

Puente Hills Intermodal Facility

PROJECT DESCRIPTION

Since the late 1980s, the Sanitation Districts, in conjunction with other public agencies, have been studying means to provide long-term and secure solid waste disposal capacity when local capacity is depleted. Currently, nearly all refuse in Los Angeles County is transported to disposal sites in the metropolitan area by truck. However, as public opposition to siting new or expanding existing disposal facilities near urban areas has grown, sites farther from the Los Angeles Basin have become more desirable. Despite the costs associated with longer transport distances, rail transport is an efficient means to transport refuse to remote disposal sites. This concept of rail transport of refuse, which includes an integrated system of local and remote infrastructure, is herein called “waste-by-rail”.

The Sanitation Districts is developing the Puente Hills Intermodal Facility (PHIMF) in the City of Industry to be a dedicated rail yard to serve the Sanitation Districts’ waste-by-rail program. At the intermodal facility, rail-ready shipping containers of municipal solid waste (MSW) will be transferred from trucks to trains for transport to Mesquite Regional Landfill in Imperial County.

The project includes three main features: 1) intermodal facility; 2) off-street access road; and 3) a 3.5-mile private track within Union Pacific Railroad (UPRR) right-of-way.

SITE INFORMATION

Intermodal Facility

Address:	2500 Pellissier Place, City of Industry, California 90601
Project Site Area:	17.2 acres
Design Capacity:	2 trains per day (with a combined total of 8,000 tons per day of containerized MSW)
Onsite Loading Tracks:	Six (each varying from 950 to 1,400 feet in length) providing a total of length of one mile
Onsite Maintenance Tracks:	Three (each approximately 470 feet in length)
Ancillary Facilities:	Administration Building, employee/visitor parking, maintenance facilities, and container storage area
Operating Hours:	24 hours per day, seven days per week

Off-Street Access Road

To alleviate potential local traffic impacts, all inbound and outbound truck traffic to the intermodal facility would access the facility via the existing Puente Hills Materials Recovery Facility (MRF) entrance at Crossroads Parkway South. The Sanitation Districts is constructing a dedicated off-street access road that directly connects the Puente Hills MRF to the PHIMF.



SANITATION DISTRICTS OF LOS ANGELES COUNTY

Telephone (562) 699-7411, Ext. 6013
www.lacsd.org

WASTE-BY-RAIL



3.5-Mile Private Track Within UPRR Right-of-Way

The Sanitation Districts is also building a private railroad track for the exclusive use of the PHIMF.

- The track spans 3.5 miles from Mission Mill Road to approximately 3,500 feet west of 7th Avenue within the northern UPRR right-of-way.
- Construction requires the addition of two new railroad bridges at Peck Road and the Access Road, modification of the existing railroad underpasses at Crossroads Parkway North and SR-60 Freeway, alteration of the at-grade rail crossing at Workman Mill Road, and installation or modification of railroad signals.

FACILITY OPERATION

The primary function at the PHIMF is to load full containers of MSW onto rail cars and unload empty containers from railcars to trucks. No MSW would be processed at the facility; the PHIMF would only function as a handling facility for containers carrying MSW that are loaded elsewhere. When a train with empty containers enters the arrival track from the main line, the UPRR locomotives would disconnect from the train and either be stored on the maintenance tracks or depart this area. The train would be disconnected into approximately 800 foot sections of railcars, which would be pulled by a smaller switch locomotive onto the loading tracks at the facility. The process would be repeated until all six onsite loading tracks are full.

Containers of MSW would be offloaded from the railcars and placed directly onto a truck or stacked along the loading tracks using an overhead crane. The trucks would transport empty containers back to the Puente Hills MRF or other materials recovery facilities. When the railcars on the loading tracks are full of loaded containers, the switch locomotive would pull each section onto the departure track, where a full train would be assembled. UPRR locomotives would be utilized to transport the full train via the Union Pacific main line to the Mesquite Regional Landfill.

ENVIRONMENTAL PROTECTION

The City of Industry prepared an Environmental Impact Report (EIR) to evaluate potential environmental impacts from the facility. The EIR identified design features and mitigation measures to minimize potential impacts, including the use of commercially available clean fueled locomotives and equipment, the construction of sound walls and/or the replacement of doors/windows to reduce potential noise impacts for two residential areas along the UPRR tracks, the implementation of a quiet zone at the Workman Mill Road railroad at-grade crossing to eliminate the sounding of train horns at that location, and the installation of an advance grade crossing warning system to alert motorists about impending delays and recommend detours; thereby, reducing potential local traffic impacts. The City of Industry certified the Final EIR on June 12, 2008, and approved a conditional use permit for the project on June 26, 2008. For additional project information, go to <http://www.phimf.org>.

PROJECT STATUS

- Approved an Option to Purchase agreement with Industry Urban-Development Agency to acquire property in November 2004
- Filed Conditional Use Permit application with the City of Industry on December 22, 2005
- Completed Land Use Permitting and CEQA in June 2008
- Acquired Property – May 2009
- Completed Final Design – Mid 2009
- Construction Started – Mid 2009
- Construction Start-up – To be determined



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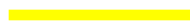


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Extent of Private Track



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