

EXECUTIVE SUMMARY

**KELLER CANYON LANDFILL COMPANY
LAND USE PERMIT AMENDMENT APPLICATION**

JUNE 2008

**Prepared by the
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901 Bailey Road
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**Keller Canyon Landfill
Land Use Permit Amendment
Executive Summary**

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1.0 INTRODUCTION

Keller Canyon Landfill Company (KCLC) operates a Class II sanitary landfill located in Contra Costa County on Bailey Road approximately one-half mile south of the Highway 4. KCLC is requesting an amendment to its existing Land Use Permit 2020-89 (LUP) which was issued in 1990 and amended again in 1994. The landfill is situated on more than 2,000 acres with primary infrastructure including the landfill administration offices, maintenance facility, leachate and water storage, landfill gas control facilities, and stormwater management. Landfilling activities occur on 244 acres of this area with the remainder serving as buffer or facilities management space. A landfill gas-to-energy power plant with a capacity of 3.8 megawatts began construction in April 2008 on the landfill property as well. The attached Vicinity Map (Attachment 1) and Site Plan (Attachment 2) show the regional location of the facility as well as site-specific features.

The facility currently accepts 3,500 tons per day of material for disposal from various jurisdictions within the San Francisco Bay Area region. Other materials such as clean soil, yard waste, wood waste and beneficial re-use items such as concrete and asphalt are accepted as well. KCLC proposes that these materials be excluded from the daily maximum tonnage limit specified above. The projected site life of the Keller Canyon Landfill is approximately 50 years from commencement of operations in October 1992.

The majority of materials delivered to the site are transported in walking floor trailers and end-dump tractor trailer assemblies. Currently a maximum of 320 vehicle in-bound trips per day are permitted at the facility. Access to the facility is via Bailey Road south from Highway 4 in Pittsburg with operating hours of 7:00 a.m. to 4:00 p.m. on weekdays and 7:00 to 1:30 p.m. on Saturday. The facility is closed on Sundays.

This document provides a summary and background for proposed changes to the LUP and operations as well as a brief outline of operating conditions that will remain unchanged. A discussion and analysis of current and future material tonnages by origin is also included along with a summary of existing and proposed operational controls which mitigate/eliminate impacts from the landfill on the environment and surrounding community. A brief outline of other permits which may be affected by the proposed permit amendments is included along with a prospective schedule for completion of the overall project.

2.0 SUMMARY OF APPLICANT PROPOSED CHANGES TO THE LUP

KCLC is proposing changes to the LUP which address maximum daily tonnage for disposal, maximum tonnage limits for acceptance of other beneficial re-use type materials, and management of truck trips and vehicle types. Additionally, text changes in various conditions of approval within the LUP are proposed to make them consistent with prevailing County, State and federal regulations governing Class II landfill operations and management practices. A brief description of these changes is presented in Attachment 3. The list of conditions in Attachment 3 are those for which KCLC is proposing revisions. KCLC acknowledges that County staff have developed other text

edits for other conditions as part of the draft amended LUP currently in development. KCLC also proposes to retain the current 320 peak daily truck trip limit. Previous inbound trips may be routed to local transfer stations. Each of these items is discussed in more detail below along with the corresponding basis for the request.

Maximum Daily Tonnage

Review of historical tonnage receipts, regional landfill capacity shortages and future growth projections indicate that the current maximum daily tonnage limit of 3,500 tons has been, and will continue to be, insufficient to handle the volume needs of the facility. Tonnage records for the last three years indicate that the daily cap was achieved on a consistent basis. KCLC employs a variety of management techniques to ensure the cap is not exceeded. After detailed review of current and future needs, KCLC proposes that the current maximum daily tonnage limit of 3,500 (TPD) be increased by 1,400 TPD to 4,900 TPD.

Current County staff interpretation of Condition 9.3 of the LUP is that the landfill may accept for disposal a maximum of 3,500 tons of refuse per day. KCLC proposes that Condition 9.3 be revised to clearly state that the new maximum daily tonnage limit is to include all material accepted for disposal but exclude “non-disposal materials.” Non-disposal materials include cover, alternative daily cover, (ADC) or inert materials (e.g. concrete) that are beneficially re-used on-site.

Under Condition 9.3 of the LUP these non-disposal materials are not explicitly designated as non-landfilled waste which do not count towards the maximum daily tonnage limit. KCLC wishes to make this exclusion clear by revising the text of Condition 9.3 as noted above. KCLC also proposes to set daily limits on these non-disposal materials. Based on late 2007 tonnage records, average daily tonnage for non-disposal materials was as follows:

- Greenwaste – 236 TPD
- Woodwaste – 42 TPD
- Inerts/Beneficial Re-Use – 166 TPD

The maximum daily limits allow flexibility for receipt of event type business along with the current municipal solid waste (MSW) obligations of the facility. KCLC utilizes the TRUX scale house tracking program as a management tool for regulating maximum daily tonnage. TRUX provides up-to-the-minute summaries of tonnage for all material accepted at any point during the operating day.

Worth noting is that regional landfill capacity in the past few years has been impacted by facility closures and delays in expansion projects. More specifically, the Sonoma County Central Landfill and the West Contra Costa Landfill have closed within the past two years. Volumes that had previously gone to these facilities are being delivered to multiple facilities including Keller Canyon and the Potrero Hills Landfill in Solano County. In the case of the latter facility, the owners have been involved in an expansion project for the

past five years and have been unsuccessful in their efforts to gain approvals. At this point, the facility has about five years of capacity left. If they are unable to obtain approvals to expand their footprint or add vertically, a large amount of waste will be in need of a disposal facility.

The significance of this from Contra Costa County's standpoint is that all of the refuse from the Pittsburg Transfer Station is currently delivered to the Potrero Hills Landfill and may ultimately need to find a home. Even in the event that the Solano County facility does receive some form of expansion, it will not involve the receipt of materials above the current daily capacity limitations. With east Contra Costa and Solano County growth that will occur over the next decade as well as the uncertainties surrounding out-of-county options, development of additional in-county daily capacity would appear to be a prudent course of action. Additional in-county daily capacity would also help lower regional greenhouse gas (GHG) emissions by providing a much shorter haul for vehicles which currently transport material out-of-county. The proposed expansion of the Keller Canyon daily capacity limits would serve to provide coverage that will almost certainly be needed for the County to demonstrate their compliance with the 15 year disposal capacity requirement of the County Integrated Solid Waste Management Plan.

Management of Beneficial Re-Use Materials and Alternative Daily Cover

As noted earlier, current County staff interpretation of Condition 9.3 of the LUP is that the landfill may accept for disposal a maximum of 3,500 tons of refuse per day. This interpretation suggests that non-disposal materials such as green waste, wood waste and inerts/beneficial re-use should not count towards the 3,500 tons per day tonnage limitation currently in effect. KCLC proposes to revise Condition 9.3 to clarify which materials count toward the maximum daily tonnage limit. In order to provide guidelines on the amounts of these items accepted at the facility on a daily basis, KCLC proposes to establish daily caps for each material type as outlined below:

- Green Waste - 500 TPD
- Wood Waste - 300 TPD
- Inerts/Beneficial Re-Use - Concrete & Asphalt/Recyclables - 500 TPD

Acceptance of these amounts of materials under the amended LUP would be in addition to the increased daily limitations on acceptance of disposed material proposed above. These limits were established by assessment of waste and material origins. These limits represent capacity for acceptance of current peak amounts as well as anticipated future growth in volume of these materials. The green waste and wood waste are used for alternative daily cover and the inerts/beneficial re-use materials are used for road base and creation of all-weather access surfaces at various locations on site. As with material accepted for disposal, tracking of up-to-the-minute ADC and inerts/beneficial re-use materials will be continued through use of the TRUX scale system tracking program.

Peak Daily Truck Trips

While tonnage limitations are certainly a key element in the development of any permit, KCLC believes that vehicle counts are the criteria that ultimately govern most of the impacts associated with delivery of material into a facility. The current established limitation being adhered to at the site is 320 vehicle trips per day net of employee traffic or construction materials delivery. This limit was not exceeded in Year 2007. It should be noted that Condition 29.9 of the existing LUP specifies Peak Period Traffic Management Criteria for the facility which regulates the amount of outbound vehicle flow during morning peak traffic periods. This condition would remain in place and continue to serve as a regulator of vehicles being let onto the west bound highway system during the morning commute times.

Based upon the proposed modest increase to the maximum daily tonnage, KCLC proposes to retain the existing 320 peak daily truck trip limit. This measure allows for acceptance of additional tonnage but avoids potential impacts that could result from increased daily trips. Additional daily tonnage could be achieved by reducing direct haul trips to the landfill and routing these trips to local transfer stations. We anticipate a modest increase in the daily number of truck transfer trips specified in our Solid Waste Facility Permit (SWFP), which currently specifies 140 transfer vehicles (annual average).

The current peak daily truck trip limit includes all disposal and non-disposal trips but excludes employee trips and periodic trips associated with phased construction projects and regular facility maintenance. The existing TRUX scale house tracking program serves as a management tool for regulating daily truck trips into the facility. KCLC also has an additional computer station available that will allow for simultaneous use of both existing truck scales. To minimize the potential for excessive truck queueing during peak seasons or periods, KCLC would bring this additional computer and an additional trained attendant on board as needed.

Allowable Vehicle Types

An additional item that requires addressing is the type of vehicles entering the site and more specifically, direct haul vehicles transporting construction/demolition (C&D) material. Some of this material, such as concrete, cannot be delivered to a transfer station due to its nature and difficulties associated with handling. The top loading of very dense dirt, rock and concrete into transfer trailers causes excessive damage to the base of the trailers and ultimately would be transferred to the landfill for use as road base and winter deck surface anyway.

Acceptance of vehicles transporting construction/demolition material is allowed in the Direct Haul Guidelines that have been established for the facility. Scale house personnel are instructed to limit acceptance of material from smaller self haul vehicles to construction/demolition material only that is difficult to handle elsewhere due to it's character or lack of a suitable diversion alternative.

The draft LUP amendment document in development by the County proposes some limitations on types of vehicles allowed into the facility (Section 8.1) and KCLC has proposed some minor edits to them. These include a request that the requirement for vehicles to have dual rear wheels be removed. Some vehicles using the site that have self-dumping beds do not have this feature but meet the other criteria of this section.

KCLC is prepared to work with the County to ensure that our vehicle acceptance practices conform to their expectations while still allowing the facility to accommodate our historical customer base. Additionally, the current practices for vehicle acceptance at the facility work in conjunction with the operational structure in place at both the Keller Canyon Landfill and Contra Costa Transfer Station. Scale house personnel will be trained on the types of vehicles specified in the Direct Haul Guidelines and provided with scripts for proper communication to customers falling outside the limitations.

Analysis of Current and Future Waste Tonnages by Origin

Tonnage data obtained from our computer system and a waste flow diagram compiled for the landfill have been developed as part of this application. These data include projected growth rates from existing waste streams as well as potential future waste volumes that are available to the facility (see Attachment 4). These estimates are projected through the year 2012. Tonnage has been forecasted for six primary counties and “all other counties” currently contributing to the waste stream. These counties include:

- Contra Costa County
- Marin County
- Napa County
- Alameda County
- Solano County
- Sonoma County
- All Other Counties

The tonnage forecasts are based on the Association of Bay Area Governments (ABAG) Projections 2007 forecasts of population, households, and employment; existing KCLC contracts; and KCLC’s independent business judgment. Based on these factors, the total Keller Canyon Landfill tonnage forecast of landfilled waste is expected to increase from approximately 3,175 TPD in 2008 to about 3,865 TPD in 2012. Average TPD for ADC is projected to increase from 746 TPD in 2008 to 780 TPD in 2012. Inert/Beneficial Re-Use material is expected to increase from 210 TPD in 2008 to 219 TPD in 2012. The projected 3,865 TPD of landfilled waste in 2012 represents about 79 percent of the proposed maximum daily tonnage limit of 4,900. The remaining 21 percent of capacity will provide KCLC with flexibility to respond to changes in regional market conditions or solid waste management infrastructure.

The waste flow diagram illustrates the breakdown and origin of the current material streams entering the facility (Attachment 5). Addition of other sources of material is likely to occur within the duration of the amended LUP and would need to be accounted

for in this process. The summary of waste flow and projected volumes represent the best available knowledge as of the date of this submittal of the application. The data may be revised over the course of time due to changes in market conditions. Its inclusion with this submittal is meant to provide a snapshot of where the facility stands today and our best estimation of future volumes entering the facility. Actual origins and amounts may vary over time.

As is evident from the tables and diagram in Attachments 4 and 5, respectively, the majority of the volume originates from Contra Costa, Napa, Marin and Sonoma counties and is delivered in walking floor transfer vehicles. Lesser amounts of material is generated through event business for industrial wastes throughout the Bay Area and Northern California and moderately steady streams of C&D and beneficial re-use materials or ADC. This pattern is expected to continue with the potential addition of more MSW from Sonoma County and northern Alameda County in the next few years. It is important to note that the origin and amounts of material are somewhat stable but can and will fluctuate over time. The intent of the application is to establish limitations on the types and amounts of materials accepted at the facility as well as examine impacts to arterial highways and roads servicing the facility. Types and origins of materials can and will fluctuate over the life of the landfill.

3.0 CONDITIONS OF APPROVAL RELATED TO EXISTING OR APPROVED OPERATIONAL CONTROLS

LUP 2020-89 was approved by the Board of Supervisors on July 24, 1990 and subsequently amended on November 1, 1994. The LUP conditions of approval are intended to mitigate potential on-site and off-site environmental impacts of landfill design and operations. Some of these conditions of approval were the result of conclusions contained in the Environmental Impact Report (EIR) prepared for Keller Canyon Landfill in 1989 and 1990. Additionally, other conditions of approval were developed as part of Board of Supervisors special conditions of approval, the Mitigation Monitoring and Reporting Program (MMRP), and final preparation of the LUP. The LUP “runs with the land” and currently contains 36 sections and a total of 275 conditions of approval. A summary of applicable LUP sections and conditions of approval by environmental category is provided in Attachment 6.

Some of these conditions of approval are also included in various forms in other permits that regulate Keller Canyon Landfill. These include the Solid Waste Facility Permit issued by the California Integrated Waste Management Board (CIWMB); Waste Discharge Requirements (WDR) issued by the Regional Water Quality Control Board (RWQCB), and the Permit to Operate issued by the Bay Area Air Quality Management District (BAAQMD). The LUP, in combination with other permits, serves as a system of operation controls for all aspects of landfill operation.

A summary of operational controls designed to mitigate potential impacts is included as Attachment 7. These controls are segregated by type such as design features or management controls and are intended to mitigate current and potential future impacts related to the continuation of operations and any amended conditions. While not all-

inclusive, the summary provides a fairly comprehensive outline of the various controls checks and balances in place that govern daily operations at the facility.

4.0 OTHER PERMITS REGULATING LANDFILL OPERATIONS

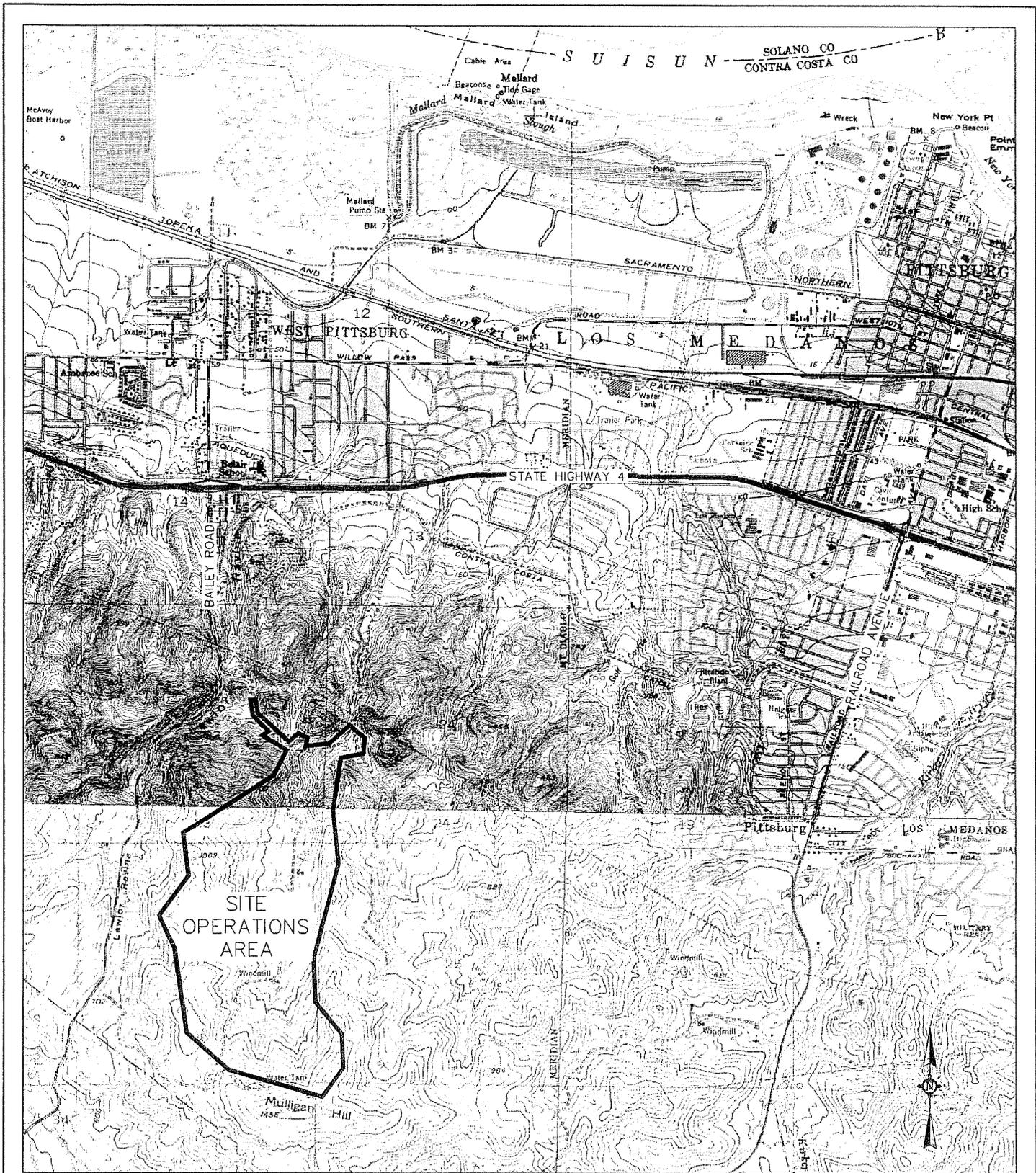
After amending the LUP, other permits regulating landfill operations may also be revised. A listing of permits in effect at the landfill and the respective issuing agencies is provided in Attachment 8. The two primary permits outside of the LUP that will be affected by the amended LUP will be the SWFP and Permit to Operate from the BAAQMD. The LUP amendment will serve as the basis for these revisions since both will require that environmental review be performed to evaluate the changes being requested. The tonnage limitation within the WDRs may also have to be amended depending upon the RWQCB view of the various conditions. Given the critical path associated with LUP amendment KCLC believes the review process for this amendment needs to be completed by the middle of Q3 2008. That will allow for the remainder of 2008 to be used for processing the revisions to the other permits. Application materials for both of these revisions will be prepared concurrently with the work performed on the LUP amendment so that when this process is completed a formal complete application can be made on the SWFP and BAAQMD permits. KCLC's goal is to have all of the necessary permits in hand by the end of 2008.

5.0 SUMMARY OF OPERATIONS THAT WILL REMAIN UNCHANGED

Other than the proposed changes identified, no other substantive changes are proposed related to landfill facility design, facilities or operations. Attachment 9 presents an outline of the primary elements of the existing operation that will remain unchanged. The summary is useful from the standpoint of itemizing the operating parameters under which the facility will continue to be managed.

6.0 LIST OF ATTACHMENTS

1. Vicinity Map
2. Site Plan
3. KCLC-Proposed Text Edits to LUP Conditions of Approval
4. Existing and Projected Tonnage by Origin
5. Waste Flow Diagram
6. Summary of LUP Sections and Conditions of Approval by Environmental Category
7. Summary of Operational Controls
8. Permits in Effect at Keller Canyon Landfill
9. Summary of Operations to Remain Unchanged



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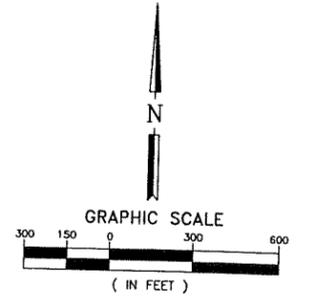
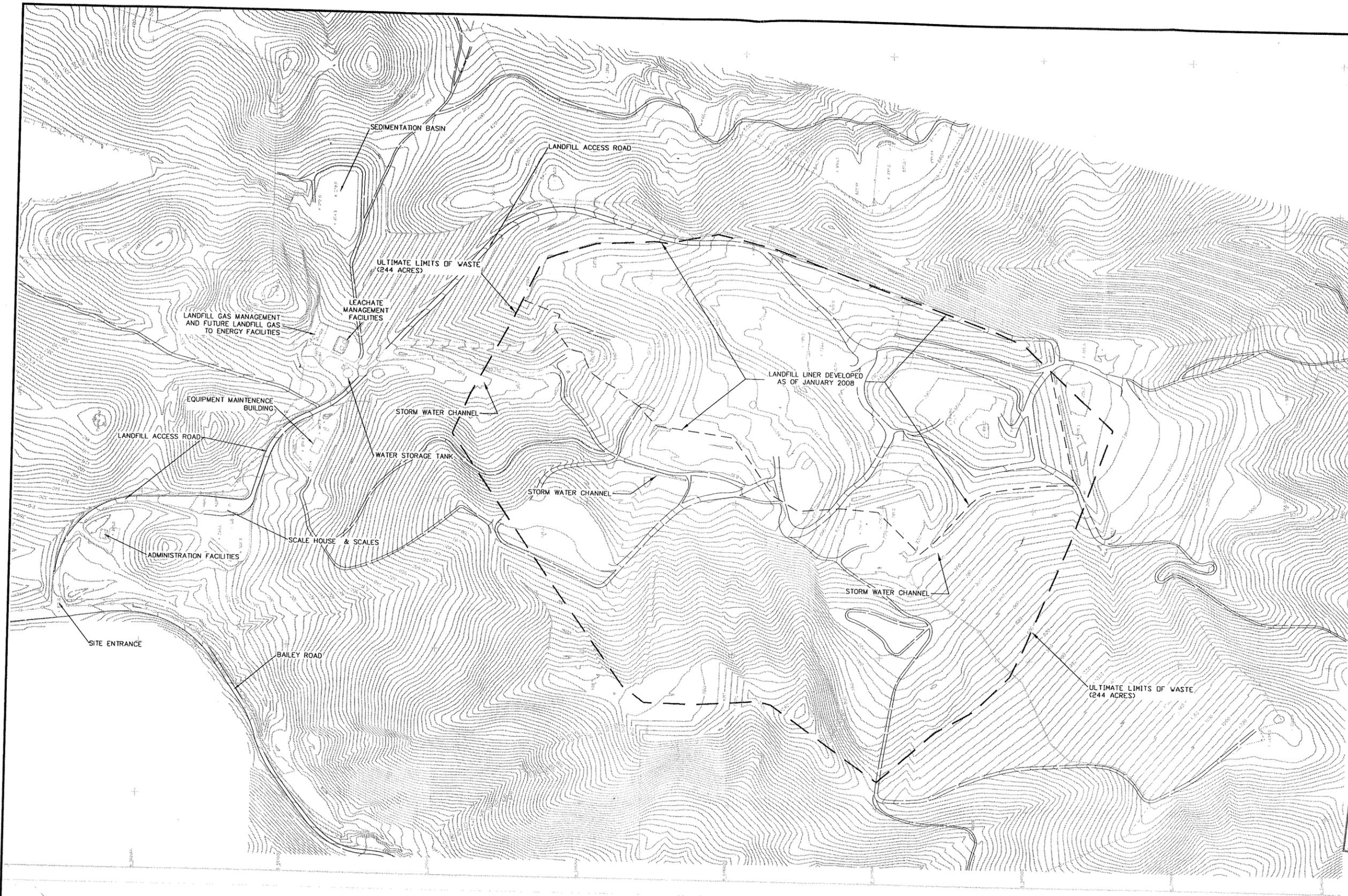
APPROX.
SCALE IN FEET

BASE MAP FROM VARIOUS 7.5' U.S.G.S QUADRANGLES, PROVIDED IN ELECTRONIC FORM BY TITAN SYSTEMS CORP.

 **GEOSYNTEC CONSULTANTS**

VICINITY MAP
KELLER CANYON LANDFILL
PITTSBURG, CALIFORNIA

FIGURE NO.	1
PROJECT NO.	WL0442
DATE:	26 JUNE 2002



LP08-2026
RECEIVED
 JUN -2 2008
 CONTRA COSTA COUNTY
 APPLICATION & PERMIT CENTER

NO.	REVISION DESCRIPTION	BY:



BAS
 BRYAN A. STIRRAT & ASSOCIATES
 CONSULTING CIVIL & ENVIRONMENTAL ENGINEERS
 1360 E. VALLEY VISTA DRIVE
 DIAMOND BAR, CALIFORNIA 91765
 (909) 860-7777

KELLER CANYON LANDFILL COMPANY SITE PLAN		
DESIGNED BY : ET/CAL	SCALE : AS SHOWN	
DRAWN BY : CAL	DATE : 1-2008	FILE NO.: 022303DB.DWG
CHECKED BY : ET	DATE : 1-2008	
APPROVED BY : CMA	DATE : 1-2008	

FOR PERMITTING PURPOSES ONLY NOT FOR CONSTRUCTION

Attachment 3: KCLC-Proposed Text Edits to LUP Conditions of Approval

The following represent text edits by Allied/KCLC for specific conditions of approval in the LUP. The edits are drafts of desired text changes; however, KCLC recognizes that these conditions, as well as other conditions not referenced in this draft, are subject to revision and refinement as the LUP amendment process is completed.

Section 3.4 Land Use Permits

Allied requests that the word “is” in the last line be changed to “may be” to reflect discretion on the County’s part relative to severity of the violation.

Section 5.3 Reciprocal Capacity Agreement

The terms and provisions of Section 5 have eliminated references to acceptance of material from outside of Contra Costa County. This particular section describes Reciprocal Capacity Agreements that most likely won’t come into existence due to flow control rulings that occurred after the original permit was drafted. The necessity of Section 5.3 going forward should be discussed.

Section 6.5 Emergency Use

Similar comments as those noted for Section 5.3. The contents of this section would appear to be obsolete given flow control rulings, past practice and the lack of involvement by the Board of Supervisors in these issues.

Section 8.1c Eligible Vehicles

This text seems redundant with item (d) of Section 8.

Section 8.1g Eligible Vehicles

Allied requests that the requirement for vehicles to have dual rear wheels be removed. Some vehicles using the site that have self-dumping beds do not have this feature but meet the other criteria of this section. The word “minimum” should also be added in front of the reference to “one ton chassis”.

Section 8.3 Reciprocal Use Exemption

Same comment as Section 5.3

Section 8.5d Direct Haul Procedures

Please add the words “when available” to the end of this section.

Section 9.3 Maximum Daily Tonnage

Allied proposes to revise this condition to reflect the following: The landfill may accept for disposal 4,900 tons of refuse per day through the year 2012. This maximum daily tonnage limit includes all material accepted for disposal, but excludes materials used as cover, alternative daily cover (ADC), and inert material beneficially re-used on-site. The Board of Supervisors may review and revise, as necessary, the maximum allowable tonnages per day prior to the year 2012. If the Board establishes sub-County service areas, maximum tonnages for each landfill shall be prorated to reflect their service areas. The Board may increase the maximum daily tonnages, if necessary, to reflect emergency measures implemented in coordination with Contra Costa Environmental Health as local enforcement agency.

Section 11.6

Allied would suggest that the reference to an Environmental Impact Report in this section be changed to “mitigation monitoring plans contained within supporting environmental review documents”. This will encompass the environmental review prepared for the LUP revision as well.

Section 17.17

Allied requests that the maximum daily working face be increased from 1.0 acre or less (as proposed to be revised by CDD for consistency with the SWFP), to 2.0 acres to reflect current site operations. Operations staff strive to keep it as small as possible for obvious operational reasons but certain fill configurations dictate that a larger face is necessary. This represents a reduction from the current allowance but provides some flexibility on a daily basis.

Section 31.6 Wood Chipping

Allied suggests that this section be modified to be implemented on an as-needed basis or at the request of CDD. Additionally, the reference to the amount of material to be processed should be increased to a number that could reflect growth (more on the order of a percentage of the daily maximum proposed for wood waste in our permit application). Also, the historical reference to an annual tonnage cap at the facility should be removed.

Section 35 – Special Conditions of Approval

The various items contained in this section should reflect fees that are currently being paid as well as a carve out for negotiation of traffic impact fees to be determined as part of the Bailey Road study. Our suggestion would be to remove/suspend any references to old fees that have been superseded by the fee structure within the current franchise agreement which I believe superseded the fees referenced in Section 35. We have included segments of the franchise agreement as well as the LUP which state that the franchise agreement terms in some cases supersede the LUP. As such, the fees described in the current LUP were ultimately wrapped into the Franchise Fees paid to the County (ie. 25% of the proprietary rate). While there may be concern about the Franchise Fees being altered at some point in the future, the franchise agreement would be the document which would be amended and would still supersede some of the LUP terms and conditions.

KELLER CANYON LANDFILL - DAILY TONNAGE GROWTH FORECAST BY COUNTY																				
Contra Costa County			Marin County (1)			Napa County			Alameda County (2)			Solano County			Sonoma County (3)			All Other Counties		
Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR

Tons per Day - Current

Q4 2006	1,470	457	237	125	29	0	771	256	45	150	26	1	63	35	1	196	13	0	146	197	0
Q1 2007	1,422	347	169	125	0	0	728	0	30	78	51	1	47	23	1	201	0	0	38	32	0
Q2 2007	1,487	495	130	242	2	0	787	0	61	139	75	9	47	58	1	276	23	0	16	32	3
Q3 2007	1,414	392	117	262	14	0	700	142	23	111	22	3	59	177	0	233	54	0	36	0	0
Year Total	1,448	423	163	188	11	0	747	100	40	120	44	3	54	73	1	227	23	0	59	66	1

Tonnage Growth Forecast

2008	1.01%	1.01%	1.01%	0.63%	0.63%	0.63%	1.08%	1.08%	1.08%	100.00%	1.14%	1.14%	1.51%	1.51%	1.51%	50.00%	1.38%	1.38%	1.00%	1.00%	1.00%
2009	1.01%	1.01%	1.01%	0.63%	0.63%	0.63%	1.08%	1.08%	1.08%	33.33%	1.14%	1.14%	1.51%	1.51%	1.51%	25.00%	1.38%	1.38%	1.00%	1.00%	1.00%
2010	1.01%	1.01%	1.01%	0.63%	0.63%	0.63%	1.08%	1.08%	1.08%	1.14%	1.14%	1.14%	1.51%	1.51%	1.51%	25.00%	1.38%	1.38%	1.00%	1.00%	1.00%
2011	1.01%	1.01%	1.01%	0.63%	0.63%	0.63%	1.08%	1.08%	1.08%	1.14%	1.14%	1.14%	1.51%	1.51%	1.51%	25.00%	1.38%	1.38%	1.00%	1.00%	1.00%
2012	1.27%	1.27%	1.27%	0.56%	0.56%	0.56%	1.04%	1.04%	1.04%	1.16%	1.16%	1.16%	1.50%	1.50%	1.50%	25.00%	1.07%	1.07%	1.00%	1.00%	1.00%

Tons per day Forecast

2008	1,463	427	165	263	11	0	755	101	40	239	44	3	55	74	1	340	23	0	60	66	1
2009	1,478	431	166	265	11	0	763	102	41	319	45	3	56	75	1	425	23	0	60	67	1
2010	1,493	436	168	267	11	0	771	103	41	323	45	3	56	77	1	531	24	0	61	68	1
2011	1,508	440	170	268	11	0	780	104	42	326	46	3	57	78	1	664	24	0	62	68	1
2012	1,527	446	172	270	11	0	788	105	42	330	46	4	58	79	1	830	24	0	62	69	1

Total Keller Canyon Tonnage Forecast

2008	3,175	746	210
2009	3,366	754	212
2010	3,502	763	215
2011	3,665	771	217
2012	3,865	780	219

Notes:

- (1) use year end tonnage to forecast to reflect long term contract signed mid-year
- (2) 2008 growth rate is based on long term contract for new volume signed end of 2007
- (3) growth rates are based on market opportunities in this county as landfill sites are closed in Sonoma County
- (4) Individual County growth rates are the average Population growth and Job growth from "Projections 2007" developed by the Association of Bay Area Governments

2012 Year Total 3,865 780 219

Daily Capacity 4,900

% of Daily Capacity 78.88%

KELLER CANYON LANDFILL - LAST 4 QUARTERS ACTIVITY BY COUNTY

Contra Costa County			Marin County			Napa County			Alameda County			Solano County			Sonoma County			All Other Counties		
Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR	Disposal	ADC	BR

Total Tons by County

Q4 2006	105,072	32,651	16,912	8,912	2,054	0	55,155	18,317	3,253	10,733	1,873	44	4,498	2,498	40	14,033	957	0	10,439	14,117	8
Q1 2007	101,702	24,837	12,080	8,925	5	6	52,082	0	2,124	5,554	3,614	46	3,367	1,616	73	14,407	15	0	2,747	2,321	9
Q2 2007	106,351	35,392	9,322	17,275	123	0	56,270	0	4,390	9,949	5,371	610	3,373	4,151	99	19,738	1,669	9	1,158	2,295	206
Q3 2007	101,124	27,993	8,338	18,710	989	0	50,071	10,170	1,675	7,965	1,596	248	4,206	12,662	8	16,656	3,859	25	2,589	14	7
Year Total	414,249	120,873	46,652	53,822	3,171	6	213,578	28,487	11,442	34,201	12,454	948	15,444	20,927	220	64,834	6,500	34	16,933	18,747	229

Tons per Day

Q4 2006	1,470	457	237	125	29	0	771	256	45	150	26	1	63	35	1	196	13	0	146	197	0
Q1 2007	1,422	347	169	125	0	0	728	0	30	78	51	1	47	23	1	201	0	0	38	32	0
Q2 2007	1,487	495	130	242	2	0	787	0	61	139	75	9	47	58	1	276	23	0	16	32	3
Q3 2007	1,414	392	117	262	14	0	700	142	23	111	22	3	59	177	0	233	54	0	36	0	0
Year Total	1,448	423	163	188	11	0	747	100	40	120	44	3	54	73	1	227	23	0	59	66	1

Total Tons by Material Type

Total Keller Canyon - Current

Q4 2006	2,921	1,014	283
Q1 2007	2,640	453	201
Q2 2007	2,995	685	205
Q3 2007	2,816	801	144
Year Total	2,843	738	208

Daily Capacity 3,500
 % of Daily Capacity 81.22%

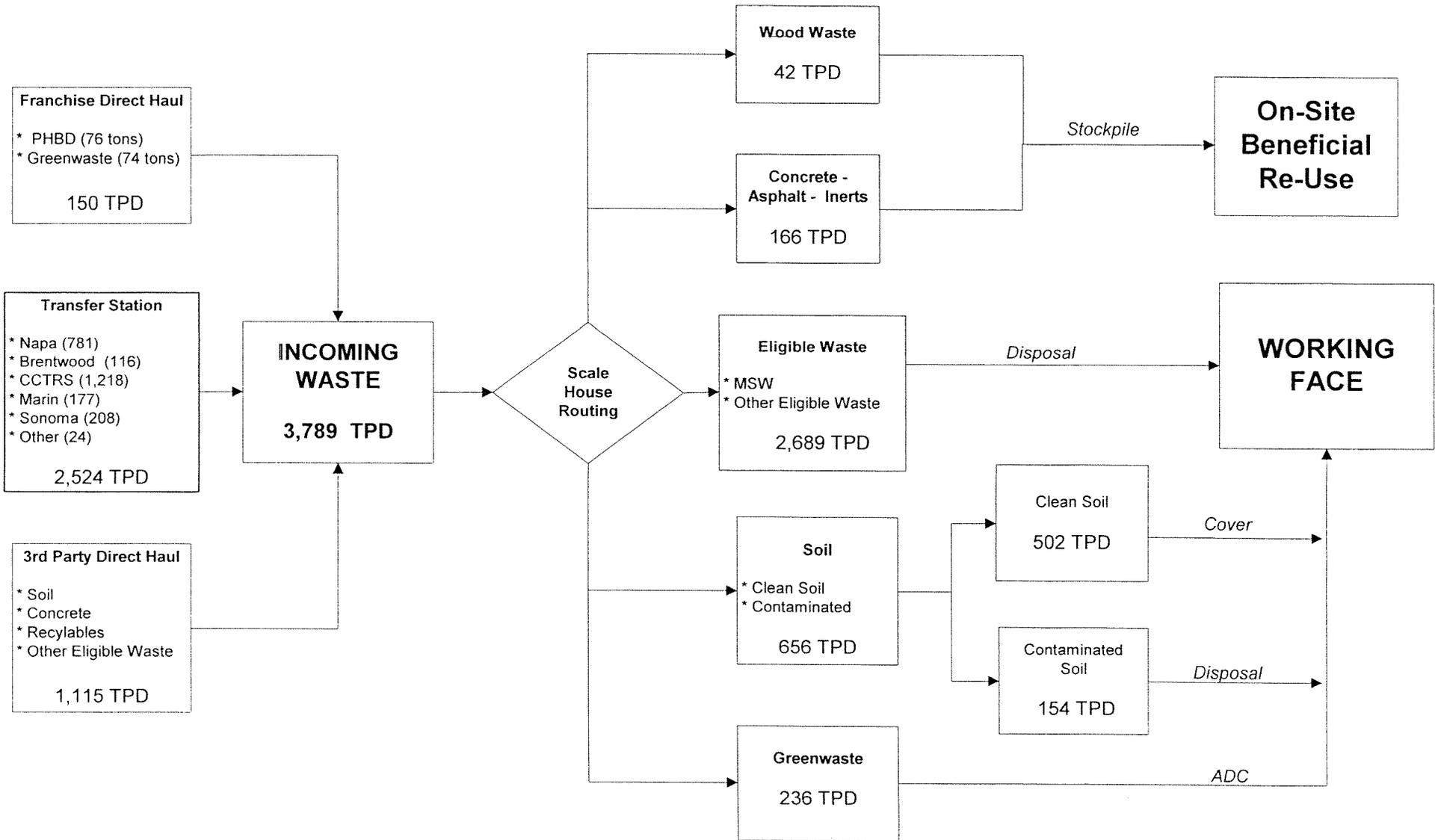
	Disposal	ADC	BR	Total
Total Tons				
Q4 2006	208,842	72,467	20,257	301,565
Q1 2007	188,784	32,408	14,338	235,530
Q2 2007	214,115	49,002	14,635	277,751
Q3 2007	201,321	57,283	10,301	268,904
Year Total	813,061	211,159	59,531	1,083,751

Attachment 5: Waste Flow Diagram

**Period: Oct 1, 2006 through Sep 30, 2007
(Average Tonnages)**

**Keller Canyon Landfill
Average Daily Tonnage
Revised 04/07/08**

Source: Allied Waste Industries, Inc.



Attachment 6: LUP Sections and Conditions of Approval by Environmental Category

Environmental Category	LUP Section	Conditions of Approval
Agricultural and Biotic Resources	Section 23	23.1 through 23.9
Air Quality	Section 20	20.1 through 20.23
Construction Activities	Section 32	32.1 through 32.6
Cultural Resources	Section 28	28.1 through 28.3
Geology, Slope, Seismic Stability	Section 16	16.1 through 16.12
Groundwater Protection	Section 17	17.1 through 17.17
Litter Control	Section 25	25.1 through 25.11
Noise	Section 21	21.1 through 21.8
Public Health and Safety	Section 26	26.1 through 26.11
Site Utilities	Section 30	30.1 through 30.20
Surface Water Protection	Section 18	18.1 through 18.5
Traffic & Circulation	Section 29	29.1 through 29.9
Visual Quality	Section 22	22.1 through 22.14
Waste Reduction & Recovery	Section 31	31.1 through 31.8

Attachment 7: Summary of Operational Controls

The following is a listing of on-site operational controls in effect at Keller Canyon Landfill. Please refer to the Draft Joint Technical Document for Keller Canyon Landfill, for detailed information about the elements of each control system.

1. HEALTH AND SAFETY
2. LEACHATE MANAGEMENT PLAN
 - Leachate Collection and Removal System
 - Leachate Monitoring
3. GROUNDWATER PROTECTION
 - Groundwater Monitoring Wells
4. SURFACE WATER PROTECTION
 - Surface Water Monitoring
5. NPDES STORMWATER MONITORING PROGRAM
6. LANDFILL GAS MANAGEMENT
 - Perimeter Gas Monitoring
 - Gas Condensate Collection System
 - Landfill Gas Monitoring
7. DRAINAGE AND EROSION CONTROLS
8. NUISANCE CONTROLS
 - Litter
 - Vectors and Birds
 - Noise
 - Fire
 - Dust Control
 - Odor Control
 - Security
9. TRAFFIC CONTROL
10. HAZARDOUS WASTE SCREENING PROGRAM

Attachment 8: Permits in Effect at Keller Canyon Landfill

<u>Permit Title and Number</u>	<u>Issuing Agency</u>
Land Use Permit, Amended 1994 No. 2020-89	Contra Costa County
Solid Waste Facility Permit, 2005 #07-AA-0032	CIWMB
Waste Discharge Requirements Order No. R2-2003-0063 Amendment to WDR No.01-4040	RWQCB
Authority to Construct/Operate Plant No. 4618	BAAQMD
Title V Permit Major Facility review Plant No. 4618	BAAQMD
National Pollution Discharge Elimination System (NPDES) Permit #2-07S006887	U.S. EPA
Landfill Franchise Agreement (CCC and State of CA) Effective 1990, 1 st Amend 1994, 2 nd Amend 1996	Contra Costa County
Conditional Certification under Clean Water Act, Section 401 Received 1991	Department of the Army
Nation Wide Permit, Section 404 Of the Clean Water Act, Received 1991	Department of the Army
Industrial Waste Water Discharge Permit #292150-S	CCC Sanitation District
Cancellation of the Land Conservation Act (Williamson Act) Contract #6-71, adopted 1990	Contra Costa County

Note:

The application for LUP amendment may result in revision of some of the permits listed above.

Attachment 9: Summary of Operations to Remain Unchanged

- Class II Designation – no changes to designation
- Days and Hours of Operation – no change in current daily or weekly operations
- Permitted Waste Disposal Boundary – no expansion beyond existing boundaries
- 244-acre Disposal Area – no expansion beyond current 244 acres
- Design Capacity – total accepted volume will not change
- Special Buffer Area – no change to acreage or boundaries
- Special Conditions of Approval – no changes proposed to Section 35 conditions of approval
- Maximum Elevation – no vertical expansion beyond maximum height limit
- Peak Period Traffic Restrictions – no changes to CDD letter of conditional authorization, April 2000 for Condition 29.9
- Peak Daily Truck Trip Limit – no change to current peak trip limit