

# Chapter 1 - Executive Summary

## 1.1 Introduction

This document is the Draft Environmental Impact Report (Draft EIR) for the Kern County Waste Management Department (KCWMD) Mojave-Rosamond Recycling and Sanitary Landfill (RSLF) Permit Revision Project (Project) [Mojave Specific Plan Amendment 23, Map 196 and Mojave Specific Plan Amendment 23, Map 213; Zone Change 44, Map 196 and Zone Change 55, Map 213; modification of Conditional Use Permit No. 7, Map 213; issuance of Conditional Use Permit No 28, Map 196.; Estray Ordinance exclusion; and Revision of Solid Waste Facility Permit (SWFP) 15-AA-0058 and the Waste Discharge Requirements]. This Draft EIR analyzes the potential environmental impacts of the Project.

The Project proposes to expand the existing Mojave-Rosamond RSLF into a regional landfill in accordance with KCWMD's *2005 Solid Waste Infrastructure Plan*. As a regional landfill, the Mojave-Rosamond RSLF will accept waste from the Tehachapi and Kern Valley Transfer Stations, as well as the Ridgecrest RSLF and the Boron Sanitary Landfill following the closure of these facilities (KCWMD, 2005). To accommodate the proposed expansion, the Project will revise the SWFP Solid Waste Information System (SWIS) No. 15-AA-0058 and Waste Discharge Requirements [WDRs] Board Order No. R6V-2007-0035, to increase the permitted facility boundary, disposal area, capacity and lifespan of the landfill. This will include expanding the area for which waste is permitted for disposal and installing landfill liner within that area, as well as vertically expanding beyond the current permitted elevation to fill within the existing (Phase 1) unlined waste cell and the new (Phases 2 through 6) lined waste cells up to the proposed increased permitted height.

The proposed SWFP and WDR revisions allows for an increase in the permitted facility boundary, disposal area and height, ultimately increasing the permitted capacity and lifespan of the site. The current permitted facility boundary will be expanded from 253 acres to 1729.9 acres to include the landfill expansion, buffer areas, and access routes. Existing waste is contained within the unlined 27-acre permitted disposal area. The proposed expansion will be constructed in multiple modules within an additional 517 acres, revising the permitted disposal area to 544 acres, located within the proposed permitted facility boundary.

Associated land use modifications will also take place as part of the Project. Land use applications have been submitted to the County of Kern Planning and Community Development Department for the following:

**Mojave Specific Plan Amendment** – The Project proposes to amend the Mojave Specific Plan, and the Kern County General Plan Appendix E Map, “Mojave-Rosamond Sanitary Landfill,” to show the revised name and new permitted facility boundary on the Map, with designated buffer property areas. Also, the Project proposes to change the land use Designations within the site to either 3.4 (Solid Waste Disposal Facility) or 3.4.1 (Solid Waste Disposal Facility Buffer). This is to bring the landfill into conformance with the Kern County General Plan and the Mojave Specific Plan, which

#### 1.1.4 Mojave-Rosamond Recycling and Sanitary Landfill

The Mojave-Rosamond RSLF is a Class III (Non-Hazardous) solid waste disposal facility owned and operated by the KCWMD. The existing facility currently serves an area of approximately 853 square miles and a population of approximately 41,000 (United States Census Bureau). The existing landfill provides waste disposal services for the City of California City and the unincorporated communities of Mojave and Rosamond, in addition to the southeastern Kern rural areas.

The KCWMD estimates that at the current fill rate, the existing facility will reach permitted capacity in January 2019<sup>1</sup>. KCWMD determined this date by performing projection studies which have been documented in the Mojave-Rosamond RSLF Capacity Study, 2009 (Appendix B). The Capacity Study assumes that the Ridgecrest Recycling and Sanitary Landfill (RSLF) will close in 2015, and the waste that would have been disposed at the Ridgecrest RSLF will be transferred to the Mojave-Rosamond RSLF. During the preparation of this Draft EIR, an expansion was approved for the Ridgecrest RSLF by CalRecycle. Note that the studies and analyses in this Draft EIR are based on the assumption of the Mojave-Rosamond RSLF receiving the Ridgecrest RSLF waste beginning in 2015 and, therefore, are a worst-case scenario; the potential environmental impacts will be much less. The closure date is an estimate subject to annual review and revision based upon such factors as fill rate, waste settlement, and regional growth rates. The most significant reason for the increase from the 2017 estimated closure date of the Solid Waste Facility Permit (SWFP) to 2019 is the recently permitted vertical expansion and increased capacity of the Tehachapi Sanitary Landfill. Waste that would have been directed to the Mojave-Rosamond RSLF upon the earlier closure of the Tehachapi Sanitary Landfill has been deferred, in turn prolonging the lifespan of the Mojave-Rosamond RSLF. The volumetric basis for the assessment of future disposal capacity and site life assumes that each ton of waste disposal results in 1.79 cubic yards of volume used. This fill rate factor has been derived from Global Position Satellite (GPS) air space density surveys and tonnage records of the landfill. Further improvements to the waste density are expected over time due to improvements in operating efficiency.

The California Department of Resources, Recycling, and Recovery's (CalRecycle) Disposal Reporting System estimates that in 2008, 9.27 percent of the waste disposed at the Mojave-Rosamond RSLF was generated from within California City and 89.69 percent from the Kern Un-Incorporated area. According to the same Report, in 2010, the most current information available, 5.66 percent of the waste disposed at the Mojave-Rosamond RSLF was generated from within California City and 93.40 percent from the Kern Un-Incorporated area (CalRecycle, 2012).

In response to AB 939, KCWMD identified items such as inerts (concrete and asphalt), white goods, and metals as recyclable waste streams being deposited at the Mojave-

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<sup>1</sup> The SWFP, last revised in 2009, was based on the 2008 Capacity Study which had an estimated closure date of 2017. The 2009 Capacity Study has an estimated closure date of 2019. The increase in existing lifespan from 2017 to 2019 is the result of a significantly reduced tonnage and using a linear regression method. The current closure rate is an estimate subject to annual review based upon such factors as fill rate, waste settlement and regional growth rates. The Project proposes to increase the estimated closure year for the SWFP.

was not approved. The Kern County and Incorporated Cities Integrated Waste Management Plan (CIWMP) has been prepared in conformance with California Code of Regulations section 18755(d) including a description of the countywide minimum 15 years of combined permitted disposal capacity through existing or planned solid waste disposal. This plan identifies the Mojave-Rosamond RSLF as an integral part of meeting the mandated 15 years of waste disposal capacity. However, the plan also identifies the Bena Sanitary Landfill as having more than 60 years capacity should the California Department of Resources Recycling and Recovery (CalRecycle) grant additional permits to develop the remainder of that site.

Adequate waste disposal capacity would be available in the future, either with or without Project approval, and therefore the Project would not be considered growth inducing; rather, it will accommodate the growth experienced in Kern County.

### **Significant Irreversible Impacts**

Section 15126.2(c) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the Project. Specifically, Section 15126.2(c) states:

*Uses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irretrievable commitments of resources should be evaluated to assure that such current consumption is justified (CEQA, 2007).*

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

An increase in population in Kern County has resulted in an increased volume of waste disposal at existing landfills. The Mojave-Rosamond Recycling and Sanitary Landfill (RSLF) Project would allow for additional landfill capacity that would not have to be constructed elsewhere, thus reducing environmental effects. As a regional landfill, the Mojave-Rosamond RSLF may accept waste from the Tehachapi and Kern Valley Transfer Stations, as well as the Ridgecrest and Boron Sanitary Landfills following the closure of these facilities.

An irretrievable commitment of nonrenewable resources would occur as a result of the approval of the expansion of the Mojave-Rosamond RSLF Project. Nonrenewable

Bena SLF, or another permitted facility, if Mojave-Rosamond reaches capacity. The Bena SLF is west of the Tehachapi Pass, approximately 54 miles – one way, by truck from the Mojave-Rosamond RSLF. Table 1-2 shows the round trip travel distances to the Bena SLF from other public landfills in the east region.

**Table 1-2  
Distance to Bena SLF as Disposal from  
Other Public Landfills in the East Region**

Landfill	One-Way Trip Distance to Bena SLF (miles)
Boron SLF	156.0
Mojave-Rosamond RSLF	108.6
Ridgecrest RSLF	195.8
Tehachapi SLF	62.2
Source: Aspen Environmental Group, 2012.	

By extending the life of the Mojave-Rosamond RSLF, the Project would provide a local destination for disposal in the eastern portion of the county. This would save transportation fuel use that would otherwise be required to export waste from the east region to a landfill outside of the region.

Table 1-3 shows the energy requirements to transport waste from the Mojave-Rosamond RSLF to the Bena SLF based on the following assumptions:

- The amount of fuel required for employee vehicles and used by equipment for operations to dispose of solid waste or to divert waste would be approximately the same at either the Mojave-Rosamond RSLF or the Bena SLF because similar equipment would be used at either location.
- One-way haul truck trip travel distance from the Mojave-Rosamond RSLF to the Bena SLF is 54.3 miles and other transfer vehicle haul truck trips would originate from the Tehachapi SLF, the Boron SLF, and the Ridgecrest RSLF as a result of these facilities reaching capacity.
- Transfers would occur at the maximum average daily disposal rate of the proposed Project (1,110 tpd) or a rate of 400,000 tons per year, which would be equivalent to approximately 265 vpd.

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**Table 1-3  
Fuel Use for Disposal Vehicles and Construction,  
Comparison with No Project**

Activity		Project		No Project	
		Transportation Fuels (gallons)	Energy Use (MMBtu) <sup>1</sup>	Transportation Fuels (gallons)	Energy Use (MMBtu) <sup>1</sup>
<b>Disposal Vehicles, Annual Use (1,110 tons per day)</b>	Mojave Route	50,665	6,336	442,316	55,317
	Ridgecrest Transfers	150,434	20,864	228,901	31,746
	Tehachapi Transfers	102,057	14,154	145,534	20,184
	Boron Transfers	2,315	321	4,820	669
<b>Total Annual Use (1,110 tons per day)</b>	<b>Transportation Fuel Use</b>	<b>305,471</b>	<b>41,675</b>	<b>821,571</b>	<b>107,916</b>
<b>Disposal Vehicles (Life of Project)</b>	Mojave Route	3,053,788	381,915	26,660,055	3,334,179
	Ridgecrest Transfers	9,175,532	1,272,559	13,961,535	1,936,332
	Tehachapi Transfers	5,860,049	812,733	8,356,482	1,158,964
	Boron Transfers	113,575	15,752	236,465	32,795
<b>Construction Phases</b>	Phase 1 Closure	78,274	10,856	78,274	10,856
	Initial Liner Installation	125,353	17,385	—	—
	Subsequent Liner Installation	249,814	34,647	—	—
<b>Total for Life of Project</b>	<b>Transportation Fuel Use</b>	<b>18,656,385</b>	<b>2,545,847</b>	<b>49,292,811</b>	<b>6,473,126</b>

Note: Total does not show the amount of fuel required for employee vehicles and used by equipment for landfill operations as that amount would be approximately the same whether operations were conducted at the Mojave-Rosamond RSLF or another permitted facility.

<sup>1</sup> - MMBtu is millions of British thermal units (Btu). There are 138,700 Btu per gallon of diesel fuel and 124,240 Btu per gallon of gasoline.

Source: Aspen Environmental Group, 2012.

As displayed in Table 1-3, there could be a substantial increase in transportation energy use in the absence of the Project. If the Mojave-Rosamond RSLF is not expanded, the facility would close in the near future, and waste would have to be transported to another permitted facility. With the potential for closure of the Tehachapi SLF, the Boron SLF, and the Ridgecrest RSLF during the proposed lifespan of the Mojave-Rosamond RSLF, haul trucks originating in the east region of the County would need to travel greater distances to the Bena SLF as the nearest alternative site, or another permitted facility. Transporting waste to the Bena SLF from the east region could require 821,571 gallons of fuel per year at the Project's proposed maximum average disposal rate (1,110 tpd) or a rate of 400,000 tons per year. Over the life of the Project this could represent over 49 million gallons of fuel, compared to roughly 19 million gallons that would be used with the Project. Therefore, the implementation of the Project would result in less transportation energy use when compared to a future scenario in which the Mojave-Rosamond RSLF reaches capacity in 2019 and is closed.

Expanding the disposal capacity of the Mojave-Rosamond RSLF would not affect the day-to-day operations of on-site equipment. The day-to-day level of on-site equipment use fluctuates with varying demand for disposal services, and the level of demand would not be affected by the Project (although it may change in response to

Emissions from the diesel engines are anticipated to decrease as new emission standards for off-road diesel engines require decreased emissions through calendar year (c/y) 2028. In addition, the sulfur content of diesel fuel has recently decreased as mandated by state and federal regulations, minimizing SO<sub>2</sub> emissions from the diesel powered equipment.

Emissions factors from CARB's EMFAC2011 model were used to estimate the exhaust emissions from on-site disposal and employee vehicles. Table 4.3-15 shows the assumed disposal and worker vehicles per day, and the average distance traveled onsite. Five minutes of idle time in the landfill and 1-minute of idle time at the scales was also assumed for the disposal vehicles.

### Off-site Mobile Emissions

Offsite mobile emissions are generated from the combustion of fuels during travel along off-site roadways from disposal vehicles and employees. For this analysis, mobile emissions were considered from the following:

**Table 4.3-15  
Disposal Vehicles Schedule (2065)**

	<b>Beginning in Year:</b>	<b>Trips/Day (in year 2065)</b>	<b>On-site Travel (VMT/day)</b>	<b>Off-site Travel (VMT/day)</b>
Boron Transfer Trucks	2038	0.5	2.1	36.2
Ridgecrest Transfer Trucks	2015	18.5	80.0	2,368.9
Tehachapi Transfer Trucks	2015	36.4	157.7	1573.8
Mojave Disposal Trucks	2016	3.7	30.8	
Mojave Light Duty Vehicle Emissions				
<i>Workers</i>	2016	5.7	297.5	63.6
<i>Self-haul</i>	2016	205.9		

Emissions from the diesel engines are anticipated to decrease as new emission standards for off-road diesel engines continue to require decreased emissions through calendar year (c/y) 2028. In addition, the sulfur content of diesel fuel has recently decreased as mandated by state and federal regulations, minimizing SO<sub>2</sub> emissions from the diesel powered equipment.

Emissions factors from CARB's EMFAC2011 model were used to estimate the off-site disposal and employee vehicles exhaust emissions. Table 4.3-15 shows the assumed disposal and worker vehicles, and the average distance traveled off-site.

## Mojave Specific Plan Circulation Element

The project site is located in Section 3 of Township 10 North, Range 12 West, SBB&M and Sections 27, 34, and 35 of Township 11 North, Range 12 West, SBB&M. The Mojave Specific Plan Circulation Element identifies 5<sup>th</sup> Street as a north/south arterial (major highway) route with a 110-foot right-of-way which would cross the Project site. The Project proposes to amend the Circulation Element for (Figure 4.12-2):

- Deletion of existing or recorded future streets and public easements for the north/south midsection line arterial of Section 35 of Township 11 North, Range 12 West, SBB&M, affecting a one-mile segment of undeveloped potential right-of-way (5<sup>th</sup> Street) that runs through the County-owned property boundary; and
- Deletion of existing or recorded future streets and public easements for the north/south midsection line arterial of Section 26 of Township 11 North, Range 12 West, SBB&M, affecting a one-mile segment of undeveloped potential right-of-way (5<sup>th</sup> Street) that runs north of the County-owned property boundary.

## Transfer Routes

As a regional recycling and sanitary landfill, waste from the entire eastern region of Kern County is expected to be transferred and accepted at the Mojave-Rosamond RSLF once the other waste facilities in the region have reached their final permitted capacity. These sites and the roadways and intersections leading to the Mojave-Rosamond RSLF are discussed below.

- The Tehachapi SLF, projected to close in 2015;
- The Ridgecrest RSLF, projected to close in 2015<sup>1</sup>;
- Kern Valley Transfer Station; projected to transfer waste to the Mojave-Rosamond RSLF once the Ridgecrest RSLF closes, which is projected to happen in 2015; and
- The Boron SLF, projected to close in 2038.

### Tehachapi SLF to Mojave-Rosamond RSLF Route

The Tehachapi SLF is located between the Bena SLF and the Mojave-Rosamond RSLF. One alternative for the Tehachapi waste stream is for transfer style trucks to haul the waste to the Mojave-Rosamond RSLF for disposal. Otherwise, the Tehachapi waste would be disposed of at another permitted disposal facility within Kern County.

<sup>1</sup> An expansion of the Ridgecrest RSLF was permitted by CalRecycle during the preparation of this Draft EIR thereby extending the permitted lifespan of the Ridgecrest RSLF to 2045. Note that the studies and analyses in this Draft EIR are based on the assumption of the Mojave-Rosamond RSLF receiving the Ridgecrest RSLF waste beginning in 2015, and therefore, are a worse-case scenario; the potential environmental impacts would be much less.

The discussion below discusses the worst-case scenario whereas the transfer style trucks would bring waste from Tehachapi to the Mojave-Rosamond RSLF for disposal.

The Tehachapi SLF is projected to reach capacity in 2015. Once the site ceases to accept waste, it is assumed the waste stream would then be collected at a transfer station and hauled in transfer trucks to be disposed of at the Mojave-Rosamond RSLF, located approximately 25 miles away - one way (Kern County GIS, 2010).

The Tehachapi SLF is permitted to receive up to 700 vehicles per day (vpd). Currently, the average of the vehicles coming to the site, between 2005 through 2011, is 43,300 vehicles per year, which is equivalent to an average of 120 vpd.

In 2005, a Truck Route Analysis was prepared by TPG Consulting analyzing the truck route from the Tehachapi Recycling, Inc. Material Recovery Facility to the Tehachapi SLF (approximately 8.6 miles), then continuing on to the Mojave-Rosamond RSLF (an addition of approximately 25 miles) (TPG, 2005). The route the transfer trucks leaving the Tehachapi SLF and hauling waste to the Mojave-Rosamond RSLF is as follows:

- Tehachapi SLF Entrance Road to Tehachapi Blvd.;
- Tehachapi Blvd to Sand Canyon Road;
- Sand Canyon Road to State Route 58 (eastbound);
- State Route 58 to State Route 14 (southbound);
- State Route 14 (southbound) to Silver Queen Road;
- Silver Queen Road to State Route 14 (northbound);
- State Route 14 (northbound) to Purdy Ave.;
- Purdy Ave. to United St.;
- United St. to Silver Queen Road;
- Silver Queen Road to the Mojave-Rosamond RSLF Entrance Road.

A traffic impact study was prepared in June 2006 discussing the roadway conditions around the Tehachapi SLF and was used to prepare the February 2007 Draft EIR for the site. The 2006 Tehachapi SLF Traffic Impact Study analyzed the five intersections for capacity/Level of Service (LOS) and a queuing analysis was prepared for three different locations (TPG, 2006). The intersections of the Tehachapi SLF at Tehachapi Blvd., Sand Canyon Road (West) at Tehachapi Blvd., Sand Canyon Road (East) at Tehachapi Blvd., Sand Canyon Road at State Route 58 (westbound) ramps, and Sand Canyon Road at State Route 58 (eastbound) ramps all have an existing (2006) LOS of A.

#### Ridgecrest RSLF to the Mojave-Rosamond RSLF

The Ridgecrest RSLF is projected to reach capacity in 2015. Once the Ridgecrest RSLF ceases to accept waste, it is assumed the waste stream would then be collected at a transfer station and hauled in transfer trucks to be disposed of at the Mojave-

Rosamond RSLF. The suggested route between the Ridgecrest RSLF and the Mojave-Rosamond RSLF covers a distance of approximately 67 miles (one way). This route starts at the RSLF entrance on Bowman Rd., east to Jacks Ranch Rd., north to Inyokern Rd., west to SR 14, south to SR 58 (Sierra Highway), south to Purdy Ave., east to United St., south to Silver Queen Rd., and then east to the driveway entrance into the Mojave-Rosamond RSLF.

The Ridgecrest RSLF is permitted for 795 vpd. Currently, the average of the vehicles coming to the site, between 2005 through 2011, is 79,063 vehicles per year, which is equivalent to an average of 220 vpd. The Ridgecrest RSLF currently receives waste from the Kern Valley Recycling/Transfer Station.

#### Kern Valley Recycling/Transfer Station to the Mojave-Rosamond RSLF

The Ridgecrest RSLF is projected to reach capacity in 2015. Once the Ridgecrest RSLF ceases to accept waste, it is assumed the waste stream currently being hauled there from the Kern Valley Recycling/Transfer Station would then be taken to the Mojave-Rosamond RSLF for disposal. The suggested route between the Kern Valley Recycling/Transfer Station covers a distance of approximately 91 miles (one way). The route for transfer trucks coming from the Kern Valley Recycling/Transfer Station starts at the transfer station entrance at Sierra Way traveling south on Sierra Way to SR 178, east to SR 14, south to SR 58 (Sierra Highway), south to Purdy Ave., east to United St., south to Silver Queen Rd., and then east to the driveway entrance into the Mojave-Rosamond RSLF.

The Kern Valley Recycling/Transfer Station is permitted for 330 vpd. Currently, the average of the vehicles coming to the site, between 2005 through 2011, is 54,778 vehicles per year, which is equivalent to an average of 152 vpd. The Kern Valley Recycling/Transfer station waste is currently hauled to the Ridgecrest RSLF for disposal.

#### Boron SLF to the Mojave-Rosamond RSLF

The Boron SLF is projected to reach capacity in 2038. Once the Boron SLF ceases to accept waste, it is assumed the waste stream would then be collected at a transfer station, condensed, and hauled in transfer trucks to be disposed of at the Mojave-Rosamond RSLF, located approximately 42 miles away - one way (Kern County GIS, 2010).

The Boron SLF is permitted for 221 vpd. Currently, the average of the vehicles coming to the site, between 2005 through 2011, is 14,508 vehicles per year, which is equivalent to an average of 56 vpd.

### **Highways and Roadways**

Table 4.12-2 describes the existing roadway system in the Project area including the street classification, number of lanes, and the posted speed limits.

reservation up to Purdy Avenue (Appendix P). A records search by KCWMD concluded no parcels would be land-locked due to the amendment to the Circulation Element.

**Mitigation Measures:** No mitigation will be required.

**Level of Significance after Mitigation Measures:** Impacts are less than significant.

**Impact 4.12-2: The Project may exceed a Level of Service standard established by the county congestion management agency or adopted County threshold for designated roads or highways.**

The Project does not propose an increase in permitted vehicles per day at the Mojave-Rosamond RSLF. Currently, the Mojave-Rosamond RSLF's Solid Waste Facility Permit allows up to 575 vpd for incoming waste materials and ten outgoing vpd for outgoing materials (recycling). However, the Project does propose to increase the permitted tons per day for disposal from 44 maximum average tons per day, with a peak of 470 peak tons per day, to 1,110 maximum average tons per day, with a peak of 3,000 tons per day, and the expected life by 106 years, to accommodate the additional waste streams that will be coming into the facility as a regional solid waste disposal facility. As such, traffic would increase above current existing numbers (an average of 100 vpd in 2009) and continue beyond the current life expectancy. This increase is expected to occur gradually over time.

As a regional recycling and sanitary landfill, waste from the entire eastern region of Kern County is expected to be transferred and accepted at the Mojave-Rosamond RSLF once the other waste facilities in the region have reached their final permitted capacity. As each of these landfills reach capacity, the waste will then be transported in large, transfer style vehicles, to the Mojave-Rosamond RSLF. The majority of the potential increase in tonnage will be from this large transfer style equipment. This will include wastes from:

- The Tehachapi SLF (which reaches capacity in 2015, generating a maximum number of 24 transfer trucks per day traveling to the Mojave-Rosamond RSLF);
- The Ridgecrest RSLF, including the Kern Valley Transfer Station (which reaches capacity in 2015<sup>2</sup>, generating a maximum of 28 transfer trucks per day traveling to the Mojave-Rosamond RSLF); and

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<sup>2</sup> An expansion of the Ridgecrest RSLF was permitted by CalRecycle during the preparation of this Draft EIR thereby extending the permitted lifespan of the site to 2045. Note that the studies and analyses in this Draft EIR are based on the assumption of the Mojave-Rosamond RSLF receiving the Ridgecrest RSLF waste beginning in 2015, and therefore, are a worse-case scenario; the potential environmental impacts would be much less.

- The Boron SLF (which reaches capacity in 2038, generating a maximum number of two transfer trucks per day traveling to the Mojave-Rosamond RSLF).

Along with these transfer style vehicles, self-haul vehicles will continue to be allowed to dispose of incoming materials at the Mojave-Rosamond RSLF.

LOS impacts to the roadways and intersections leading to the Mojave-Rosamond RSLF from these landfills are discussed below.

#### Tehachapi SLF to Mojave-Rosamond RSLF Route

According to the Tehachapi Landfill Traffic Impact Study, the LOS for the study intersections of Tehachapi Blvd. at the Tehachapi SLF Entrance Road, Sand Canyon Road (west) at Tehachapi Blvd., Sand Canyon Road (east) at Tehachapi Blvd., Sand Canyon Road at SR 58 (westbound) ramps, and Sand Canyon Road at SR 58 (eastbound) ramps are all projected to continue to operate at a LOS A in the year 2020. The LOS of these intersections along the transfer route are shown in Table 4.12-7 below.

**Table 4.12-7  
2020 Projected Intersection Level of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay <sup>1</sup> (secs)	LOS	Delay <sup>1</sup> (secs)
Tehachapi Blvd. at Tehachapi SLF Entrance Rd. <sup>2</sup>				
• EB Left-Through	A	7.2	A	7.3
• SB Approach	A	8.7	A	8.7
Sand Canyon Road (west) at Tehachapi Blvd. <sup>2</sup>				
• EB Left-Through	A	7.4	A	7.3
• SB Approach	A	8.8	A	8.8
Sand Canyon Road (east) at Tehachapi Blvd. <sup>2</sup>				
• WB Left-Through	A	7.3	A	7.6
• NB Approach	A	8.8	A	8.7
Sand Canyon Road at SR 58 (WB) ramps <sup>2</sup>				
• NB Left-Through	A	7.3	A	7.3
• WB Approach	A	8.8	A	8.7
Sand Canyon Road at SR 58 (EB) ramps <sup>2</sup>				
• SB Left-Through	A	7.2	A	7.3
• EB Approach	A	9.1	A	9.1

The LOS of the intersections along the transfer route from SR 58 at SR 14 to the Mojave-Rosamond RSLF are shown in Table 4.12-8 below as determined in the *Regional Traffic Impact Study for the Eastern Kern Waste Facilities*. The intersection of SR 14 at Purdy Avenue is expected to operate at an unacceptable LOS for the westbound approach (vehicles turning either right or left onto SR 14 from Purdy Avenue) in both the 2030 Project and the 2030 No Project scenarios. All remaining study intersections are projected to operate at or above the appropriate adopted LOS standard in the 2030 Project scenario. Because the LOS at this intersection is an existing deficiency and not caused by the Project, no mitigation is required.

#### Ridgecrest RSLF to the Mojave-Rosamond RSLF Route

When the Eastern Kern Waste Facilities Traffic Impact Study was prepared, the Ridgecrest RSLF was originally projected to begin transferring waste to the Mojave-Rosamond RSLF in 2015. However, based on the re-permitting of the Ridgecrest RSLF in 2010, it is expected that waste from the Ridgecrest RSLF will not be transferred to the Mojave-Rosamond RSLF until after the anticipated closure dated of 2045. After the closure of the Ridgecrest RSLF, projected in the year 2045, approximately 28 transfer style trucks per day will bring waste to be disposed of at the Mojave-Rosamond RSLF (this includes waste from the Kern Valley Transfer Station). Because the anticipated closure date of the Ridgecrest RSLF extends beyond the 2030 Kern COG model, the impacts from the waste being transferred from the Ridgecrest RSLF to the Mojave-Rosamond RSLF will be analyzed in greater detail upon closure of the Ridgecrest RSLF.

The LOS of these intersections along the transfer route are shown in Table 4.12-8 below as determined in the *Regional Traffic Impact Study for the Eastern Kern Waste Facilities*. The intersection of SR 14 at Purdy Avenue is expected to operate at an unacceptable LOS for the westbound approach (vehicles turning either right or left onto SR 14 from Purdy Avenue) in both the 2030 Project and the 2030 No Project scenarios. All remaining study intersections are projected to operate at or above the appropriate adopted LOS standard in the 2030 Project scenario. Because the LOS at this intersection is an existing deficiency and not caused by the Project, no mitigation is required.

#### Boron SLF to the Mojave-Rosamond RSLF Route

After the closure of the Boron SLF, projected in the year 2038, approximately two transfer style trucks per day will bring waste to be disposed of at the Mojave-Rosamond RSLF. Because the anticipated closure date of the Boron SLF extends beyond the 2030 Kern COG model, the impacts from the waste being transferred from the Boron SLF to the Mojave-Rosamond RSLF will be analyzed in greater detail upon closure of the Boron SLF. However, because such a small amount a waste is expected to be transferred from the Boron SLF, it is anticipated that no impact to the LOS of the intersections will occur.

The LOS of these intersections along the transfer route are shown in Table 4.12-8 below as determined in the *Regional Traffic Impact Study for the Eastern Kern Waste Facilities*. The intersection of SR 14 at Purdy Avenue is expected to operate at an unacceptable LOS for the westbound approach (vehicles turning either right or left onto SR 14 from Purdy Avenue) in both the 2030 Project and the 2030 No Project scenarios. All remaining study intersections are projected to operate at or above the appropriate adopted LOS standard in the 2030 Project scenario. Because the LOS at this intersection is an existing deficiency and not caused by the Project, no mitigation is required.

### **Signal Warrants**

Peak Hour signal warrants were prepared for all of the study intersections. The warrant is currently met at the study intersection of SR 14 and Purdy Ave for all scenarios, including the Existing (2009) scenario. The remaining study intersections do not meet the criteria for a Peak Hour signal warrant. These warrant analyses are limited to the peak hour volume warrant only and other conditions may exist which meet other traffic signal warrants.

KCWMD has been in consultation with Caltrans regarding the recommended improvements based on the signal warrant analysis. Caltrans requires the preparation of a full signal warrant study (eight warrants per the MUTCD) prior to the installation of a traffic signal on a state highway. The Study shows that the SR 14 at Purdy Avenue intersection currently meets and is projected to continue to meet the peak hour traffic signal warrant (Warrant 3 of the MUTCD) during all analysis scenarios. The peak hour traffic signal warrant indicates that a traffic signal should be considered. However, at this time Caltrans prefers not to pursue the installation of a traffic signal at the intersection of SR 14 at Purdy Avenue (Appendix P). Therefore, a full warrant study has not been prepared at this time. A full signal warrant study must be prepared at a later date to determine if/when a traffic signal shall be installed at this location.

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- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

An increase in population in Kern County has resulted in an increased volume of waste disposal at existing landfills. The Mojave-Rosamond Recycling and Sanitary Landfill (RSLF) Project would allow for additional landfill capacity that would not have to be constructed elsewhere, thus reducing environmental effects. As a regional landfill, the Mojave-Rosamond RSLF may accept waste from the Tehachapi and Kern Valley Transfer Stations, as well as the Ridgecrest and Boron Sanitary Landfills following the closure of these facilities.

An irretrievable commitment of nonrenewable resources would occur as a result of the approval of the expansion of the Mojave-Rosamond RSLF Project. Nonrenewable energy resources would be committed primarily in the form of fossil fuels, including fuel, oil, and gasoline used by equipment associated with the construction of the expanded landfill and operations over the extended lifespan (See section 5.5 for a greater discussion of energy impacts). If the Mojave-Rosamond RSLF is not expanded, the facility would close in the near future, and waste would have to be transported to another permitted facility. With the potential for closure of the Tehachapi SLF, Boron SLF, and Ridgecrest RSLF during the proposed lifespan of the Mojave-Rosamond RSLF, haul trucks originating in the eastern region of the County would need to travel greater distances to the Bena SLF as the nearest alternative site, or another permitted facility.

Without implementation of the Project, a majority of these resources would still be expended to handle the waste disposal, whether at this site or another permitted facility. However, provided that these commitments occur in accordance with the adopted goals, policies, and implementation measures of the Kern County General Plan, as a matter of public policy, those commitments have been determined to be acceptable.

## 5.4 Growth Inducement

In accordance with section 15126.2(d) of the CEQA Guidelines, an EIR must “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” In addition, when discussing growth-inducing impacts of a project, “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.” Two issues must be considered when assessing the growth-inducing impacts of a project:

- **Elimination of Obstacles to Population Growth:** The extent to which additional infrastructure capacity or a change in regulatory structure will allow additional development in the County and region.
- **Promotion of Economic Growth:** The extent to which the Project can cause increased activity in the local or regional economy. Economic impacts

**Table 5-7  
Mojave-Rosamond RSLF Project Transportation Fuel Use  
at Proposed Maximum Permit Levels**

		Maximum Annual Tonnage (800 tons per day)	
Activity		Transportation Fuels (gallons/year)	Energy Use (MMBtu/year) <sup>1</sup>
On-Site	Operations Equipment (diesel)	122,458	16,984
	Disposal Vehicles, Mojave Route	5,629	704
	Disposal Vehicles, Ridgecrest Transfers	1,625	225
	Disposal Vehicles, Tehachapi Transfers	3,204	444
	Disposal Vehicles, Boron Transfers	43	6
Off-Site (On- Road)	Employee Vehicles (gasoline)	5,477	680
	Disposal Vehicles, Mojave Route	45,035	5,632
	Disposal Vehicles, Ridgecrest Transfers	148,809	20,638
	Disposal Vehicles, Tehachapi Transfers	98,853	13,710
	Disposal Vehicles, Boron Transfers	2,272	315
Subtotals	Operations Equipment + Employee Vehicles	127,935	17,664
	Customer Disposal Vehicles	305,471	41,675
<b>Total Annual Use (1,110 tons per day)</b>		<b>Transportation Fuel Use 433,406</b>	<b>59,340</b>

1: MMBtu is millions of British thermal units (Btu). There are 138,700 Btu per gallon of diesel fuel and 124,240 per gallon of gasoline. For the purposes of this analysis, we assume that employee vehicles use gasoline, but all other vehicles and equipment use diesel fuel.

Source: Aspen Environmental Group, 2012.

Construction activities for installation of the new landfill liner and Phase 1 final closure would rely on widely-available existing energy resources (namely transportation fuels). Several phases of construction activity would occur with the initial construction phase scheduled for 2016, and additional construction phases for subsequent waste cells