Oversight Committee shall be formed by the Board of Supervisors pursuant to Board Policy A-21 upon approval of the project. The Citizen Oversight Committee shall be composed of a total of five (5) members, whose term of service will be established upon formation of the Committee. Three (3) of the five (5) members will be appointed by the Supervisor of the district in which the landfill is located. Of these three (3), two (2) members must reside within a three (3) mile radius of the landfill property. One (1) member shall be a representative from a corporate operation within a three (3) mile radius of the landfill property. The remaining two(2) members will be appointed by the entire Board of Supervisors and shall be chosen at large to represent the affected communities of interest.

Status

This Condition of Approval is the same as Mitigation Measure L-3. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

- b. The Citizen Oversight Committee shall meet at least once annually to review the Annual Status Report submitted by the Administrative Review Committee, which will include all the reports and data that will be provided by USA WASTE or its successor-in-interest, and shall submit written comments on the project to the Board of Supervisors as they deem necessary.

Status:

This Condition of Approval is the same as Mitigation Measure L-4. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

- 15a. USA WASTE or its successor-in-interest shall deposit 50 cents per ton into a Third Party, Environmental Impairment Trust, which fund shall be established and maintained throughout the life of the project. Any balance in the existing fund contributed by USA WASTE or its successor-in-interest under the First El Sobrante Landfill Agreement, as amended, shall continue to accrue with deposits from all waste delivered to the site on or after the start date, including interest earnings on the funds, until the fund has reached a total of \$2,000,000, at which time deposits may be discontinued until withdrawals cause the fund to fall below the \$2,000,000 cap. The cap shall increase annually by 90% of the change in the Consumer Price Index (CPI) starting in the year 2002.

Status:

This Condition of Approval is the same as Mitigation Measure W-15. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

- b. Monies may be withdrawn from the Environmental Impairment Trust only for environmental remediation purposes with approval by USA WASTE or its successor-in-interest and the General Manager-Chief Engineer of the Riverside County Waste Management Department. The Trustee shall be required to report quarterly to the Department on all fund activity and balances.

Status:

This Condition of Approval is the same as Mitigation Measure W-16. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

16. Except for vehicles collecting waste in the immediate vicinity of the landfill, USA WASTE's or its successor's-in-interest collection vehicles delivering waste from in-County to be disposed at El Sobrante shall utilize only that portion of Temescal Canyon Road between its intersection with I-15 and the landfill access road for all trips (both inbound and outbound), except in the event of a closure of the on/off ramps at Temescal Canyon Road and I-15.

Status:

This Condition of Approval is the same as Mitigation Measure T-5. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

17. Wherever feasible, temporary earthen or landscape berms, or other structures or measures, shall be utilized to reduce potential noise and glare impacts on surrounding residents from nighttime activities at the working face of the landfill. Any measures implemented for this purpose shall be subject to annual review by the Citizen Oversight Committee.

Status:

This Condition of Approval is substantially the same as Mitigation Measures A-6 and

N-7. A discussion of status will be provided in those portions of the 2014 Mitigation Monitoring Program Status Report.

18. USA WASTE or its successor-in-interest shall include the County in all aspects of the Section 7 Consultation and Streambed Alteration processes and shall work cooperatively with the County in developing the final agreement with the appropriate federal and state agencies that will allow a portion of the trust fund monies to be used to satisfy other County obligations or goals related to multi-species habitat acquisition and management.

Status:

This Condition of Approval is substantially the same as Mitigation Measure B-16. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

- 19a. In the event any official or employee for USA WASTE or its successor-in-interest or any environmental or design professional hired by USA WASTE or its successor-in-interest, is indicted by a grand jury, named as a defendant in a felony complaint filed in any court in the United States, or is otherwise alleged to have participated in any criminal activity directly or indirectly associated with the solid waste management business, activities or operations of USA WASTE or its successor-in-interest, USA WASTE or its successor-in-interest shall provide notice thereof to the County within 7 days of such indictment, complaint or allegation. Such notice shall contain a description of the indictment, complaint or allegation, as well as a copy of such indictment or complaint or other matters of public record related thereto. In addition to the foregoing, USA WASTE or its successor-in-interest shall provide the County with copies of any reports required to be prepared by USA WASTE or its successor-in-interest pursuant to federal securities laws, including quarterly and annual reports.

Status:

USA Waste has no such matters to report.

b. In the event any official or employee for USA WASTE or its successor-in-interest or any environmental or design professional hired by USA WASTE or its successor-in-interest, who has direct responsibility for any phase of the development or operations at El Sobrante Landfill, including but not by way of limitation, any similar personnel for USA WASTE or its successor-in-interest having a responsibility for transferring or delivering waste to the Project, is convicted, indicted by a Grand Jury, or named as a defendant in a felony complaint filed in the Superior Court or a complaint filed in Federal Court associated with conduct of doing business for USA WASTE or its successor-in-interest, this person shall upon written request from the County be immediately removed from any assignment whatsoever, directly associated with the development or operation of the El Sobrante Landfill during the pendency of trial and/or following conviction.

Status:

USA Waste has no such matters to report.

c. In the event any director, official or employee of USA WASTE or its successor-in-interest ever is convicted of a felony associated with the solid waste management business, said director, official or employee will be immediately terminated.

Status:

USA Waste has no such matters to report.

- 20a. Within three (3) years of the Start Date, USA WASTE or its successor-in-interest shall submit to the County of Riverside an evaluation of the technological and economical feasibility of using natural gas fuel or other alternative fuel in transfer trucks. The technological feasibility of the evaluation shall include review comments by the South Coast Air Quality Management District. The evaluation shall be subject to County approval. If the County finds that natural gas fuel or other alternative fuel in transfer trucks is technologically and economically feasible, USA WASTE or its successor-in-interest shall develop and implement a program to phase-in transfer trucks capable of using these fuels. The program shall be subject to County approval.
- b. If the County concludes that transfer trucks capable of using alternative fuels are not technologically and economically feasible, USA WASTE or its successor-in-interest shall periodically re-evaluate the feasibility of using alternative fuels in transfer trucks. Such re-evaluations shall be at least every three (3) years. USA WASTE or its successor-in-interest shall, however, conduct such a re-evaluation anytime deemed appropriate by the County.

Status:

This Condition of Approval is the same as Mitigation Measure AQ-12. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

21. USA WASTE or its successor-in-interest shall consult with Caltrans regarding the length of the left turn lane on the southbound off ramp from 1-15 to Temescal Canyon Road. The length of the left turn lane shall be sufficient to assure that trucks in the left turn lane do not interfere with vehicles in the right turn lane of the off ramp.

Status:

No activity in 2014, road improvements completed in 2003.

22. The Administrative Review Committee (formed pursuant to Section 13 of the Second EI Sobrante Landfill Agreement) shall have the following functions:
- a. Review and approval of minor changes to the landfill site plan and/or project plan, which are exempt under the California Environmental Quality Act (CEQA). Changes to the landfill site plan and/or project plan that require revisions to the landfill's operating permits or that require additional CEQA analysis must be reviewed and approved by the Board of Supervisors and the appropriate regulatory agencies.

- b. Review Mitigation Monitoring Reports submitted by USA WASTE or its successor-in- interest.
- c. Require USA WASTE or its successor-in-interest to submit additional information regarding performance at the landfill for review.
- d. Solicit and consider input received from the Citizens Oversight Committee.
- e. Solicit input from technical experts necessary to perform the review.
- f. Within 60 days of its annual meeting, the Administrative Review Committee will submit an annual report to the Board of Supervisors and the Citizens Oversight Committee regarding the conformance status of USA WASTE or its successor-in-interest with the conditions imposed on the project. A copy of the Annual Status Report is to be made available for public review at accessible locations.

Status:

No minor changes to the landfill site plan were submitted to Administrative Review Committee (ARC) in 2014/15. In 2015, the ARC reviewed the 2014 Annual Status Reports and solicited comments from the COC. The 2014 Annual Report will be submitted to the Board of Supervisors in November/December 2015.

- 23a. USA WASTE or its successor-in-interest shall be responsible for the control and cleanup of litter and debris from the landfill and/or waste-hauling vehicles along the landfill access road to its intersection with Temescal Canyon Road, along Temescal Canyon Road between the landfill access road and the intersection of Interstate 15 (I-15) and Temescal Canyon Road.
- b. At a minimum, USA WASTE or its successor-in-interest shall inspect and remove litter and debris from these roadways on a weekly basis and within 48 hours upon receipt of notice or complaint.

Status:

This Condition of Approval is substantially the same as Mitigation Measure A-7. A discussion of status will be provided in that portion of the 2014 Mitigation Monitoring Program Status Report.

Conditions of Approval Status Report

Appendix

County Transportation Department Condition #5

Development Monitoring Program- URS Memorandum



EL SOBRANTE LANDFILL

PO Box 77908
10910 Dawson Canyon Road
Corona, CA 92877-0130
(909) 277-1740
(909) 277-1861 Fax

November 5, 2003

Ms. Leslie Likins
Riverside County Waste Management Department
14310 Frederick Street
Moreno Valley, CA 92553

Subject: Transmittal of the Development Monitoring Program for minimizing transfer truck volume during peak traffic periods, El Sobrante Landfill, Corona, California.

Dear Ms. Likins:

Condition number five of the Transportation Department, March 27, 1998, letter referenced as Exhibit "E" of the Second Agreement, requires the El Sobrante Landfill to develop a program to minimize in and outbound transfer trucks during peak hours.

In order to comply with condition number 5, El Sobrante contracted with the consulting firm URS to conduct a status report and develop a monitoring program. I apologize that this report is being delivered late, but we had extreme difficulty in getting Caltrans District 8 and the South Coast Air Quality Management District to understand our needs and to respond in a timely manner.

Based on the information contained within the report, it is apparent that an ongoing Development Monitoring Program is unwarranted. Therefore, El Sobrante Landfill believes this condition to be complete and will not be developing an ongoing Development Monitoring Program.

Enclosed are three copies of the transportation Development Monitoring Program for the El Sobrante Landfill. If you have any question please call me at (909) 277-5103.

Sincerely,

A handwritten signature in green ink, appearing to read 'Damon De Frates', written over a horizontal line.

Damon De Frates
District Manager



Memo

1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108
(619) 294-9400 Tel
(619) 293-7920 Fax

Date: August 7, 2003
To: Mr. Damon DeFrates, Waste Management
From: Sam Morrissey, URS
Subject: Development Monitoring Program for the El Sobrante Landfill

This report documents the Development Monitoring Program for the El Sobrante Landfill site in Riverside County. The preparation of a Development Monitoring Program was specified as a condition of approval for the expansion of the El Sobrante Landfill in 1996 and required the following transportation related conditions of approval:

1. Consultation with Caltrans District 8 and the South Coast Air Quality Management District (SCAQMD) to assure compliance and coordination with the Regional Mobility and Air Quality Management Plans.
2. Development of a program to minimize in and outbound transfer trucks during peak hours.
3. Development of a construction traffic control plan for offsite, public roads to control construction-related traffic impacts during periodic construction of El Sobrante Landfill cells to reduce construction related traffic impacts to local residents and businesses.

This memorandum describes the compliance to the three conditions of approval listed above.

1.0 Transportation Related Condition of Approval - Item 1

"Consultation with Caltrans District 8 and the South Coast Air Quality Management District (SCAQMD) to assure compliance and coordination with the Regional Mobility and Air Quality Management Plans."

The Regional Mobility Plan (produced by the Southern California Association of Governments) as well as the Air Quality Management Plan (produced by SCAQMD) have been reviewed, and were found to contain no specific requirements pertaining to the traffic generated by the El Sobrante Landfill. Representatives from Caltrans District 8 and the SCAQMD were consulted and contact information and associated correspondence materials are included in **Appendix A**. A summary of the discussions with both Caltrans District 8 and SCAQMD is provided as follows:

Discussions with Caltrans District 8
(Contact: Rosa Clarke, Caltrans District 8, 909.383.6908)

Caltrans District 8 staff reviewed information related to the El Sobrante Landfill, including documents and portions of the 1996 EIR document (Final Environmental Impact Report, EL Sobrante Landfill

Expansion, State Clearinghouse No. 90020076, April 1996) and correspondence produced in 1997. Caltrans District 8 issued no comments on the 1996 EIR, and subsequent correspondence issued in 1997 stated that the El Sobrante Landfill was in compliance and all mitigation measures for the state highway system had been provided, as specified in the 1996 EIR. All improvements to the intersections of Temescal Canyon Road at the Interstate 15 northbound and southbound ramps having been provided, as well as all additional improvements to the Interstate 15 ramps. Based on this finding, the El Sobrante Landfill is in compliance and conformance with Caltrans District 8.

Discussions with South Coast Air Quality Management District
(Contact: Yvonne Sells, SCAQMD, 909.396.3287)

SCAQMD staff reviewed the Air Quality Management Plan (AQMP) and agreed that no element of the AQMP is applicable to El Sobrante Landfill site traffic. SCAQMD staff suggested that Caltrans District 8 staff should be consulted in order to ensure that the El Sobrante Landfill had provided all mitigation measures stipulated in the Conditions of Approval that resulted from the 1996 EIR. Based on this finding, the El Sobrante Landfill is in compliance and conformance with SCAQMD.

CONCLUSION: Based on discussions and coordination with Caltrans District 8 and the South Coast Air Quality Management District, the El Sobrante Landfill is in compliance with and consistent with the requirements of the Regional Mobility and Air Quality Management Plans and appropriate clearance has been indicated by staff of the respective agencies.

2.0 Transportation Related Condition of Approval - Item 2

"Development of a program to minimize in and outbound transfer trucks during peak hours."

The operation of the El Sobrante Landfill by necessity results in a pattern of early AM and mid-day transfer truck activity, generally coinciding with the off-peak traffic periods of the adjacent roadway systems. The extent to which transfer truck traffic is minimal during peak hours was documented by review of the existing El Sobrante Landfill trip generation, the trip distribution to the adjacent roadway system and the hourly flows of El Sobrante Landfill traffic. This section also documents the trip generation, distribution, and hourly flows for El Sobrante Landfill traffic at the maximum allowed processing levels.

El Sobrante Landfill Trip Generation

Waste Management, Inc. maintains detailed records of arrivals and departures of all vehicular traffic associated with the El Sobrante Landfill. Table 1 summarizes the total average vehicle arrivals by vehicle type at the El Sobrante Landfill during the week of March 24, 2003. Table 1 also displays El Sobrante Landfill trips generated during the peak hours of the adjacent roadway system. The peak hours of the adjacent roadway system were determined based on available Caltrans traffic count data. The information on Table 1 was utilized as the basis for understanding daily and peak hour trip generation associated with the El Sobrante Landfill. Appendix B displays El Sobrante Landfill traffic arrivals by vehicle type on an hour-by-hour basis.

Table 1
Existing Average Daily and Peak Hour Vehicle Arrivals at the El Sobrante Landfill

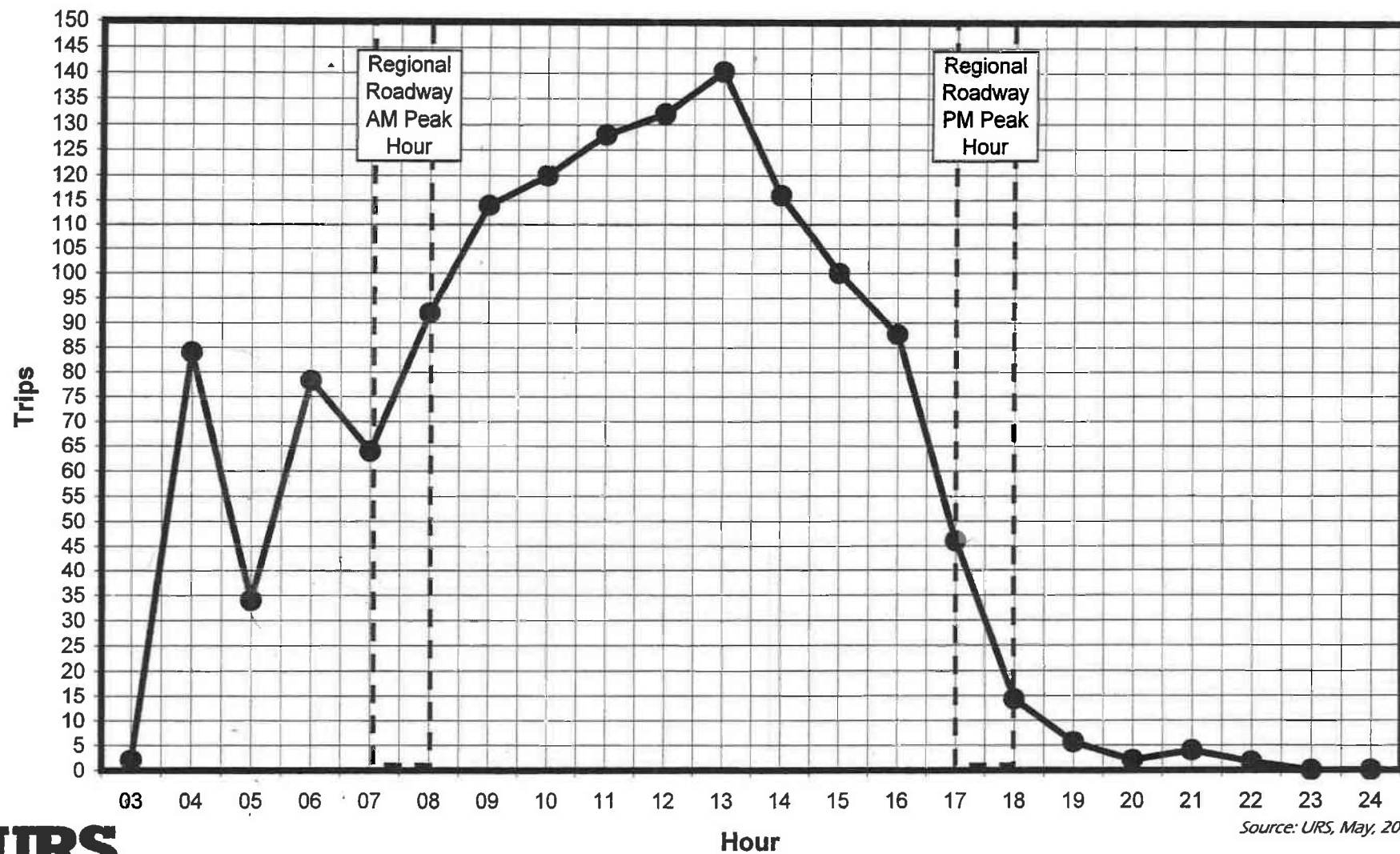
| Vehicle Type | Total Daily (vpd) | AM Peak Hour (7AM – 8AM) (vph) | PM Peak Hour (5PM – 6PM) (vph) |
|--|--------------------------------------|---|---|
| Car or Station Wagon | 4 | 0 | 0 |
| Van, Pickup Truck or Trailer (3 tons) | 38 | 2 | 2 |
| Truck or 2-Wheel Trailer | 156 | 9 | 8 |
| Car, Van, or Truck Pulling 2 Wheel Trailer | 7 | 0 | 0 |
| 10-15 Wheel Truck or Tractor Trailer | 27 | 4 | 1 |
| 18 Wheel Tractor Trailer | 18 | 2 | 0 |
| Commercial Hauler (Non-compacted) | 29 | 2 | 2 |
| 6 Wheel Truck (over 2 tons capacity) | 56 | 3 | 2 |
| Commercial Waste Hauler (compacted) | 74 | 5 | 4 |
| Transfer Trailer | 273 | 18 | 5 |
| Stack Transfer | 2 | 0 | 0 |
| Total Arrivals | 683 | 46 | 23 |
| TOTAL DAILY TRIPS | (683 x 2) = 1,366 daily trips | (46 x 2) = 92 AM peak hour trips | (23 x 2) = 46 PM peak hour trips |

Source: Waste Management, Inc., March 2003

As shown in Table 1, there is currently an average of 683 daily vehicle arrivals at the El Sobrante Landfill; with 46 AM peak hour arrivals and 23 PM peak hour arrivals. Note that the peak hours represent the peak hours of the adjacent roadway system, and not the peak hours of the El Sobrante Landfill operation. The daily and peak hour vehicle arrivals were multiplied by two (2) to obtain total daily and peak hour trip generation for the El Sobrante Landfill. By this calculation, the El Sobrante Landfill currently generates 1,366 total daily trips, 92 AM peak hour trips, and 46 PM peak hour trips.

Of the total daily trips generated by the El Sobrante Landfill, approximately 7% and 3% occur during the AM and PM peak hours, respectively, of the adjacent roadway system, with 90% of all traffic generated by the El Sobrante Landfill occurring during the off-peak traffic periods.

Figure 1 displays the temporal pattern of El Sobrante Landfill trips over a 24 hour period. As shown, the peak hour of trip generation at the El Sobrante Landfill occurs at approximately 1:00 PM, with 140 trips. In relation to the peak hours of the adjacent and nearby roadways, the majority of the El Sobrante Landfill traffic occurs before the AM peak hour and during the midday periods prior to the PM peak hour.



Source: URS, May, 2003

URS

*El Sobrante Landfill
Development Monitoring Program*

Figure 1
Average Hourly Trip Generation

El Sobrante Landfill Truck Traffic Trip Distribution and Trip Assignment

The total daily and peak hour Landfill trips were distributed to the adjacent and nearby roadways and freeways to assess the level of El Sobrante Landfill traffic contribution to the overall traffic on these transportation facilities.

Figure 2 displays the trip distribution assumed in the preparation of the Development Monitoring Program for the El Sobrante Landfill. The trip distribution was developed based upon a review of previous traffic studies for the El Sobrante Landfill, as well as conversations with Waste Management staff. As shown, roughly 65% of all traffic generated by the El Sobrante Landfill currently originates at points west of I-15, and utilizes SR-91 for primary access to I-15 and the El Sobrante Landfill.

Figure 3 displays the assignment of total daily and peak hour traffic associated with the El Sobrante Landfill to the adjacent roadway system.

Percent of Daily and Peak Hour Traffic (Existing Processing Level of Approximately 7,800 tons/day)

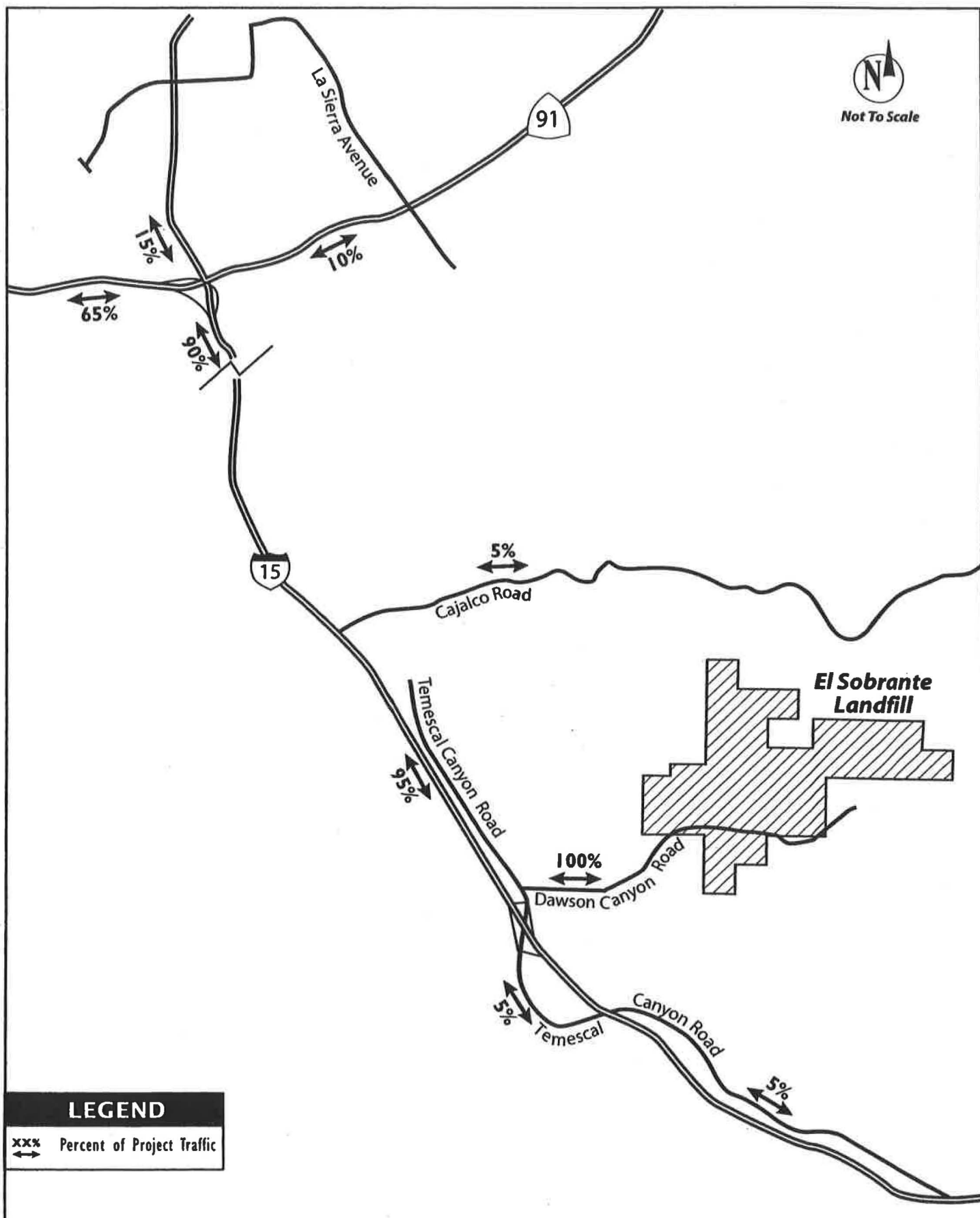
This section summarizes traffic volumes on roadways within the vicinity of the El Sobrante Landfill and the percent contribution associated with the El Sobrante Landfill traffic. Existing traffic count data was obtained from Caltrans and the County of Riverside, as displayed in **Appendix C**. **Figure 4** displays total daily traffic volumes on study area roadways.

Table 2 presents total Average Daily Traffic (ADT) volumes, total trips associated with the El Sobrante Landfill, and the percent of total ADT represented by the El Sobrante Landfill traffic.

Table 2
Average Daily Traffic Volumes Existing Conditions (~7,800 tons/day)
El Sobrante Landfill Study Area Roadways

| Roadway | Segment | Total Average Daily Traffic Volume | El Sobrante Landfill Daily Trips | Percent of Total Daily Traffic Generated by El Sobrante Landfill |
|----------------------|---|------------------------------------|----------------------------------|--|
| SR-91 | N. Main Street to I-15 | 247,200 | 888 | 0.4% |
| | I-15 to McKinley Street | 216,300 | 137 | 0.06% |
| | SR-91 EB to I-15 SB Connector Ramp | 57,000 | 888 | 1.6% |
| I-15 | I-15 NB to SR-91 WB Connector Ramp | 27,000 | 888 | 3.3% |
| | SR-91 to Cajalco Road | 156,100 | 1,230 | 0.8% |
| | Cajalco Road to Temescal Canyon Road | 115,300 | 1,298 | 1.1% |
| | I-15 NB On-ramp @ Temescal Canyon Road | 6,000 | 1,298 | 21.6% |
| | I-15 SB Off-ramp @ Temescal Canyon Road | 6,400 | 1,298 | 20.3% |
| Temescal Canyon Road | Cajalco Road to Dawson Canyon Road | 3,000 | 0 | 0% |
| | Dawson Canyon Road to I-15 Ramps | 2,600 | 1,298 | 49.9% |
| Cajalco Road | I-15 to Temescal Canyon Road | 8,500 | 68 | 0.8% |

Source: URS Corp., May 2003

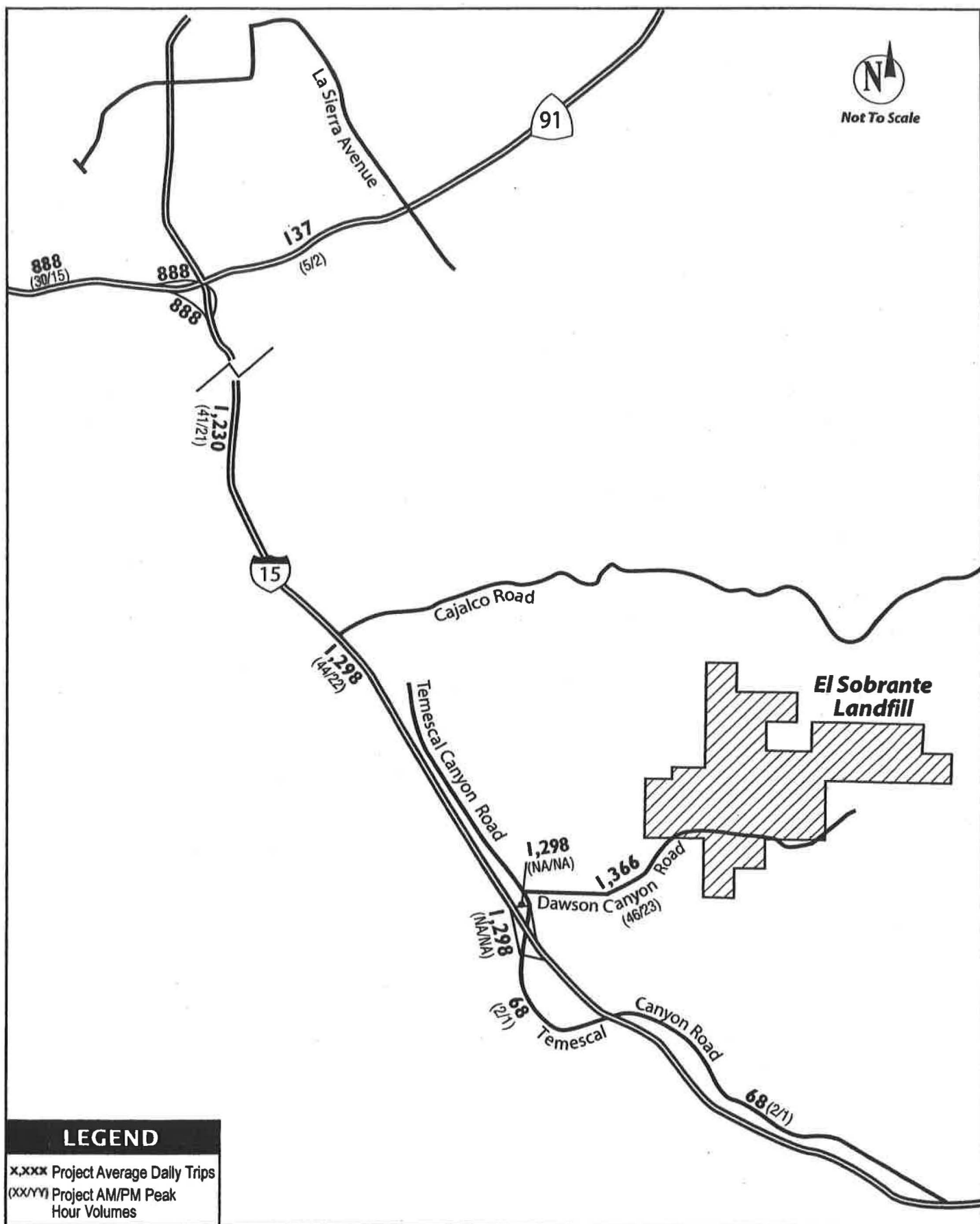


Source: URS April, 2003

URS

El Sobrante Landfill
Development Monitoring Program

Figure 2
Landfill Trip Distribution

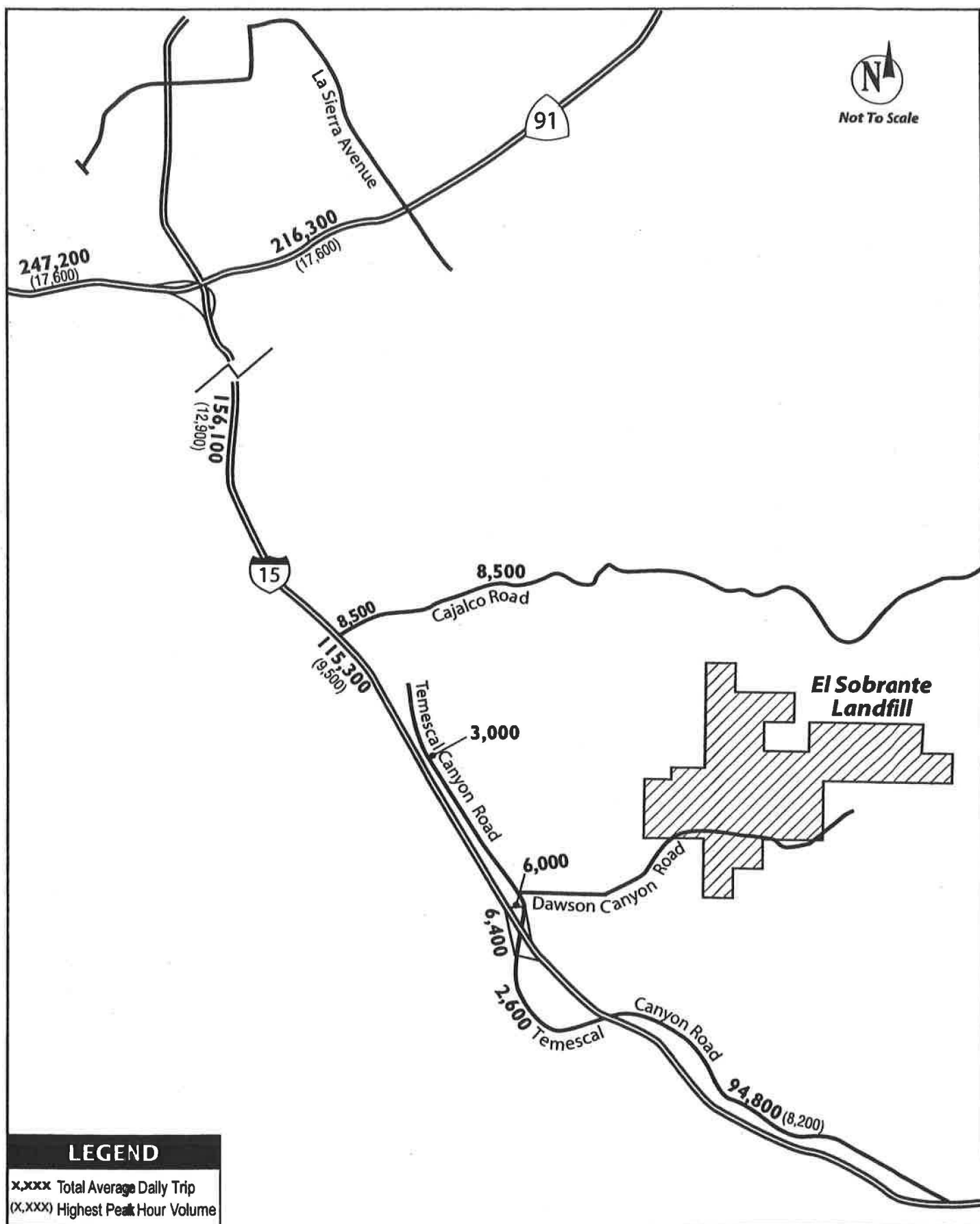


Source: URS April, 2003

URS

El Sobrante Landfill
 Development Monitoring Program

Figure 3
 Landfill Trip Assignment - Total & Peak Hour



Source: URS April, 2003

URS

El Sobrante Landfill
 Development Monitoring Program

Figure 4
 Existing Average Daily Traffic (ADT) Volumes

As shown in Table 2, the El Sobrante Landfill traffic generally represents a rather small proportion of total daily traffic on the adjacent roadway network. On the mainline segments of I-15 and SR-91, the El Sobrante Landfill traffic represents between 0.06% and 3.3% of total daily traffic volumes.

The freeway access ramps and adjacent roadway segments nearest to the El Sobrante Landfill experience the greatest proportion of El Sobrante Landfill traffic on the segment of Temescal Canyon Road between Dawson Canyon Road and the I-15 ramps. Approximately 50% of total daily traffic (1,298 daily El Sobrante Landfill trips) is comprised of El Sobrante Landfill traffic. Although this roadway segment is carrying a substantial volume of El Sobrante Landfill traffic, volumes on the roadway are generally low and the majority of the El Sobrante Landfill trips (approximately 90% or 1,168 trips) occur during the off-peak periods.

Table 3 displays peak hour traffic counts on nearby freeway segments and the percent of traffic represented by El Sobrante Landfill trips.

Table 3
Peak Hour Traffic Volumes
Existing Conditions (~7,800 tons/day)
El Sobrante Landfill Study Area Freeways

| Freeway | Segment | Highest Total Peak Hour Traffic Volume (both directions) (VHP) | El Sobrante Landfill Peak Hour Trips (both directions) (VPH) | Percent of Total Peak Hour Traffic Generated by El Sobrante Landfill |
|---------|--------------------------------------|--|--|--|
| SR-91 | N. Main Street to I-15 | 17,600 | 60 | 0.3% |
| | I-15 to McKinley Street | 17,600 | 10 | 0.06% |
| I-15 | SR-91 to Cajalco Road | 12,900 | 82 | 0.6% |
| | Cajalco Road to Temescal Canyon Road | 9,500 | 88 | 0.9% |

Source: URS Corp., May 2003

As shown in Table 3, the traffic generated by the El Sobrante Landfill represents a very minor proportion (less than 1%) of traffic during the peak hours of the adjacent and nearby freeway segments.

Percent of Daily and Peak Hour Traffic (10,000 tons/day)

Under existing operating conditions, the El Sobrante Landfill can process a maximum of 10,000 tons of waste per day. However, due to a lower level of existing demand, the El Sobrante Landfill is currently processing approximately 7,800 tons of waste per day.

This section summarizes the potential contribution of El Sobrante Landfill traffic assuming full operations at the current maximum allowed processing level of 10,000 tons/day. This allows a consideration of potential worse case conditions under existing permitting.

The daily and peak hour traffic volumes for the El Sobrante Landfill assuming 10,000 tons of waste/day were calculated by increasing the existing average El Sobrante Landfill trip generation by a factor of $10,000/7,800$, or 28%.

Table 4 displays total daily traffic (ADT) volumes on nearby roadways along with the contribution of daily trips generated by the El Sobrante Landfill, assuming operations at 10,000 tons/day. As shown in Table 4, the El Sobrante Landfill traffic would continue to represent a minor proportion of total daily traffic on the adjacent roadway network. On the mainline segments of I-15 and SR-91, the El Sobrante Landfill traffic would represent between 0.08% and 4.2% of total daily traffic volumes.

Similar to the existing conditions, the freeway access ramps and adjacent roadway segments nearest to the El Sobrante Landfill, as the primary linkage between I-15 and the El Sobrante Landfill site, would experience the greatest proportion of daily El Sobrante Landfill traffic.

It should be noted that the contribution of El Sobrante Landfill traffic at the 10,000 tons/day processing level would also entail a growth in the background traffic volumes over time as the El Sobrante Landfill nears the maximum allowed processing level. As such, the percentage of El Sobrante Landfill traffic on the adjacent roadways would likely decrease as the background traffic volumes on the adjacent roadways increases. Therefore, at the point in time when the El Sobrante Landfill reaches the 10,000 tons/day processing level, the proportion of El Sobrante Landfill traffic on the adjacent roadways would likely be less than those shown on Table 4.

Table 4
Average Daily Traffic Volumes
Maximum El Sobrante Landfill Conditions (~10,000 tons/day)
El Sobrante Landfill Study Area Roadways

| Roadway | Segment | Total Average Daily Traffic Volume | El Sobrante Landfill Daily Trips | Percent of Total Daily Traffic Generated by El Sobrante Landfill |
|----------------------|---|------------------------------------|----------------------------------|--|
| SR-91 | N. Main Street to I-15 | 247,200 | 1,138 | 0.5% |
| | I-15 to McKinley Street | 216,300 | 175 | 0.08% |
| | SR-91 EB to I-15 SB Connector Ramp | 57,000 | 1,138 | 2.0% |
| I-15 | I-15 NB to SR-91 WB Connector Ramp | 27,000 | 1,138 | 4.2% |
| | SR-91 to Cajalco Road | 156,100 | 1,574 | 1.0% |
| | Cajalco Road to Temescal Canyon Road | 115,300 | 1,661 | 1.4% |
| | I-15 NB On-ramp @ Temescal Canyon Road | 6,000 | 1,661 | 27.7% |
| | I-15 SB Off-ramp @ Temescal Canyon Road | 6,400 | 1,661 | 26.0% |
| Temescal Canyon Road | Cajalco Road to Dawson Canyon Road | 3,000 | 0 | 0% |
| | Dawson Canyon Road to I-15 Ramps | 2,600 | 1,661 | 63.9% |
| Cajalco Road | I-15 to Temescal Canyon Road | 8,500 | 87 | 1.0% |

Source: URS Corp., May 2003

Table 5 displays peak hour traffic volumes on adjacent freeway segments, along with the contribution of peak hour trip generated by the El Sobrante Landfill, assuming operations at 10,000 tons/day.

Table 5
Peak Hour Traffic Volumes
Maximum Landfill Conditions (~10,000 tons/day)
El Sobrante Landfill Study Area Freeways

| Freeway | Segment | Highest Total Peak Hour Traffic Volume (both directions) (VHP) | El Sobrante Landfill Peak Hour Trips (both directions) (VPH) | Percent of Total Peak Hour Traffic Generated by El Sobrante Landfill |
|---------|--------------------------------------|--|--|--|
| SR-91 | N. Main Street to I-15 | 17,600 | 77 | 0.4% |
| | I-15 to McKinley Street | 17,600 | 13 | 0.07% |
| I-15 | SR-91 to Cajalco Road | 12,900 | 105 | 0.8% |
| | Cajalco Road to Temescal Canyon Road | 9,500 | 113 | 1.2% |

Source: URS Corp., May 2003

As shown, even with an increase in the waste processing level at the El Sobrante Landfill, the traffic generated by the El Sobrante Landfill would continue to represent a very minor proportion (less than 1.5%) of peak hour traffic on the adjacent and nearby freeway segments.

CONCLUSION: The current Waste Management program to minimize in and outbound transfer truck trips during peak hours is successful as demonstrated by a review of Landfill trip generation, distribution, and resulting contribution to the adjacent roadway system. If the traffic volumes, distributions, and hourly flows were to increase to the levels associated with an increase in the waste processing level (to the maximum allowable level of 10,000 tons per day), the traffic generated by the El Sobrante Landfill would continue to be minimized during peak hours.

3.0 Transportation Related Condition of Approval - Item 3

"Development of a construction traffic control plan for offsite, public roads to control construction-related traffic impacts during periodic construction of landfill cells to reduce construction related traffic impacts to local residents and businesses."

New construction is expected to occur at the El Sobrante Landfill every 12 to 18 months. Construction traffic is typically minimal and would at a maximum represent approximately 50 additional trips. The previous sections have shown that the El Sobrante Landfill traffic represents a minor percentage of total vehicle traffic on the adjacent roadways under both existing and maximum allowed processing levels and the minor addition of construction trips could not be significant enough to change these conclusions.

In addition, construction trips typically occur during off-peak periods, and as a result would not substantially increase peak hour traffic. The El Sobrante Landfill currently contributes a relatively minor percentage of traffic to the adjacent roadways during the peak hours (approximately 7% and 3% of the El Sobrante Landfill traffic occurs during the respective AM and PM peak hours on the adjacent and nearby roadway system), the addition of construction traffic to and from the El Sobrante Landfill would represent an imperceptible change in peak hour traffic.

CONCLUSION: The construction traffic shall conform to the current Waste Management program to minimize in and outbound transfer truck trips during peak hours. Since construction traffic would be minimal, will occur during off-peak periods, and will not substantially increase peak hour traffic, the

addition of construction traffic to and from the El Sobrante Landfill would result in noticeable impacts. Therefore, the construction related impacts to local residents or businesses would be minimal or non-existent.

4.0 Summary of Key Findings

The following key points summarize the Development Monitoring Program:

1. Based on discussions and coordination with Caltrans District 8 and the South Coast Air Quality Management District, the El Sobrante Landfill is in compliance with and consistent with the requirements of the Regional Mobility and Air Quality Management Plans and appropriate clearance has been indicated by staff of the respective agencies.
2. The current Waste Management program to minimize in and outbound transfer truck trips during peak hours is successful as demonstrated by a review of Landfill trip generation, distribution, and resulting contribution to the adjacent roadway system. If the traffic volumes, distributions, and hourly flows were to increase to the levels associated with an increase in the waste processing level (to the maximum allowable level of 10,000 tons per day), the traffic generated by the El Sobrante Landfill would continue to be minimized during peak hours.
3. The construction traffic shall conform to the current Waste Management program to minimize in and outbound transfer truck trips during peak hours. Since construction traffic would be minimal, will occur during off-peak periods, and will not substantially increase peak hour traffic, the addition of construction traffic to and from the El Sobrante Landfill would result in ^{no} noticeable impacts. Therefore, the construction related impacts to local residents or businesses would be minimal or non-existent.

Appendix A

Correspondence Information

DEPARTMENT OF TRANSPORTATION
PLANNING AND LOCAL ASSISTANCE
DISTRICT 8
464 WEST 4TH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6327
FAX (909) 383-6890
TTY (909) 388-6300



*Flex your power
Be energy efficient*

August 4, 2003

08-Riv-15-33.466
SCH #90020076

Mr. Sam Morrissey
Transportation Division
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108

Dear Mr. Morrissey:

El Sobrante Landfill Expansion Project,
Compliance to Requirement for Development Monitoring Program

In response to your memo dated June 20, 2003 requesting our assistance in the above matter, we have researched our files in an effort to identify the specific mitigation measures recommended by Caltrans during review of the project Final Environmental Impact Report.

Unfortunately, it appears that the only reference made with regard to Mobility Plan compatibility is contained in the conditions of approval prepared by the County of Riverside Transportation Department, and outlined in their letter dated June 17, 1996.

Although our letter dated January 24, 1997 addressed to Mr. Robert Nelson; Director of the County of Riverside Waste Resources Management District acknowledges a general agreement with the County Transportation Department's comments, it does not identify the measures necessary to achieve Mobility Plan compliance. We are therefore unable to provide the specific confirmation you are seeking.

However, our letter to Mr. Nelson does confirm our agreement that implementation of other traffic related mitigation measures contained in the project environmental documents, reduce highway impacts to a "less than significant" level. The particular mitigation measures receiving Caltrans concurrence included ramp widening and traffic signal installation at the Interstate 15/Temescal Canyon Road interchange. It should be noted that these measures have since been implemented.

In the absence of specific Mobility Plan measures, and given the completion of the freeway improvements deemed necessary by Caltrans, it would be reasonable to conclude that no other comments with respect to preparation of a Development Monitoring Plan are required.

Mr. Sam Morrissey
August 4, 2003
Page 2

We are enclosing a copy of our January 24, 1997 letter for your files. Thank you for providing the additional information requested and for your patience in this matter. If you have other questions regarding this issue, please contact Rosa F. Clark at (909) 383-6908 for assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ramakrishna R. Tadi', with a long horizontal line extending from the left side of the signature.

RAMAKRISHNA R. TADI, Acting Chief
Office of Forecasting/IGR-CEQA Review
Transportation Planning Division

cc: J. McCann, RCWMD

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DEPARTMENT OF TRANSPORTATION

DISTRICT 8, P.O. BOX 231
SAN BERNARDINO, CALIFORNIA 92402
JD (909) 383-5959



January 24, 1997

08-Riv-15-31.8
SCH #90020076 ✓
SCH #93092106

Mr. Robert Nelson
Director
Waste Resources Management District
County of Riverside
1995 Market Street
Riverside, CA 92501

Dear Mr. Nelson:

El Sobrante Landfill Expansion

We have reviewed the following documents for the above project:

1. Final EIR: El Sobrante Landfill Expansion
2. Traffic Impact Study: El Sobrante Landfill Expansion; and,
3. County of Riverside Transportation and Land Management Agency (TLMA) letter dated June 17, 1996, RE: El Sobrante Landfill Expansion -- Transportation Related Conditions of Approval

On January 14, 1997, Mr. Cecil A. Karstensen, of my staff, and Mr. Ed Studor, of the County Transportation Department, discussed the proposed traffic improvements for the above project. Concerning this discussion and our review, we request consideration of the following comments:

- We are in agreement with the conclusions of the above-referenced traffic study, the mitigation measures listed and recommendations provided in that report on pages 95 and 96 pertaining to the following:

Interstate 15 (I-15)/Temescal Canyon Road north- and southbound on-/off-ramps

Mr. Robert Nelson
January 24, 1997
Page 2

- We concur with the conclusions and findings of the Final Environment Impact Report pertaining to the following:

I-15/Temescal Canyon Road for north- and southbound
on-/off-ramps

- We concur with the Conditions of Approval for traffic improvements as outlined in the County of Riverside (TLMA) letter (see enclosed), including the requirement that the project applicant shall pay their "fair share" toward the following traffic signals:

I-15/Temescal Canyon Road for north- and southbound
on-/off-ramps

- Considering implementation of traffic measures pertaining to the I-15/Temescal Canyon Road north- and southbound on-/off-ramps as required in the Conditions of Approval (dated June 17, 1996), we concur that traffic impacts related to the above project will be less than significant.
- The above and any additional conditions required by Riverside County Waste Resources Management District and Transportation Department may require an encroachment permit for any work necessary within the State highway right of way. The developer must obtain an encroachment permit from the Caltrans District 8 Permits Office prior to beginning work. Their address and phone number are listed below:

Office of Permits
California Department of Transportation
P.O. Box 231
San Bernardino, CA 92402
(909) 383-4536

Mr. Robert Nelson
January 24, 1997
Page 3

If you have any questions, please contact Cecil Karstensen at (909) 383-5922 or
FAX (909) 383-7934.

Sincerely,

Original signed by ROBERT G. HARVEY

ROBERT G. HARVEY, Chief
Office of Riverside County
Transportation Planning

CAK:aq

Enclosure

cc: Michael Chiriatti, Jr., Chief, State Clearinghouse
Lesley Likins, Senior Planner, County of Riverside
Sung K. Ma, Planner, County of Riverside
Edward D. Studor, County of Riverside
Robert C. Mason, TRC Environmental Solutions, Inc.
JoAnn Hadfield, TRC Environmental Solutions, Inc.
Jack Kurchian, USA Waste

bcc: FLehr
NATHULURU,
RHelgeson



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department



David E. Barnhart
Director of Transportation

TRANSPORTATION PLANNING AND SYSTEMS MANAGEMENT DIVISION

June 17, 1996

Robert A. Nelson, Director
Waste Resources Management District
1995 Market Street
Riverside, CA 92501

RE: El Sobrante Landfill Expansion - Transportation Related
Conditions of Approval

Dear Mr. Nelson:

The Transportation Planning staff has reviewed the traffic study submitted by Albert Grover & Associates in support of the Environmental Impact Report (EIR) for the El Sobrante Landfill Expansion project (El Sobrante). The traffic study was prepared in accordance with County approved guidelines. The Department generally concurs with the findings of the traffic study and the traffic related impacts addressed in the study and in the EIR.

The traffic study indicates that it is possible to achieve a minimum Level of Service (LOS) of "C" for the following intersections that would be affected (some of the intersections require improvement to meet the LOS of "C"):

- Temescal Canyon Road/I-15 southbound ramps
- Temescal Canyon Road/I-15 northbound ramps
- Temescal Canyon Road/Landfill Access Road
- Temescal Canyon Road/Weirick Road
- Temescal Canyon Road/Cajalco Road
- Project Access Road/Park Canyon Drive

The County's Comprehensive General Plan Circulation Policies require a minimum LOS "C" for this project. As such, the proposed project is consistent with the General Plan policies.

El Sobrante Landfill is currently permitted to receive 4000 tons per day (TPD) of solid waste. Under the expansion project, the landfill would be allowed to receive up to 10,000 TPD of waste. The following conditions of approval incorporate the transportation

El Sobrante Landfill Expansion - Conditions
June 17, 1996
page -2-

related improvements to the local road system required to achieve or maintain a minimum LOS of "C", as amended this date at the Board of Supervisors hearing.

CONDITIONS OF APPROVAL

1. Upon permit approval Western Waste Industries shall immediately amend their operating plan to require all trucks hauling out of county imported waste to exclusively utilize the Temescal Canyon Road Interchange for access to the landfill site.
2. Within 1 year of start date Western Waste Industries shall pay into the Road Improvement Trust the amount \$879,000 as their "fair share" toward the following road improvements.
 - a. An additional lane in each direction on Temescal Canyon Road from I-15 Northbound on/off ramps to the El Sobrante Access Road. The structural section of the additional lanes shall satisfy a Traffic Index of 11.5. (Western Waste Industries' percent contribution for this condition is 10.25 percent)
 - b. Eight-foot paved shoulder on the west side of Temescal Canyon Road adjacent to the intersection of Temescal Canyon Road and the El Sobrante Access Road. (Western Waste Industries' percent contribution for this condition is 80 percent).
 - c. Improvements of the intersection of Temescal Canyon Road/El Sobrante Access Road to provide the following intersection geometrics and any required widening:

| | |
|-------------|---|
| Westbound: | One right turn lane and one left turn lane on the El Sobrante Access Road. This improvement to be accomplished in conjunction with the improvements to the lower portion of the El Sobrante Access Road as required by Condition No. 2e below. (Western Waste Industries' percent of contribution for this condition is 80 percent. |
| Southbound: | None. |
| Northbound: | Extend existing right turn land on Temescal Canyon Road. (Western Waste |

Industries' percent contribution for this condition is 80 percent.

- d. Improve the lower portion of the El Sobrante Access Road (from the intersection of Temescal Canyon Road to the cul-de-sac) so that it will meet a Traffic Index of 11.5, and so that it complies with Standard 106-B for improved drainage protection from the 100-year, 24-hour storm, or as approved by the Director of the County Transportation Department. The improvement of the lower portion of the Access Road shall be designed based on direction of the Riverside County Flood Control District, and a maximum water depth of 9 inches across the Access Road, generally as depicted in the attached exhibit - "Proposed Conceptual Access Road Improvements." Coldwater Wash Channel improvements and rock slope protection shall continue southeasterly from the access road along the entire length of Temescal Canyon Road to the Hydro-Conduit driveway as approved by the Transportation Department. (Western Waste Industries' percent contribution for this condition is 80 percent).
- e. The applicant shall pay a Traffic Signal Mitigation Fee in accordance with Riverside County Ordinance No. 748. Said fee shall be based upon industrial/per net acre. The project net acreage is 4.5 acres. The remaining acreage is not subject to mitigation at this time.
- f. The applicant shall pay their "fair share" toward the following traffic signals (these signals are over and above the Traffic Signal Mitigation Fee payment made by the applicant pursuant to County Ordinance 748, and are not subject to credit or reimbursement):

Temescal Canyon Road (E/W) at:

- a. El Sobrante Access Road. (Western Waste Industries' percent contribution for this condition is 80 percent).
- b. I-15 Northbound on/off ramps (as approved by Caltrans). (Western Waste Industries percent contribution for this condition is 11 Percent).
- c. I-15 Southbound on/off ramps (as approved by Caltrans). (Western Waste Industries percent contribution for this condition is 9.5 percent).

El Sobrante Landfill Expansion - Conditions
June 17, 1996
page -4-

3. Within 3 months of start date Western Waste Industries shall initiate the construction of improvements between the intersections of Temescal Canyon Road/ and the Southbound and Northbound on/off ramps to provide the following intersection geometrics, including any required widening or as approved by Caltrans:

Eastbound: An additional through lane on Temescal Canyon Road.

Westbound: An additional through lane on Temescal Canyon Road , and one right turn lane at the Northbound on ramp.

Southbound: (off ramp) one left turn lane.

Northbound: (off ramp) None

In the event the County elects to coordinate these improvements with other Temescal Canyon Road improvements, the County may direct Western Waste Industries to pay the approved estimated cost of the improvements in lieu of the required construction.

4. Within 90 days following the end of the calendar year in which the total tonnage of waste landfilled at El Sobrante exceeds 1,440,000 tons, the applicant shall establish and be responsible for a Development Monitoring Program which shall include the following:
- a. Consult with and obtain clearance from Caltrans District 8 and the South Coast Air Quality Management District to assure compliance and coordination with the Regional Mobility and Air Quality Management Plans.
 - b. Develop a program to minimize in and outbound transfer trucks during peak hours.
 - c. A construction traffic control plan for offsite, public roads shall be developed to control construction-related traffic impacts during periodic construction of landfill cells to reduce construction related traffic impacts to local residents and businesses.

With the inclusion of the above conditions of approval, the Department finds that the roadways and intersections affected by the project will operate at a minimum LOS of "C", which is below

El Sobrante Landfill Expansion - Conditions
June 17, 1996
page -5-

a level of significance. If you have questions regarding the conditions of approval, please call us.

Sincerely,



Edwin D. Studor
Transportation Planning Manager

ES:ef

attachment

cc: George Johnson, County Transportation Department
Leslie Likens, Waste Management
Jack Kurchian, Western Waste
Robert Mason, Environmental Solutions

TABLE 1

**REVISED CONDITIONS OF APPROVAL
"FAIR SHARE" CONTRIBUTION
WESTERN WASTE INDUSTRIES
EL SOBRANTE LANDFILL EXPANSION**

Page 1 of 2

| REVISED CONDITIONS OF APPROVAL (1) | ESTIMATED COST | WWI's "FAIR SHARE" | REMARKS |
|--|------------------|--------------------|--|
| • Traffic Signal Mitigation Fee (Condition No. 1) | \$11,086 | \$11,086 | • Based on Ordinance 748 (\$2,704 x 4.1 acres of buildings and support areas [Admin Bldg and Maintenance Facility], see attached Figures 3.12 and 3.13). |
| SUBTOTAL CONDITION NO. 1 | \$11,086 | \$11,086 | |
| • Applicable Traffic-Related Conditions of 4,000 TPD In Place (Condition No. 2) | \$0 | \$0 | • Within 45 days of receipt of revised SWFP, demonstrate that the applicable traffic-related conditions of approval for the 4,000 tpd permit are in place. |
| SUBTOTAL CONDITION NO. 2 | \$0 | \$0 | |
| • Development Monitoring Program (Condition No. 3) | | | |
| – Consult with Caltrans and SCAQMD to assure compliance with Regional Mobility Plan and Air Quality Management Plan. | \$5,000 | \$5,000 | • Estimated cost for consulting with Caltrans and SCAQMD. |
| – Develop program to minimize in and out-bound traffic during peak hours. | \$5,000 | \$5,000 | • Estimated cost for developing plan and consulting with County. |
| – Develop construction traffic control plans. | \$5,000 | \$5,000 | • Estimated cost for developing plan and consulting with County. |
| SUBTOTAL CONDITION NO. 3 | \$15,000 | \$15,000 | |
| • Roadway Improvements (Condition No. 4) | | | |
| – Traffic Signals - Temescal Cyn Rd (Cond. 4a) | | | • Western Waste Industries to establish a financial mechanism to fund or secure its promoted "fair share" contribution of roadway improvements identified in Conditions 4a through 4c. |
| – Access Road | \$100,000 | \$80,000 | – Not part of Ordinance 748; not subject to credit/reimbursement. |
| – I-15 Northbound On/Off Ramps | \$140,000 | \$15,400 | • Based on 80/20 split between El Sobrante and Recyc (2). |
| – I-15 Southbound On/Off Ramps | \$140,000 | \$13,300 | • As approved by Caltrans. Based on El Sobrante's 11 percent contribution to ADTs (3). |
| | | | • As approved by Caltrans. Based on El Sobrante's 9.5 percent contribution to ADTs (3). |
| SUBTOTAL CONDITION NO. 4 | \$380,000 | \$108,700 | |
| – Temescal Cyn Rd - Additional lane each direction | \$276,800 | \$28,370 | • Based on El Sobrante's 10.25 percent contribution to ADTs (3). |
| – I-15 Northbound on/off ramps to Access Road (Cond. 4b) | | | |
| SUBTOTAL CONDITION NO. 4b | \$276,800 | \$28,370 | |

TABLE 1
REVISED CONDITIONS OF APPROVAL
"FAIR SHARE" CONTRIBUTION
WESTERN WASTE INDUSTRIES
EL SOBRANTE LANDFILL EXPANSION

Page 2 of 2

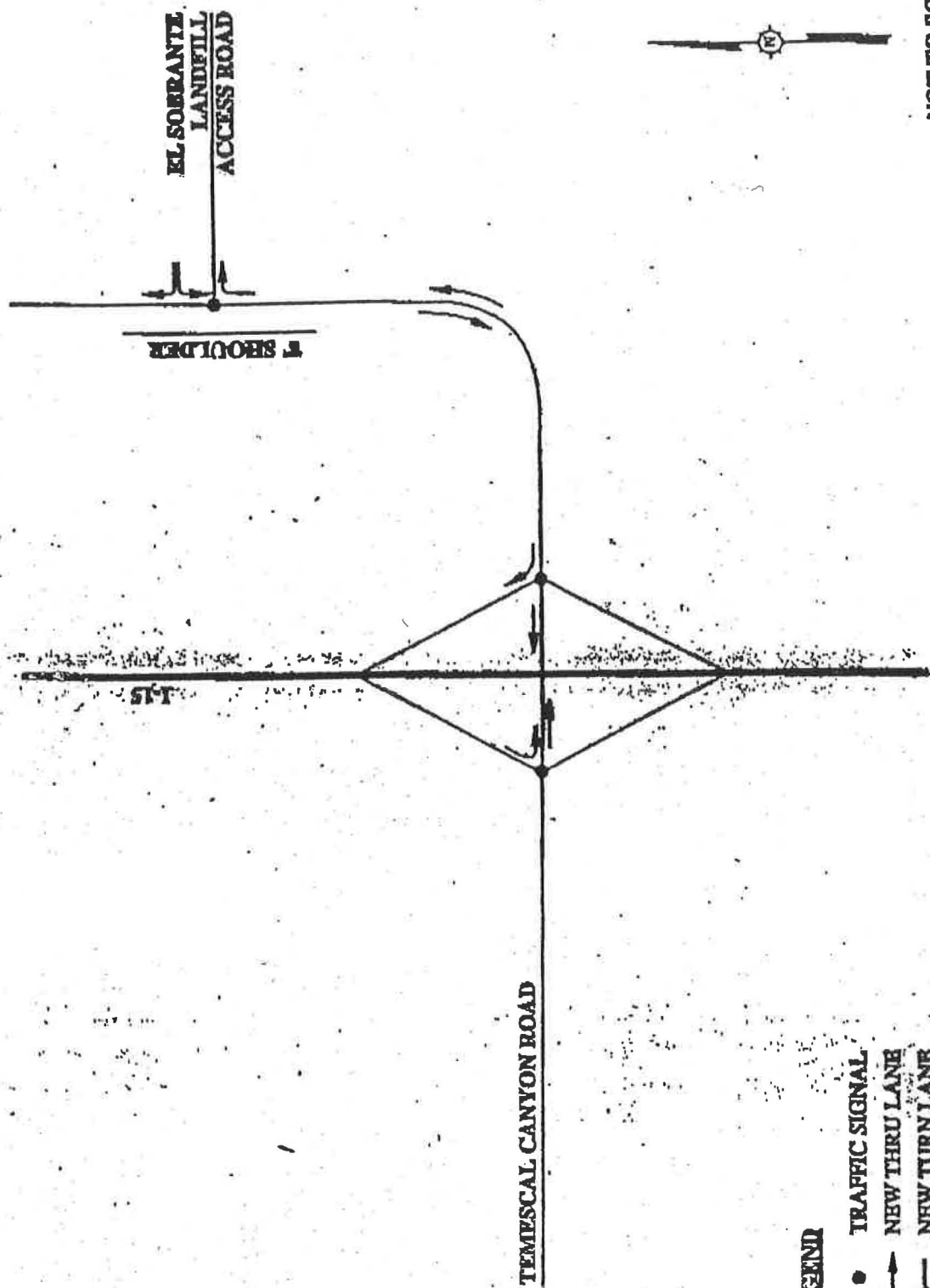
| REVISED CONDITIONS OF APPROVAL (1) | ESTIMATED COST | WWT's "FAIR SHARE" | REMARKS |
|---|----------------------------------|-------------------------------|---|
| <ul style="list-style-type: none"> - Temescal Cyn Rd Between I-15 Southbound and Northbound Ramps (Cond. 4c) • Eastbound: 1 thru lane • Westbound: 1 thru lane; right turn lane NB On Ramp • Southbound Off Ramp: left turn lane • Northbound Off Ramp: None | \$17,700 \$20,300 \$13,800 | \$1,680 \$2,230 \$1,310 | <ul style="list-style-type: none"> - Based on El Sobrante's 9.5 percent contribution to ADTs (3). - Based on El Sobrante's 11 percent contribution to ADTs (3). - Based on El Sobrante's 9.5 percent contribution to ADTs (3). - Not project related. |
| Subtotal Condition No. 4c | \$51,800 | \$5,220 | |
| <ul style="list-style-type: none"> - Temescal Cyn Rd - Eight-foot paved shoulder west side adjacent to intersection with Access Road (Cond. 4d) | \$38,100 | \$30,480 | <ul style="list-style-type: none"> • Based on 80/20 split between El Sobrante and Recyc (2). |
| Subtotal Condition No. 4d | \$38,100 | \$30,480 | |
| <ul style="list-style-type: none"> - Temescal Cyn Rd/Access Rd (Cond. 4e) • Westbound (Access Road): 1 left lane; 1 right turn (4) • Southbound: None • Northbound: Extend existing right turn lane (5) | \$10,000 | \$8,000 | <ul style="list-style-type: none"> - Based on 80/20 split between El Sobrante and Recyc (2). - No requirement. - Based on 80/20 split between El Sobrante and Recyc (2). |
| Subtotal Condition No. 4e | \$10,000 | \$8,000 | |
| <ul style="list-style-type: none"> - Lower Portion of Access Road (Cond. 4f) • Low-water crossing improvements • Upgrade Temescal Wash Bridge | \$769,000 \$90,000 | \$615,200 \$72,000 | <ul style="list-style-type: none"> • Based on 80/20 split between El Sobrante and Recyc (2). • Based on 80/20 split between El Sobrante and Recyc (2). |
| Subtotal Condition No. 4f | \$859,000 | \$687,200 | |
| SUBTOTAL CONDITION NO. 4 | \$1,615,700 | \$867,970 | |
| TOTAL COST | \$1,641,786 | \$894,056 | |

91-266 (6/19/96am)

- (1) Based on revised conditions of approval from County Transportation Department dated June 17, 1996. See attached figures.
 (2) Assumes only El Sobrante and Recyc use landfill access road.
 (3) Based on El Sobrante's contribution to the overall ADTs for specify road segments according to the 1994 Traffic Study.
 (4) Will be accomplished at the same time as Condition 4f.
 (5) Will be accomplished at the same time as Condition 4h.

EL SOBRANTE LANDFILL

ROADWAY IMPROVEMENTS



LEGEND

- TRAFFIC SIGNAL
- NEW THRU LANE
- ↘ NEW TURN LANE

NOT TO SCALE

Appendix B
6-Day Average Vehicle Counts
at the El Sobrante Landfill by Vehicle Type

LOADS BY VEHICLE TYPE PER HOUR

DATE: Daily Averages over 6 days

| No. | Vehicle Type | Hour | | | | | | | | | | | | | | | | | | | | | | | | Total | % | 10K tons/day Total Loads |
|---------|--|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|--------|-------|---|-----------------------------|
| | | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | | | | |
| 01 | Car or Station Wagon | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0.51% | 5 | | |
| 02 | Van, Pickup Truck or Trailer (3 Tons) | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 5 | 7 | 5 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 5.61% | 49 | | |
| 03 | Truck or 2 Wheel Trailer | 0 | 0 | 0 | 3 | 4 | 9 | 14 | 13 | 17 | 17 | 21 | 18 | 16 | 16 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 22.79% | 200 | | |
| 04 | Car, Van, or Truck Pulling 2 Wheel Trailer | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1.00% | 9 | | |
| 08 | 10-15 Wheel Truck or Tractor Trailer | 0 | 0 | 0 | 2 | 4 | 2 | 4 | 3 | 2 | 3 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3.98% | 35 | | |
| 10 | 18 Wheel Tractor Trailer | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2.61% | 23 | | |
| 13 | Commercial Hauler (Non-compacted) | 0 | 0 | 0 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4.24% | 37 | | |
| 14 | 6 Wheel Truck (Over 2 Tons Capacity) | 0 | 0 | 1 | 3 | 3 | 3 | 3 | 7 | 7 | 6 | 7 | 9 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 8.20% | 72 | | |
| 16 | Commercial Waste Hauler (Compacted) | 0 | 0 | 0 | 1 | 2 | 4 | 6 | 7 | 6 | 3 | 6 | 3 | 6 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 8.22% | 72 | | |
| 17 | Commercial Waste Hauler (Compacted) | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1.24% | 11 | | |
| 18 | Commercial Waste Hauler (Compacted) | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1.27% | 11 | | |
| 19 | Transfer Trailer | 1 | 42 | 15 | 21 | 16 | 18 | 22 | 17 | 19 | 25 | 24 | 17 | 13 | 9 | 5 | 3 | 3 | 1 | 2 | 1 | 0 | 0 | 273 | 40.01% | 352 | | |
| 29 | Stack Transfer | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.32% | 3 | | |
| Totals: | | 1 | 42 | 17 | 39 | 32 | 46 | 57 | 60 | 64 | 66 | 70 | 58 | 50 | 44 | 23 | 7 | 3 | 1 | 2 | 1 | 0 | 0 | 683 | 100% | 880 | | |

#Total Loads at 10,000 Tons/Day: 880

Appendix C
Average Daily Traffic Volumes
Caltans and the County of Riverside

MAINLINE

| District | Route | County | Post Mile Prefix | Post Mile | Description | Back Peak Hr | Peak Mo | AADT | Ahead Peak Hr | Peak Mo | AADT |
|----------|-------|--------|------------------|-----------|--|--------------|---------|--------|---------------|---------|--------|
| 7 | 91 | LA | R | 15.61 | BELLFLOWER, BELLFLOWER BOULEVARD | 19200 | 257000 | 248000 | 18800 | 253000 | 244000 |
| 7 | 91 | LA | R | 16.94 | CERRITOS, JCT. RTE. 605, SAN GABRIEL RIVER FREEWAY | 18800 | 253000 | 244000 | 21000 | 289000 | 273000 |
| 7 | 91 | LA | R | 18.09 | ARTESIA, PIONEER BOULEVARD | 21000 | 289000 | 273000 | 20000 | 270000 | 262000 |
| 7 | 91 | LA | R | 18.65 | CERRITOS, NORWALK BOULEVARD | 20000 | 270000 | 262000 | 19800 | 288000 | 259000 |
| 7 | 91 | LA | R | 19.17 | CERRITOS, BLOOMFIELD AVENUE | 19800 | 288000 | 259000 | 17800 | 242000 | 233000 |
| 7 | 91 | LA | R | 19.43 | CERRITOS, ARTESIA AVENUE | 17800 | 242000 | 233000 | 17600 | 241000 | 231000 |
| 7 | 91 | LA | R | 20.45 | CERRITOS, CARMENITA AVENUE | 17600 | 241000 | 231000 | 16700 | 231000 | 221000 |
| 7 | 91 | LA | R | 20.74 | LOS ANGELES-ORANGE COUNTY LINE | 16700 | 231000 | 221000 | | | |
| 12 | 91 | ORA | R | 0 | LOS ANGELES-ORANGE COUNTY LINE | | | | 16700 | 231000 | 221000 |
| 12 | 91 | ORA | R | 0.49 | LA PALMA, ORANGETHORPE AVENUE | 16700 | 231000 | 221000 | 15000 | 224000 | 208000 |
| 12 | 91 | ORA | R | 0.85 | BUENA PARK, VALLEY VIEW STREET | 15000 | 224000 | 209000 | 16300 | 242000 | 227000 |
| 12 | 91 | ORA | R | 1.84 | BUENA PARK, KNOTT AVENUE | 16300 | 242000 | 227000 | 16500 | 245000 | 228000 |
| 12 | 91 | ORA | R | 2.62 | BUENA PARK, JCT. RTE. 39, BEACH BOULEVARD | 16500 | 245000 | 228000 | 16300 | 241000 | 227000 |
| 12 | 91 | ORA | R | 3.64 | FULLERTON, JCT. RTE. 5, SANTA ANA FREEWAY | 16300 | 241000 | 227000 | 14700 | 220000 | 210000 |
| 12 | 91 | ORA | R | 4.08 | MILEPOST EQUATION =0.41 | | | | | | |
| 12 | 91 | ORA | | 1.23 | ANAHEIM, BROOKHURST AVENUE | 14700 | 220000 | 210000 | 15400 | 229000 | 220000 |
| 12 | 91 | ORA | | 2.23 | ANAHEIM, EUCLID AVENUE | 15400 | 229000 | 220000 | 16000 | 238000 | 228000 |
| 12 | 91 | ORA | | 3.26 | FULLERTON, HARBOR BOULEVARD | 16000 | 238000 | 228000 | 16500 | 248000 | 236000 |
| 12 | 91 | ORA | | 3.51 | ANAHEIM, LEMON STREET/HARVARD AVENUE | 16500 | 248000 | 238000 | 17500 | 261000 | 250000 |
| 12 | 91 | ORA | | 4.28 | ANAHEIM, EAST STREET | 17500 | 261000 | 250000 | 17100 | 255000 | 244000 |
| 12 | 91 | ORA | | 5.28 | ANAHEIM, STATE COLLEGE BOULEVARD | 17100 | 255000 | 244000 | 16700 | 249000 | 238000 |
| 12 | 91 | ORA | | 6.12 | ANAHEIM, JCT. RTE. 57, ORANGE FREEWAY | 16700 | 249000 | 238000 | 17800 | 245000 | 234000 |
| 12 | 91 | ORA | | 7.35 | ANAHEIM, KRAEMER BOULEVARD/GLASSSELL STREET | 17800 | 245000 | 234000 | 17000 | 235000 | 224000 |
| 12 | 91 | ORA | | 8.4 | ANAHEIM, TUSTIN AVENUE | 17000 | 235000 | 224000 | 17000 | 235000 | 224000 |
| 12 | 91 | ORA | R | 9.19 | ANAHEIM, JCT. RTE. 55, SOUTH, COSTA MESA FREEWAY | 17000 | 235000 | 224000 | 19000 | 298000 | 284000 |
| 12 | 91 | ORA | R | 10.09 | ANAHEIM, LAKEVIEW AVENUE | 19000 | 298000 | 284000 | 17900 | 281000 | 267000 |
| 12 | 91 | ORA | R | 11.54 | ANAHEIM, JCT. RTE. 90, WEST, IMPERIAL HIGHWAY | 17900 | 281000 | 267000 | 17400 | 271000 | 260000 |
| 12 | 91 | ORA | R | 14.43 | WEIR CANYON ROAD | 17400 | 271000 | 260000 | 16200 | 255000 | 242000 |
| 12 | 91 | ORA | R | 16.4 | GYPSUM CANYON ROAD | 16200 | 255000 | 242000 | 17200 | 255000 | 246000 |
| 12 | 91 | ORA | R | 17.95 | COAL CANYON ROAD | 17200 | 255000 | 246000 | 17200 | 255000 | 246000 |
| 12 | 91 | ORA | R | 18.91 | ORANGE-RIVERSIDE COUNTY LINE, GREEN RIVER ROAD | 17200 | 255000 | 246000 | | | |
| 8 | 91 | RIV | R | 0 | ORANGE-RIVERSIDE COUNTY LINE | | | | 17200 | 255000 | 246000 |
| 8 | 91 | RIV | R | 1.03 | GREEN RIVER DRIVE | 17200 | 255000 | 246000 | 16500 | 245000 | 236000 |
| 8 | 91 | RIV | R | 2.09 | JCT. RTE. 71 NORTH | 16500 | 245000 | 236000 | 16800 | 244000 | 235000 |
| 8 | 91 | RIV | R | 3.71 | SERFAS CLUB DRIVE | 16800 | 244000 | 235000 | 16700 | 242000 | 233000 |
| 8 | 91 | RIV | R | 4.13 | MILEPOST EQUATION =4.01 | | | | | | |
| 8 | 91 | RIV | | 4.18 | CORONA, MAPLE STREET | 16700 | 242000 | 233000 | 16000 | 230000 | 222000 |
| 8 | 91 | RIV | | 5.38 | CORONA, LINCOLN AVENUE | 16000 | 230000 | 222000 | 17000 | 240000 | 231000 |
| 8 | 91 | RIV | | 6.02 | CORONA, WEST GRAND BOULEVARD | 17000 | 240000 | 231000 | 16500 | 233000 | 224000 |
| 8 | 91 | RIV | | 6.34 | CORONA, MAIN STREET | 16500 | 233000 | 224000 | 17800 | 249000 | 240000 |
| 8 | 91 | RIV | | 7.45 | CORONA, JCT. RTE. 15 | 17600 | 249000 | 240000 | 17800 | 217000 | 210000 |
| 8 | 91 | RIV | | 9.18 | CORONA, MC KINLEY STREET | 17600 | 217000 | 210000 | 16500 | 202000 | 197000 |
| 8 | 91 | RIV | | 10.81 | RIVERSIDE, PIERCE STREET | 16500 | 202000 | 197000 | 14700 | 180000 | 176000 |
| 8 | 91 | RIV | | 11.1 | RIVERSIDE, MAGNOLIA AVENUE | 14700 | 180000 | 176000 | 14900 | 182000 | 178000 |
| 8 | 91 | RIV | | 11.99 | RIVERSIDE, LA SIERRA AVENUE | 14900 | 182000 | 178000 | 14900 | 182000 | 178000 |
| 8 | 91 | RIV | | 13.04 | RIVERSIDE, TYLER STREET | 14900 | 182000 | 178000 | 15100 | 184000 | 180000 |
| 8 | 91 | RIV | | 14.08 | RIVERSIDE, VAN BUREN STREET | 15100 | 184000 | 180000 | 14800 | 178000 | 174000 |
| 8 | 91 | RIV | | 15.63 | RIVERSIDE, ADAMS STREET | 14800 | 178000 | 174000 | 14700 | 180000 | 176000 |
| 8 | 91 | RIV | | 16.65 | RIVERSIDE, MADISON STREET | 14700 | 180000 | 176000 | 14300 | 180000 | 176000 |
| 8 | 91 | RIV | | 17.82 | RIVERSIDE, ARLINGTON AVENUE | 14300 | 180000 | 176000 | 14200 | 181000 | 177000 |
| 8 | 91 | RIV | | 18.41 | RIVERSIDE, CENTRAL AVENUE | 14200 | 181000 | 177000 | 13800 | 176000 | 172000 |

MAINLINE

| District | Route | County | Post Mile Prefix | Post Mile | Description | Back Peak Hr | Peak Mo | AADT | Ahead Peak Hr | Peak Mo | AADT |
|----------|-------|--------|------------------|-----------|---|--------------|---------|--------|---------------|---------|--------|
| 8 | 15 | RIV | R | 0 | SAN DIEGO-RIVERSIDE COUNTY LINE | | | | 7700 | 109000 | 100000 |
| 8 | 15 | RIV | | 3.44 | TEMECULA, SOUTH JCT. RTE. 79 | 7700 | 109000 | 100000 | 10300 | 129000 | 118000 |
| 8 | 15 | RIV | | 4.98 | TEMECULA, RANCHO CALIFORNIA ROAD | 10300 | 129000 | 118000 | 11500 | 144000 | 132000 |
| 8 | 15 | RIV | | 6.62 | TEMECULA, NORTH JCT RTE. 79 | 11500 | 144000 | 132000 | 13500 | 169000 | 155000 |
| 8 | 15 | RIV | | 8.74 | JCT. RTE. 215 NORTH | 13500 | 169000 | 155000 | 7700 | 97000 | 88000 |
| 8 | 15 | RIV | | 9.47 | MURRIETA HOT SPRINGS ROAD | 7700 | 97000 | 88000 | 8200 | 101000 | 92000 |
| 8 | 15 | RIV | | 10.59 | CALIFORNIA OAKS ROAD | 8200 | 101000 | 92000 | 7800 | 95000 | 86000 |
| 8 | 15 | RIV | | 13.64 | CLINTON KEITH ROAD | 7800 | 95000 | 86000 | 7700 | 91000 | 83000 |
| 8 | 15 | RIV | | 15.07 | BAXTER ROAD | 7700 | 91000 | 83000 | 7500 | 87000 | 79000 |
| 8 | 15 | RIV | | 16.3 | BUNDY CANYON ROAD | 7500 | 87000 | 79000 | 7300 | 84000 | 76000 |
| 8 | 15 | RIV | | 19.16 | ELSINORE, RAILROAD CANYON ROAD | 7300 | 84000 | 76000 | 8300 | 92000 | 84000 |
| 8 | 15 | RIV | | 20.95 | ELSINORE, MAIN STREET | 8300 | 92000 | 84000 | 7800 | 87000 | 79000 |
| 8 | 15 | RIV | | 21.79 | MILEPOST EQUATION =21.81 | | | | | | |
| 8 | 15 | RIV | | 22.28 | ELSINORE, JCT. RTE. 74 | 7800 | 87000 | 79000 | 6800 | 78000 | 71000 |
| 8 | 15 | RIV | | 23.85 | ELSINORE, NICHOLS ROAD | 6800 | 78000 | 71000 | 6900 | 80000 | 73000 |
| 8 | 15 | RIV | | 26.69 | LAKE STREET | 6900 | 80000 | 73000 | 7300 | 86000 | 79000 |
| 8 | 15 | RIV | | 30.4 | INDIAN TRAIL ROAD | 7300 | 86000 | 79000 | 7800 | 94000 | 86000 |
| 8 | 15 | RIV | | 33.39 | TEMESCAL CANYON ROAD | 7800 | 94000 | 86000 | 8200 | 101000 | 93000 |
| 8 | 15 | RIV | | 35.64 | WEIRICK ROAD | 8200 | 101000 | 93000 | 9000 | 114000 | 105000 |
| 8 | 15 | RIV | | 36.81 | CAJALCO ROAD | 9000 | 114000 | 105000 | 9500 | 122000 | 113000 |
| 8 | 15 | RIV | | 37.82 | EL CERRITO ROAD | 9500 | 122000 | 113000 | 9800 | 128000 | 119000 |
| 8 | 15 | RIV | | 38.69 | CORONA, ONTARIO AVENUE | 9800 | 128000 | 119000 | 10700 | 143000 | 133000 |
| 8 | 15 | RIV | | 40.35 | CORONA, MAGNOLIA AVENUE | 10700 | 143000 | 133000 | 12300 | 164000 | 153000 |
| 8 | 15 | RIV | | 41.5 | CORONA, JCT. RTE. 91 | 12300 | 164000 | 153000 | 12900 | 152000 | 142000 |
| 8 | 15 | RIV | | 42.88 | NORCO, YUMA DRIVE | 12900 | 152000 | 142000 | 13000 | 152000 | 143000 |
| 8 | 15 | RIV | | 43.64 | NORCO, 2ND STREET | 13000 | 152000 | 143000 | 12300 | 143000 | 135000 |
| 8 | 15 | RIV | | 45.6 | NORCO, 6TH STREET | 12300 | 143000 | 135000 | 11400 | 139000 | 132000 |
| 8 | 15 | RIV | | 48.26 | LIMONITE AVENUE | 11400 | 139000 | 132000 | 9800 | 125000 | 120000 |
| 8 | 15 | RIV | | 51.47 | JCT. RTE. 80 | 9800 | 125000 | 120000 | 14400 | 204000 | 193000 |
| 8 | 15 | RIV | | 52.28 | RIVERSIDE COUNTY | | | | | | |
| 8 | 15 | SBD | | 0 | SAN BERNARDINO COUNTY ONTARIO, JURUPA AVENUE | 14400 | 204000 | 193000 | 14800 | 209000 | 198000 |
| 8 | 15 | SBD | | 2.39 | ONTARIO, JCT. RTE. 10 | 14800 | 209000 | 198000 | 13200 | 180000 | 172000 |
| 8 | 15 | SBD | | 3.05 | ONTARIO, FOURTH STREET | 13200 | 180000 | 172000 | 12000 | 162000 | 156000 |
| 8 | 15 | SBD | | 5.31 | RANCHO CUCAMONGA, JCT. RTE. 66 | 12000 | 162000 | 156000 | 9700 | 130000 | 126000 |
| 8 | 15 | SBD | | 5.97 | RANCHO CUCAMONGA, MILLER AVENUE | 9700 | 130000 | 126000 | 9700 | 130000 | 126000 |
| 8 | 15 | SBD | | 6.78 | RANCHO CUCAMONGA, BASE LINE | 9700 | 130000 | 126000 | 8400 | 111000 | 107000 |
| 8 | 15 | SBD | | 8.09 | RANCHO CUCAMONGA, HIGHLAND AVENUE | | | | | | |
| 8 | 15 | SBD | | 9.61 | SUMMIT AVENUE | 8500 | 112000 | 107000 | 7700 | 101000 | 96000 |
| 8 | 15 | SBD | | 12.84 | SIERRA AVENUE | 7700 | 101000 | 96000 | 6800 | 89000 | 84000 |
| 8 | 15 | SBD | | 15.65 | GLEN HELEN PARKWAY | 6800 | 89000 | 84000 | 6700 | 90000 | 83000 |
| 8 | 15 | SBD | | 16.37 | JCT. RTE. 215 (MILEPOST EQUATION) | 6700 | 90000 | 83000 | 9700 | 127000 | 117000 |
| 8 | 15 | SBD | R | 14.96 | KENWOOD AVENUE | 9700 | 127000 | 117000 | 9700 | 126000 | 116000 |
| 8 | 15 | SBD | R | 20.01 | CLEGHORN ROAD | 9700 | 126000 | 116000 | 9700 | 126000 | 116000 |
| 8 | 15 | SBD | R | 21.37 | JCT. RTE. 138 | 9700 | 126000 | 116000 | 8100 | 107000 | 99000 |
| 8 | 15 | SBD | R | 26.59 | MILEPOST EQUATION =R28.43 | | | | | | |
| 8 | 15 | SBD | R | 28.62 | OAK HILL ROAD | 8100 | 107000 | 99000 | 7700 | 102000 | 94000 |
| 8 | 15 | SBD | R | 29.78 | MILEPOST EQUATION =29.78 | | | | | | |
| 8 | 15 | SBD | | 31.81 | HESPERIA, JCT. RTE. 395 NORTH (TO INYOKERN) | 7700 | 102000 | 94000 | 6500 | 87000 | 80000 |
| 8 | 15 | SBD | | 32.32 | HESPERIA, JOSHUA STREET/ PALM AVENUE | 6500 | 87000 | 80000 | 6900 | 92000 | 84000 |
| 8 | 15 | SBD | | 34 | HESPERIA, PHELAN ROAD | 6900 | 92000 | 84000 | 7100 | 82000 | 75000 |
| 8 | 15 | SBD | | 37.59 | VICTORVILLE, BEAR VALLEY CUTOFF (TO LUCERNE VALLEY) | 7100 | 82000 | 75000 | 6400 | 73000 | 67000 |

RAMP

06/07/2002

CALTRANS TRAFFIC VOLUMES

Page # 50

11:05:05

PRINT FILE FOR RAMP AADT

| | | 08-RIV-091 | | | | | | | | | |
|---------|---------------------------|------------|------|-------|-------|-------|------|-------|------|------|-------|
| P POST | P | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| P MILE | S DESCRIPTION | ADT | ADT | ADT | ADT | ADT | ADT | ADT | ADT | ADT | ADT |
| 006.222 | EB OFF TO MAIN SB | | | | | | | 3000 | | | 3400 |
| 006.387 | EB OFF TO NB MAIN | | | | | | | 3100 | | | 3100 |
| 006.520 | WB OFF TO MAIN ST | | | | | | | 14000 | | | 14700 |
| 006.521 | EB ON FR MAIN ST | | | | | | | 14900 | | | 15000 |
| 007.032 | WB ON FR NB 15 | 21400 | | 26100 | 26000 | | | 27000 | | | |
| 007.042 | EB OFF TO RTE 15 | 44000 | | | | | | 57000 | | | |
| 007.710 | EB ON FR NB 15 | 10500 | | | 11000 | | | 28000 | | | |
| 007.795 | WB OFF TO RTE 15 | 21700 | | | | | | 30000 | | | |
| 009.016 | EB OFF TO MC KINLEY | | | 18900 | | | | | | | |
| 009.023 | WB ON FRM MCKINLEY ST | | | | | | | | | | 19600 |
| 009.023 | WB ON FRM MCKINLEY ST | | | 18700 | | | | 19700 | | | |
| 009.029 | EB OFF TO MCKINLEY ST | | | | | 19001 | | 19500 | | | 21200 |
| 009.179 | WB OFF TO SB MCKINLEY | | | | | 1501 | | 3200 | | | 4100 |
| 009.181 | EB ON FROM SB MCKINLEY ST | | | | | 1901 | | 8100 | | | 8800 |
| 009.323 | EB ON FROM NB MCKINLEY ST | | | | | 1901 | | 3500 | | | 4100 |
| 009.361 | EB ON FM MCKINLEY ST | | | 3700 | | | | | | | |
| 009.410 | WB OFF TO NB MCKINLEY ST | | | | | 1501 | | 9800 | | | 11300 |
| 010.599 | WB ON FRM PIERCE ST | | | | | | | 12800 | | | 10500 |
| 010.606 | EB OFF TO PIECE | | | | | | | 9800 | | | 10100 |
| 010.995 | WB ON FRM SB MAGNOLIA | | | | | | | 3800 | | | 9200 |
| 011.051 | EB OFF TO MAGNOLIA | | | | | | | 2650 | | | 2600 |
| 011.193 | WB OFF TO SB MAGNOLIA | | | | | | | 5300 | | | 6000 |
| 011.266 | EB ON FRM NB MAGNOLIA | | | | | | | 6600 | | | 7200 |
| 011.771 | EB OFF TO LA SIERRA | | | | | | | 9100 | | | 9800 |
| 011.868 | WB ON FRM LA SIERRA AVE | | | | | | | 10100 | | | 10500 |

MAINLINE TRUCK %

| RTE | DIST | CNTY | POST MILE | L E G DESCRIPTION | VEHICLE AADT TOTAL | TRUCK AADT TOTAL | TRUCK % TOT VEH | TRUCK AADT TOTAL | | | | % TRUCK AADT | | | | EAL 1-WAY (1000) | YEAR VER/ EST |
|-----|------|------|--------------|---|--------------------------|------------------------|-----------------------|------------------|------|------|------|--------------|------|------|-------|------------------------|---------------------|
| | | | | | | | | By | Axle | 2 | 3 | 4 | 5+ | 2 | 3 | 4 | 5+ |
| 091 | 12 | ORA | 5.258 | A ANAHEIM, STATE COLLEGE BOULEVARD | 238000 | 20706 | 8.7 | 9732 | 2775 | 1242 | 6957 | 47 | 13.4 | 6 | 33.6 | 3179 | 82E |
| 091 | 12 | ORA | 6.119 | A ANAHEIM, JCT. RTE. 57, ORANGE FREEWAY | 234000 | 20358 | 8.7 | 7003 | 3094 | 1629 | 8632 | 34.4 | 15.2 | 8 | 42.4 | 3747 | 84E |
| 091 | 12 | ORA | R9.187 | B JCT. RTE. 55 SOUTH | 224000 | 14560 | 6.5 | 8459 | 1238 | 568 | 4295 | 58.1 | 8.5 | 3.9 | 29.5 | 1975 | 91E |
| 091 | 12 | ORA | R9.187 | A JCT. RTE. 55 SOUTH | 284000 | 12780 | 4.5 | 6901 | 716 | 256 | 4908 | 54 | 5.6 | 2 | 38.4 | 2038 | 91E |
| 091 | 12 | ORA | R11.54 | B PERALTA, JCT. RTE. 90 WEST | 267000 | 13350 | 5 | 6675 | 734 | 267 | 5674 | 50 | 5.5 | 2 | 42.5 | 2298 | 91E |
| 091 | 12 | ORA | R11.54 | A PERALTA, JCT. RTE. 90 WEST | 260000 | 14274 | 5.49 | 5975 | 1106 | 554 | 6639 | 41.86 | 7.75 | 3.88 | 46.51 | 2683 | 00E |
| 091 | 08 | RIV | R2.087 | B JCT. RTE. 71 NORTH | 236000 | 14089 | 5.97 | 5898 | 1092 | 547 | 6553 | 41.86 | 7.75 | 3.88 | 46.51 | 2648 | 00E |
| 091 | 08 | RIV | R2.087 | A JCT. RTE. 71 NORTH | 235000 | 15299 | 6.51 | 6557 | 1092 | 546 | 7103 | 42.86 | 7.14 | 3.57 | 46.43 | 2861 | 00E |
| 091 | 08 | RIV | 6.343 | B CORONA, MAIN STREET | 224000 | 14582 | 6.51 | 6250 | 1041 | 521 | 6770 | 42.86 | 7.14 | 3.57 | 46.43 | 2727 | 00E |
| 091 | 08 | RIV | 6.343 | A CORONA, MAIN STREET | 240000 | 14544 | 6.06 | 6234 | 1038 | 519 | 6753 | 42.86 | 7.14 | 3.57 | 46.43 | 2720 | 00E |
| 091 | 08 | RIV | 9.18 | B MC KINLEY STREET | 210000 | 14196 | 6.76 | 6084 | 1014 | 507 | 6591 | 42.86 | 7.14 | 3.57 | 46.43 | 2655 | 00E |
| 091 | 08 | RIV | 9.18 | A MC KINLEY STREET | 197000 | 15149 | 7.69 | 6493 | 1082 | 541 | 7034 | 42.86 | 7.14 | 3.57 | 46.43 | 2833 | 00E |
| 091 | 08 | RIV | 11.991 | B RIVERSIDE, LA SIERRA AVENUE | 178000 | 15094 | 8.48 | 6469 | 1078 | 539 | 7008 | 42.86 | 7.14 | 3.57 | 46.43 | 2823 | 00E |
| 091 | 08 | RIV | 14.079 | B RIVERSIDE, VAN BUREN STREET | 180000 | 9000 | 5 | 6210 | 540 | 360 | 1890 | 69 | 6 | 4 | 21 | 972 | 81E |
| 091 | 08 | RIV | 14.079 | A RIVERSIDE, VAN BUREN STREET | 174000 | 8700 | 5 | 6003 | 522 | 348 | 1827 | 69 | 6 | 4 | 21 | 940 | 81V |
| 091 | 08 | RIV | 19.999 | B RIVERSIDE, 14TH STREET | 172000 | 8600 | 5 | 5934 | 516 | 344 | 1806 | 69 | 6 | 4 | 21 | 929 | 81E |
| 091 | 08 | RIV | 21.659 | B RIVERSIDE, JCT. RTE. 60, JCT. RTE. 215 NORTH, RIVERSIDE/ESCONDIDO FREEWAY INTERCHANGE | 160000 | 8000 | 5 | 5520 | 480 | 320 | 1680 | 69 | 6 | 4 | 21 | 864 | 81E |

MAINLINE TRUCK %

| RTE | DIST | CNTY | POST MILE | L E G DESCRIPTION | VEHICLE AADT TOTAL | TRUCK AADT TOTAL | TRUCK % TOT VEH | TRUCK AADT TOTAL | | | | % TRUCK AADT | | | | EAL 1-WAY (1000) | YEAR VER/ EST |
|-----|------|------|--------------|--|--------------------------|------------------------|-----------------------|------------------|---------|-----------|-------------|--------------|---------|-----------|-------------|------------------------|---------------------|
| | | | | | | | | ----- 2 | By 3 | Axle 4 | ----- 5+ | ----- 2 | By 3 | Axle 4 | ----- 5+ | | |
| 015 | 08 | RIV | 3.436 | A SOUTH JCT. RTE. 79 | 118000 | 9393 | 7.96 | 3149 | 656 | 341 | 5248 | 33.52 | 6.98 | 3.63 | 55.87 | 2031 | 00E |
| 015 | 08 | RIV | 6.623 | B NORTH JCT RTE. 79 | 132000 | 8672 | 6.57 | 2907 | 605 | 315 | 4845 | 33.52 | 6.98 | 3.63 | 55.87 | 1875 | 00E |
| 015 | 08 | RIV | 8.737 | B JCT. RTE. 215 NORTH | 155000 | 8603 | 5.55 | 2884 | 600 | 312 | 4806 | 33.52 | 6.98 | 3.63 | 55.87 | 1860 | 00E |
| 015 | 08 | RIV | 8.737 | A JCT. RTE. 215 NORTH | 88000 | 8237 | 9.36 | 2821 | 1016 | 677 | 3724 | 34.25 | 12.33 | 8.22 | 45.21 | 1577 | 00E |
| 015 | 08 | RIV | 15.071 | B BAXTER ROAD | 83000 | 7669 | 9.24 | 2627 | 946 | 630 | 3467 | 34.25 | 12.33 | 8.22 | 45.21 | 1468 | 00E |
| 015 | 08 | RIV | 20.948 | B MAIN STREET | 84000 | 7669 | 9.13 | 2627 | 946 | 630 | 3467 | 34.25 | 12.33 | 8.22 | 45.21 | 1468 | 00E |
| 015 | 08 | RIV | 22.277 | B JCT. RTE. 74 | 79000 | 8816 | 11.16 | 3023 | 1124 | 719 | 3950 | 34.29 | 12.75 | 8.15 | 44.81 | 1678 | 01V |
| 015 | 08 | RIV | 22.277 | A JCT. RTE. 74 | 71000 | 8435 | 11.88 | 2937 | 1057 | 682 | 3759 | 34.82 | 12.53 | 8.08 | 44.57 | 1597 | 01E |
| 015 | 08 | RIV | 41.501 | B JCT. RTE. 91 | 153000 | 8583 | 5.61 | 2989 | 1075 | 694 | 3825 | 34.82 | 12.53 | 8.08 | 44.57 | 1625 | 00E |
| 015 | 08 | RIV | 44.66 | O FOURTH ST, NORCO | 135000 | 15471 | 11.46 | 5376 | 1976 | 1207 | 6912 | 34.75 | 12.77 | 7.8 | 44.68 | 2932 | 00E |
| 015 | 08 | RIV | 51.474 | A JCT. RTE. 60 | 193000 | 15826 | 8.2 | 5500 | 2021 | 1234 | 7071 | 34.75 | 12.77 | 7.8 | 44.68 | 2999 | 00E |
| 015 | 08 | SBD | 2.389 | A JCT. RTE. 10 | 172000 | 18782 | 10.92 | 4203 | 1247 | 408 | 12926 | 22.38 | 6.64 | 2.17 | 68.82 | 4781 | 01E |
| 015 | 08 | SBD | 5.306 | B JCT. RTE. 66 | 156000 | 17035 | 10.92 | 3812 | 1131 | 370 | 11723 | 22.38 | 6.64 | 2.17 | 68.82 | 4336 | 01E |
| 015 | 08 | SBD | 5.306 | A JCT. RTE. 66 | 126000 | 13759 | 10.92 | 3079 | 914 | 299 | 9469 | 22.38 | 6.64 | 2.17 | 68.82 | 3503 | 01V |
| 015 | 08 | SBD | 16.374 | B JCT. RTE. 215 | 83000 | 13604 | 16.39 | 3155 | 924 | 332 | 9194 | 23.19 | 6.79 | 2.44 | 67.58 | 3416 | 00E |
| 015 | 08 | SBD | R13.779 | A JCT. RTE. 215 | 117000 | 14075 | 12.03 | 3270 | 951 | 339 | 9515 | 23.23 | 6.76 | 2.41 | 67.6 | 3534 | 00E |
| 015 | 08 | SBD | 31.813 | B JCT. RTE. 395 NORTH | 94000 | 12718 | 13.53 | 2949 | 860 | 310 | 8599 | 23.19 | 6.76 | 2.44 | 67.61 | 3195 | 00E |
| 015 | 08 | SBD | 31.813 | A JCT. RTE. 395 NORTH | 80000 | 12504 | 15.63 | 2901 | 850 | 300 | 8453 | 23.2 | 6.8 | 2.4 | 67.6 | 3140 | 00E |
| 015 | 08 | SBD | 40.509 | B JCT. RTE. 18 SOUTH | 67000 | 12107 | 18.07 | 2799 | 820 | 289 | 8198 | 23.12 | 6.77 | 2.39 | 67.71 | 3044 | 00E |
| 015 | 08 | SBD | 40.509 | A JCT. RTE. 18 SOUTH | 70000 | 11949 | 17.07 | 2770 | 810 | 290 | 8080 | 23.18 | 6.78 | 2.43 | 67.62 | 3002 | 00E |
| 015 | 08 | SBD | 43.488 | A VICTORVILLE, JCT. RTE. 18 SOUTHEAST | 50000 | 11830 | 23.66 | 2740 | 800 | 290 | 7999 | 23.16 | 6.76 | 2.45 | 67.62 | 2972 | 00E |
| 015 | 08 | SBD | 68.77 | B BARSTOW, LENWOOD ROAD | 46500 | 11620 | 24.99 | 2700 | 790 | 280 | 7850 | 23.24 | 6.8 | 2.41 | 67.56 | 2917 | 00E |

Cany

| | | | | |
|---------------|---------------------------|----------|-----|--------|
| | RRX | 10/23/01 | TUE | 1459 |
| | RRX | 11/29/99 | MON | 1471 |
| | RRX | 9/16/98 | WED | 1441 |
| SUMNER AVE | S OF CLOVERDALE RD | 6/3/98 | WED | 640 |
| SYCAMORE CANY | ON BLV N OF COLLEGE BLVD | 10/27/01 | SAT | 9869 |
| | | 8/19/99 | THU | 6579 |
| | | 4/22/98 | WED | 7877 |
| | | 4/22/96 | MON | 5732 |
| TEMESCAL CANY | ON RD N OF CAJALCO RD | 10/28/99 | THU | 3723 ✓ |
| | | 1/29/98 | THU | 2900 |
| | | 6/30/97 | MON | 2925 |
| | | 2/5/96 | MON | 2903 |
| TEMESCAL CANY | ON RD S OF CONCORDIA RANC | 10/11/01 | THU | 3166 |
| | | 9/2/99 | THU | 3040 |
| | | 4/2/98 | THU | 2267 |
| | | 2/12/96 | MON | 2324 |
| TEMESCAL CANY | ON RD S OF EL CERRITO RD | 9/10/97 | WED | 5347 |
| TEMESCAL CANY | ON RD N OF LAWSON RD | 10/11/01 | THU | 8717 |
| | | 8/31/99 | TUE | 7147 |
| | | 1/29/98 | THU | 4830 |
| | | 7/22/96 | MON | 5346 |
| | | 2/5/96 | MON | 4862 |
| TEMESCAL CANY | ON RD S OF MAITRI RD | 10/11/01 | THU | 2598 ✓ |
| | | 8/31/99 | TUE | 2504 |
| | | 3/18/98 | WED | 1981 |
| | | 2/5/96 | MON | 1513 |
| TEMESCAL CANY | ON RD S OF WEIRICK RD | 10/11/01 | THU | 2948 ° |
| | | 8/31/99 | TUE | 2885 |
| | | 2/5/96 | MON | 3156 ✓ |
| TEMESCAL ST | N OF MAGNOLIA AVE | 10/23/01 | TUE | 1277 |
| | | 9/16/99 | THU | 1128 |

Canty

| | | | | | |
|---------------|--------------------------|---------|---------|-------|------|
| | | | 5/13/96 | MON | 4572 |
| CAJALCO RD | W OF TEMESCAL CANYON R | D | | | |
| | | 9/13/01 | THU | 8483 | ✓ |
| | | 8/31/99 | TUE | 5656 | |
| | | 1/30/98 | FRI | 3443 | |
| | | 6/30/97 | MON | 4364* | |
| | | 2/5/96 | MON | 3754 | |
| CAJALCO RD | E OF TEMESCAL CANYON R | D | | | |
| | | 9/20/01 | THU | 8475 | ! |
| | | 8/31/99 | TUE | 6702 | |
| | | 1/30/98 | FRI | 4443 | |
| | | 6/30/97 | MON | 4658* | |
| | | 2/5/96 | MON | 4441 | |
| CALHOUN ST | N OF 52ND AVE | | | | |
| | | 6/5/01 | TUE | 911 | |
| | | 6/8/00 | THU | 2028* | |
| | | 7/23/97 | WED | 1239 | |
| | | 7/14/97 | MON | 1375 | |
| CALHOUN ST | S OF 52ND AVE | | | | |
| | | 6/5/01 | TUE | 1591 | |
| | | 12/8/99 | WED | 1305 | |
| | | 7/23/97 | WED | 952 | |
| CALIFORNIA AV | E S OF MARVIN HULL RD | | | | |
| | RRX | 6/2/97 | MON | 130 | |
| CALIFORNIA AV | E N OF SH-79 | | | | |
| | | 6/26/01 | TUE | 829 | |
| | | 9/14/99 | TUE | 677 | |
| | | 6/17/97 | TUE | 533 | |
| CALIFORNIA AV | E S OF STETSON AVE | | | | |
| | | 6/11/01 | MON | 1575 | |
| | | 8/11/99 | WED | 1601 | |
| | | 6/2/97 | MON | 1835 | |
| CALISTOGA DR | N OF STARGAZER WY | | | | |
| | | 10/6/98 | TUE | 840 | |
| CALLE CONTENT | O S OF RANCHO CALIFORNIA | RD | | | |
| | | 1/28/98 | WED | 449 | |
| CALLE CONTENT | O N OF RANCHO CALIFORNIA | RD | | | |
| | | 1/28/98 | WED | 356 | |

El Sobrante Landfill 2014 Mitigation Monitoring Program Status Report

**Prepared By:
USA Waste of California, Inc.
10910 Dawson Canyon Road
Corona, CA 92883**

Draft March 2015

Final September 2015

Report on Status of Mitigation Monitoring Program (MMP) **(Adopted by Board of Supervisors on December 18, 2012)**

Aesthetics (A) Mitigation Measures

A-1

To assure visual screening of landfill operations and facilities, a phased closure and restoration plan shall be implemented. The closure and restoration plan shall utilize Riversidian sage scrub consistent with native vegetation in nearby undisturbed areas of the Gavilan Hills to minimize visual impacts to surrounding views. (Responsible Agencies: USFWS, CDFG)

Status:

The approved Habitat Conservation Plan (HCP) negotiated with the US Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW, formerly CDFG) details a phased closure and restoration plan utilizing native species. Reports detailing compliance with the HCP, to include the Riversidian Sage Scrub (RSS) restoration plan, are prepared annually and are available upon request.

In 2013, the Biological Monitor (Mariposa Biology) for the landfill determined that the RSS restoration area on the Phase 8 berm met the RSS self-sustaining criteria per the approved HCP. As a consequence, only annual plants, and not the shrub cover, were counted. A monitoring report was prepared for the Habitat Management Committee (HMC) seeking concurrence that the Phase 8 berm restoration area meets the success criteria. The Habitat Management Committee met in 2014 and voted unanimously to approve and concur that the Phase 8 berm has met all success criteria. Although this area has met all success criteria, it will continue to be periodically monitored and maintained as necessary.

While considering the 2012 Annual Monitoring Report in 2013, the Citizen Oversight Committee (COC) requested that the landfill operator consider watering restoration areas as a method to accelerate plant growth. In addition, as identified in the staff report to the County Board of Supervisors for the 2012 Annual Report, County staff contracted for preparation of a non-binding technical Memorandum (included in appendix) to evaluate supplemental irrigation for restoration projects in southwest Riverside County. Although the Memorandum advocates for supplemental irrigation systems, pursuant to the approved HCP, irrigation is not applied, because it is preferable that seeds germinate and grow under natural conditions of wet and dry cycles, and because "increased weed growth and imbalances in soil microorganisms (most notably decreases in beneficial mycorrhizal fungi) often result" (HCP, page D-7). Non-watering serves to make restoration more self-sustaining in the long term. Dr. Arlee Montalvo further corroborated this in 2014. Dr. Montalvo, who is the Senior Plant Restoration Ecologist for the Riverside-Corona Resource Conservation District (RCRCD), examined the RSS sites to evaluate the slopes growth and to determine if irrigation would be advisable. Because seedlings from the hand seeding had sprouted, the sites were determined to be growing adequately considering the three years of drought. Irrigation was not recommended, as it would be detrimental to the long-term success of the RSS sites.

In 2014, the Phase 11 Berm was completed, and the additional 5 acres of the berm were hydroseeded with RSS in the fall. Cactus pads were planted on the Phase 10 berm and on the face of the Pond 4 detention basin. In addition, restoration sites continued to be monitored monthly and weeded as often as necessary to control weeds and promote habitat for both

plant and animal species. Monitoring results are submitted to the HMC on an annual basis. If it is determined by the Biological Monitor and the HMC that less than the required vegetation cover is present, the reasons for the low cover values will be evaluated (i.e., low rainfall, adverse soil conditions, or other factors that cannot be anticipated), and recommendations for remedial measures, if feasible, will be made (HCP, D-34).

A-2

Development shall be phased such that only approximately 20 acres are disturbed at any one time. Riversidian sage scrub restoration activities shall be similarly phased. (Responsible Agencies: RCDWR, LEA)

Status:

No new development activities took place nor was any new acreage disturbed within the landfill boundary during 2014 that had not already been disturbed in prior years.

Landfill development, along with closure and restoration, is phased to comply with this measure and is implemented in accordance with the Implementing Agreement, dated July 2001, for the approved HCP that was entered into by USFWS, CDFW, USA Waste, and Riverside County.

A-3

Landfill-associated facilities and structure exteriors (including rooftops) and signage shall be of a color consistent with the surrounding area. (Responsible Agencies: RCBSD)

Status:

No facilities or structures were installed or constructed at the landfill in 2014. The landfill owner/operator will continue to implement this measure for any and all future facilities, structures, and signage.

A-4

A plan that assures the removal or approved use of landfill-associated facilities, structures, and signage shall be approved by the CIWMB, as part of the Post-closure Plan. (Responsible Agencies: LEA, CIWMB)

Status:

The final post-closure plan will include this measure. At this time, the approved HCP contains the same requirement with a caveat to leave approved structures in place, if desired, for the ongoing monitoring and maintenance of the habitat preserve.

A-5

Outdoor lighting associated with the access road, administration building, and scales shall be directed toward the ground and shall be shielded. Portable lighting used for landfill operations (i.e., working face of the landfill) shall be shielded and directed toward the working area. (Responsible Agencies: LEA)

Status:

All outdoor lighting, both permanent and portable, is shielded and directed toward the ground and/or working face in accordance with this mitigation measure. In 2014, a complaint was registered with the LEA regarding lighting. The LEA performed an