



James Powell, QEP Director, Emerging Solutions Mostardi Platt

Proposed LRS West DuPage Recycling and Transfer Station Project
Criterion 2

January 16, 2023

HQ - Elmhurst, IL | Chicago, IL | Crown Point, IN | Concord, NC | Mendota Heights, MN

702 W. 48th Avenue
Unit A
Denver, CO 80216
888-302-6858

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Jim Powell, QEP Background

- MS Environmental Engineering – University of Florida
- Environmental Engineer – Over 40 Plus Years of Siting and Permitting Assistance
 - Current Position: Director, Emerging Solutions, Mostardi Platt
- Testified regarding Criterion 2 or similar before – IEPA, OEPA, IDNR
 - How many times -- three
- Evaluated Impact of Projects on Environmental Justice
 - Six times in the past five years

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Criterion 2:

“the facility is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected”

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LRS Website Information -- Proposed Waste Transfer Station

<https://www.lrsrecycles.com/west-dupage-transfer-station/>

	Reduced Miles (Per Year)	Reduced Miles (Over 20 year Operating period)	Reduced Fuel Usage (Gallons over 20 year operating period)	Reduced Emissions (Pound of CO2 over 20 year operating period)
LRS MSW Collection Vehicles	75,000	1.5 million	425,000	9.51 million
Other Collection Vehicles	40,000	800,000	230,000	5.15 million
Hydro Vehicles	685,000	13.7 million	3.914 million	87.60 million
Total	800,000	16 million	4.569 million	102.26 million

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Public Health, Safety, and Welfare

- EPA has established ambient air quality standards to protect the public health and welfare.
 - Modeling used to quantify project impacts on existing air quality throughout the potentially impacted region.
- Impacts on health and welfare have *not* been fully addressed in submittal for this site.
- Key component of health and welfare assessment include assessment of impacted areas.

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Areas Evaluated

- As they relate to public health, safety and welfare protection:
 - Traffic Data,
 - Air quality (community and worker exposure), and
 - Impact of above on the community

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Emissions Reduction Issue from Slide Four

- Apparently based upon Collection vehicles only.
- Does not take into account increase in Transfer vehicles.
- Apparently Looks only at reduction in emissions within DuPage County.
- No discussion about increase in emissions in Kane County.
- Only looks at CO₂ emissions not Particulate (PM_{2.5}, PM₁₀) or Nitrogen Oxides (NO_x).
- Could not find any supporting calculations to document slide four

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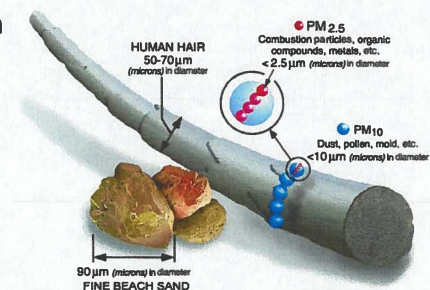
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Air Quality Impact Related to Vehicle Traffic

- Are you aware of the specific particulate emission?
 - EPA has measured and estimated emissions of both PM_{2.5} and PM₁₀ from various trucks including those proposed for this project.
- PM_{2.5} – particulate <2.5 microns, primarily produced by combusting fuel.
- PM₁₀ – particulate <10 microns, produced by construction activities and roadway dust, brakes, and tire wear.



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Health Impacts of Diesel Pollution

- Diesel-powered vehicles, vessels, locomotives, and equipment account for:
 - Over 60% of all nitrogen oxides (NOx), and
 - Over 70% of all fine particulate matter (PM_{2.5}) emissions from US transportation sources.
 - Over 80% of all ultra fine particulate matter (PM_{<0.1})

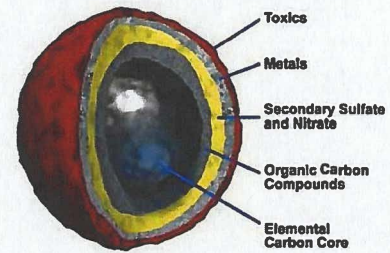
Source: USEPA

Cancer-causing Pollutants in Diesel Exhaust			
Pollutant	Diesel Emissions % of all Mobile 1996 ⁵²	EPA Carcinogen Status	Cancer Risk (per million/microgram in 70-yr life)
Formaldehyde	52%	probable	1 in a million
Acetaldehyde	56%	probable	1 in a million
Butadiene	8%	probable	2 in a million
Acrolein	50%	possible	n/a
Benzene	5%	known	2-8 in a million
Diesel Particulate Matter	77%	probable ⁵³	EPA: 12 to 1210 in a million; CARB: 300 in a million ⁵⁴

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Diesel particles are carbon at their core with toxics and carcinogenic substances attached to their surfaces.

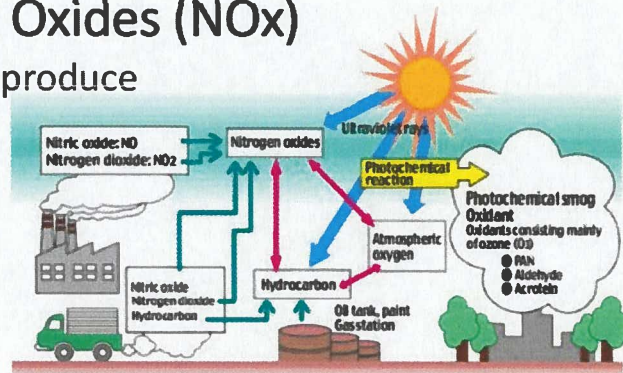


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Impacts from Nitrogen Oxides (NOx)

- Heavy duty diesel vehicles also produce significant NOx emissions.
- EPA regulates exposure to NOx emissions due to the potential of respiratory health impacts:
 - Both short- and long-term exposure
- Long-term/Short-term exposure to NOx directly linked to the development of asthma or asthmatic symptoms.



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Key Features Being Evaluated

- Proximity of Proposed Site to Conflicting Neighboring Uses:
 - Residential Property, Traffic Related to Operations (Trucks)
- Impact upon Air Quality

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Air Quality Impact Analysis Performed

- Used USEPA- and IEPA-approved model methodologies and input data.
- Traffic mix / peak and max hourly data from applicant.
- Resulting impacts upon people within LRS service area.

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Trucks to and from Proposed Site

“Projected Material Processing and Traffic Volume”

- Sources of Traffic Data

- Criterion 2:

- Table 2-1,
- Table 2-2,
- Table 2-3, and
- Table 2-4

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Table 2-4
West DuPage Recycling and Transfer Station
Projected Material Processing and Traffic Volume
799 Tons Per Day Construction or Demolition Debris

Time (Hour Beginning)	Collection Vehicle Distribution (all open top)		C&D Delivered										Outgoing				Recyclable Materials Processed/ Transferred					Required C&D Tip			
	Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming		Hour Incoming				
	To C&D Tip floor	To bunkers	Tip Ht (trucks)	Tip Ht (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	Banker (trucks)	
12:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0.7%	0.3%	1	4	1	3	2	8	4	22	4	0	1	0	0	0	0	0	0	0	0	0	2	4	22
2:00 AM	0.7%	0.3%	1	4	1	3	2	8	9	44	7	0	2	0	0	0	0	0	0	0	0	0	2	9	44
3:00 AM	0.7%	0.3%	1	4	1	3	2	8	13	46	11	0	2	0	0	0	0	0	0	0	0	0	2	13	46
4:00 AM	1.9%	0.7%	4	12	1	7	5	19	25	127	21	0	4	0	0	0	0	0	0	0	0	0	5	25	127
5:00 AM	2.5%	1.1%	5	16	2	11	7	26	41	204	34	0	7	0	0	0	0	0	0	0	0	0	8	41	204
6:00 AM	2.4%	1.8%	5	15	4	18	9	34	56	280	37	9	10	1	30	30	0	4	160	13	26	130	13	26	130
7:00 AM	2.8%	1.8%	6	18	4	18	10	26	74	369	43	18	13	1	30	60	0	4	240	14	14	69	14	14	69
8:00 AM	4.0%	2.6%	8	28	5	26	14	31	99	498	55	25	17	1	30	90	0	5	340	19	9	45	19	9	45
9:00 AM	7.0%	3.0%	15	44	6	31	21	75	143	717	83	36	24	1	30	120	0	1	360	22	23	117	22	23	117
10:00 AM	6.0%	2.6%	13	38	5	26	18	64	181	905	105	45	31	1	30	150	0	1	380	19	31	155	19	31	155
11:00 AM	5.6%	2.4%	12	35	5	25	17	60	216	1082	126	54	37	1	30	180	24	1	480	18	12	62	18	12	62
12:00 PM	6.5%	1.8%	14	41	4	18	18	60	298	1268	151	63	44	1	30	210	24	2	440	20	24	116	20	24	116
1:00 PM	7.4%	3.0%	16	47	6	31	22	78	304	1592	181	72	52	1	30	240	24	2	480	24	48	202	24	48	202
2:00 PM	7.4%	2.7%	16	47	6	28	21	74	351	1757	211	81	60	1	30	270	24	2	520	23	57	287	23	57	287
3:00 PM	7.0%	2.1%	15	44	4	21	19	66	396	1978	238	90	67	1	30	300	24	1	540	20	72	359	20	72	359
4:00 PM	4.0%	1.4%	8	25	3	14	11	39	421	2183	250	99	72	1	30	330	24	1	560	12	67	335	12	67	335
5:00 PM	2.0%	1.5%	4	13	3	15	7	28	434	2168	255	105	74	1	20	350	24	0	560	7	60	291	7	60	291
6:00 PM	1.5%	0.8%	3	9	2	8	5	17	443	2216	257	111	75	1	20	370	24	0	560	5	49	246	5	49	246
7:00 PM	0.0%	0.0%	0	0	0	0	0	0	443	2216	257	111	75	0	0	370	64	0	560	0	9	45	0	9	45
8:00 PM	0.0%	0.0%	0	0	0	0	0	0	443	2216	257	111	75	0	0	370	73	0	560	0	0	0	0	0	0
9:00 PM	0.0%	0.0%	0	0	0	0	0	0	443	2216	257	111	75	0	0	370	73	0	560	0	0	0	0	0	0
10:00 PM	0.0%	0.0%	0	0	0	0	0	0	443	2216	257	111	75	0	0	370	73	0	560	0	0	0	0	0	0
11:00 PM	0.0%	0.0%	0	0	0	0	0	0	443	2216	257	111	75	0	0	370	73	0	560	0	0	0	0	0	0
DAILY TOTALS	70.0%	30.0%	148	443	63	366	211	710	443	2216	257	111	75	13	370	370	73	28	560	239	MAX 72	MAX 359	MAX 72	MAX 359	

Assumptions:

- 211 is total collection vehicles per day.
- 750 tons = maximum daily throughput of C&D.
- 4.85 is average tons per load of those unloaded directly to outdoor bunkers (8 tons per load for concrete/heavies and 4 tons per load for shingles).
- 3 is average tons per load to C&D tip floor/building for separation and processing.
- 28 tons = average tons of outbound truck load.
- 1 ton C&D = 2 cubic yards on tipping floor (or 400 pounds/cubic yard).
- 75% = percentage of total incoming C&D that is recycled.
- 25% = percentage of total incoming C&D that is not recycled (and hauled off as MSW).
- 70% is percentage of vehicles unloaded in C&D tip floor.
- 30% is percentage of clean loads unloaded directly in outdoor storage bunkers.
- 17% is percentage of material unloaded on C&D tip floor that is separated and removed as MSW.
- 40 is rate of separation and feeding of C&D into screener and sorting line (in tons per hour).
- 30% is percentage of non-recyclables from screening and sorting system.

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Table 2-2
West DuPage Recycling and Transfer Station
Projected Material Processing and Traffic Volume
250 Tons Per Day Single Stream Recyclables

Time (Hour Beginning)	LRS Collection Vehicle Distribution		SSR Delivered						Outgoing		SSR Transferred				Required Tip Floor Storage				
	Hour Incoming		Hour Incoming				Total Hourly Incoming		Cumulative Incoming		SSR Tons	MSW Tons	Hourly Transferred			Hourly Truck Volumes (trucks)	Tons	yd ³	
	Packer (trucks)	Roll-off (trucks)	Packer (trucks)	Packer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd ³	Tons			yd ³	Trucks	Tons				yd ³
12:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	5.8%	0.0%	4	14	0	0	4	14	72	14	14	0	0	0	0	4	14	144	
10:00 AM	12.5%	0.0%	8	31	0	0	8	31	155	45	227	45	0	2	36	180	10	9	94
11:00 AM	17.3%	0.0%	11	43	0	0	11	43	217	89	444	89	0	1	18	90	12	35	348
12:00 PM	6.7%	0.0%	4	17	0	0	4	17	83	105	527	105	0	1	18	90	5	33	334
1:00 PM	3.3%	0.0%	2	8	0	0	2	8	41	114	568	114	0	2	36	180	4	6	56
2:00 PM	5.8%	0.0%	4	14	0	0	4	14	72	128	640	128	0	1	18	90	5	2	20
3:00 PM	16.7%	0.0%	10	41	0	0	10	41	207	169	847	169	0	2	36	180	12	7	74
4:00 PM	15.8%	0.0%	10	39	0	0	10	39	196	209	1043	209	0	2	36	180	12	11	106
5:00 PM	15.8%	0.0%	10	39	0	0	10	39	196	248	1239	248	0	2	36	180	12	14	138
6:00 PM			0	0	0	0	0	0	0	248	1239	248	0	0.8	14.22	71.1	1	0	-5
7:00 PM			0	0	0	0	0	0	0	248	1239	248	0	0	0	0	0	0	-5
8:00 PM			0	0	0	0	0	0	0	248	1239	248	0	0	0	0	0	0	-5
9:00 PM			0	0	0	0	0	0	0	248	1239	248	0	0	0	0	0	0	-5
10:00 PM			0	0	0	0	0	0	0	248	1239	248	0	0	0	0	0	0	-5
11:00 PM			0	0	0	0	0	0	0	248	1239	248	0	0	0	0	0	0	-5
DAILY TOTALS	100%	0%	62	248	0	0	62	248	1239	248	1239	248	0	13.79	248	1241	76	MAX 35	MAX 348

Assumptions:
 62 is total collection vehicles per day.
 250 tons = maximum daily throughput of SSR.
 4 tons = average packer truck load.
 18 tons = average transfer trailer load.
 1 ton MSW = 10 cubic yards on tipping floor (or 200 pounds/cubic yard)
 100% = percentage of incoming SSR that is sent to a MRF.
 0% = percentage of incoming SSR that is not recycled (rolled off as MSW).

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Table 2-3
West DuPage Recycling and Transfer Station
Projected Material Processing and Traffic Volume
650 Tons Per Day Municipal Solid Waste

Time (Hour Beginning)	LRS Collection Vehicle Distribution		Municipal Solid Waste Delivered						Outgoing MSW			Municipal Solid Waste Transferred				Required Tip Floor Storage					
	Hour Incoming		Hour Incoming				Total Hourly Incoming		Cumulative Incoming		from C&D Tons	from SSR Tons	MSW Tons	Hourly Transferred			Cum Out tons	Hourly Truck Volumes (trucks)	Tons	yd ³	
	Packer (trucks)	Roll-off (trucks)	Packer (trucks)	Packer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd ³	Tons				yd ³	Trucks	Tons					yd ³
12:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM	0.0%	0.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 AM	0.0%	0.6%	0	0	0	0	0	2	9	2	9	9	0	2	0	0	0	0	11	54	
7:00 AM	0.0%	0.6%	0	0	0	0	0	2	9	4	19	18	0	4	0	0	0	0	22	109	
8:00 AM	0.0%	1.7%	0	0	1	6	1	6	28	0	27	27	0	1	24	120	24	2	12	62	
9:00 AM	6.3%	1.7%	5	43	1	6	7	49	243	58	290	36	0	58	2	48	240	72	9	22	110
10:00 AM	8.3%	1.7%	7	56	1	6	8	62	310	120	600	45	0	130	3	72	360	144	11	21	105
11:00 AM	17.1%	1.7%	15	116	1	4	15	120	600	240	1200	78	0	240	5	120	600	264	20	54	270
12:00 PM	7.7%	1.7%	7	52	1	6	8	58	288	298	1489	87	0	298	4	96	480	360	12	25	124
1:00 PM	6.3%	0.0%	5	43	0	0	5	43	214	341	1703	96	0	341	3	72	360	432	8	5	23
2:00 PM	8.3%	0.6%	7	56	0	2	8	58	291	399	1994	105	0	399	3	72	360	504	11	0	-1
3:00 PM	10.8%	0.6%	9	73	0	2	10	75	377	474	2370	114	0	474	3	72	360	576	13	12	60
4:00 PM	8.9%	0.0%	8	61	0	0	8	61	303	535	2873	123	0	535	3	72	360	648	11	10	48
5:00 PM	16.9%	0.0%	14	112	0	0	14	112	560	647	3233	129	0	647	4	96	480	744	18	32	158
6:00 PM			0	0	0	0	0	0	0	647	3233	135	0	647	1	24	120	768	1	14	68
7:00 PM			0	0	0	0	0	0	0	647	3233	175	0	647	2	48	240	816	2	6	28
8:00 PM			0	0	0	0	0	0	0	647	3233	184	0	647	0.6	15	76	831	1	0	-2
9:00 PM			0	0	0	0	0	0	0	647	3233	184	0	647	0	0	0	831	0	0	-2
10:00 PM			0	0	0	0	0	0	0	647	3233	184	0	647	0	0	0	831	0	0	-2
11:00 PM			0	0	0	0	0	0	0	647	3233	184	0	647	0	0	0	831	0	0	-2
DAILY TOTALS	90%	10%	77	613	9	34	85	647	3233	647	3233	184	0	647	34.6	831	4156	831	120	MAX 54	MAX 270

Assumptions:
 85 is total collection vehicles per day.
 650 tons = approximate daily throughput of MSW.
 8 tons = average MSW packer truck load.
 4 tons = average MSW roll-off truck load.
 24 tons = average MSW transfer trailer load.
 1 ton MSW = 5 cubic yards on tipping floor (or 400 pounds/cubic yard).
 90% of total incoming vehicles are MSW packer trucks.
 10% of total incoming vehicles are MSW roll-off trucks.

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Table 2-4
West DuPage Recycling and Transfer Station
Projected Material Processing and Traffic Volume
300 tons per day of Hydro Excavation Waste

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Time (Hour Beginning)	Collection Vehicle Distribution		Hydro Excavation Waste Delivered						Outgoing		Solidified Transferred			Required Pit Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming		HydroVac	Absorbent	Hourly Transferred		Hourly Truck Amounts		
	Hydro Vac (trucks)	Other (trucks)	HydroVac (trucks)	HydroVac (tons)	Other (trucks)	Other (tons)	Trucks	Tons			Trucks	Tons			(trucks)
12:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2.5%	0.0%	1	7	0	0	1	7	7	4	0	0	1	11	11
7:00 AM	2.8%	0.0%	1	8	0	0	1	8	16	8	1	20	2	4	4
8:00 AM	1.3%	0.0%	1	4	0	0	1	4	20	10	0	0	1	9	9
9:00 AM	3.2%	0.0%	1	10	0	0	1	10	29	15	1	20	2	4	4
10:00 AM	8.3%	0.0%	4	25	0	0	4	25	54	27	2	40	6	1	1
11:00 AM	12.5%	0.0%	6	37	0	0	6	37	91	46	2	40	8	17	17
12:00 PM	14.7%	0.0%	7	44	0	0	7	44	135	68	4	80	11	3	3
1:00 PM	17.1%	0.0%	8	51	0	0	8	51	186	93	3	60	11	19	19
2:00 PM	13.3%	0.0%	6	40	0	0	6	40	226	113	3	60	9	19	19
3:00 PM	14.7%	0.0%	7	44	0	0	7	44	270	135	4	80	11	5	5
4:00 PM	6.8%	0.0%	3	20	0	0	3	20	290	145	1	20	4	15	15
5:00 PM	2.7%	0%	1	8	0	0	1	8	298	149	1	28	3	0	0
6:00 PM			0	0	0	0	0	0	298	149	0	0	0	0	0
7:00 PM			0	0	0	0	0	0	298	149	0	0	0	0	0
8:00 PM			0	0	0	0	0	0	298	149	0	0	0	0	0
9:00 PM			0	0	0	0	0	0	298	149	0	0	0	0	0
10:00 PM			0	0	0	0	0	0	298	149	0	0	0	0	0
11:00 PM			0	0	0	0	0	0	298	149	0	0	0	0	0
DAILY TOTALS	100%	0%	46	298	0	0	46	298	298	149	22.4	448	68	MAX 19	MAX 19

Assumptions:
 46 total collection vehicles per day.
 300 Tons = maximum daily throughput of hydro excavation waste.
 6.5 tons = average hydro vac truck load.
 20 tons = average solidified load. Mostardi Platt

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Trucks to and from Site

Sources of Traffic Data From Application

Criterion 2:

- “Site Throughput Capacity”
 - Section 2.4.19 (Application Page 2-37)
- “Unloading Time and Queuing Capacity”
 - Section 2.4.20.2 (Application Page 2-40)

- Related Traffic Study
- Appear to be inconsistencies or room for interpretation in the above sources
- All should be consistent

Next slide provides a comparison

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Traffic Estimates

Traffic Estimates	Hourly Collection truck trips ⁵	Hourly Transfer truck trips ⁵	Total Hourly	Daily Collection truck trips ⁵	Daily Transfer truck trips ⁵	Total Daily
Criteria 2 Tables 2-1, 2-2, 2-3, 2-4 ¹	98	26	124	718	198	916
Criteria 2 Section 2.4.19 Site Throughput Capacity ²	97	25	122	671	157	828
Criteria 2 Section 2.4.20.2 Unloading Time and Queuing Capacity	144	26	170	1728	624	2352
Related Traffic Study ⁴	79	14	93	<i>Not given</i>	<i>Not given</i>	--
¹ Cumulative peak hour traffic for each waste type, at their respective peaks.						
² Page 2-37; Calculated based on anticipated daily material throughput, average truck load, and anticipated hours of operation.						
³ Page 2-40; Maximum possible site traffic based on unloading time and vehicle queuing capacity (72 vehicles unloading at one time equals 144 trips); Daily assumes 24hr operation.						
⁴ Site-generated traffic at local (not site) evening peak hour, 4:30-5:30 PM, excluding passenger vehicles.						
⁵ Truck trips are equal to the number of trucks, doubled to account for entering and exiting the facility (with exception of KLOA traffic study, which provides in & out traffic).						
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Type of Fuel Being Used

- Assume that all trucks are using a form of Diesel
- Why is the type of fuel important
 - Diesel vs Bio-Diesel – Less particulate and more nitrogen dioxide
 - LNG/CNG – Less particulate and nitrogen dioxide
 - Electric – No vehicle emissions
- All inside plant vehicles are using diesel or LP gas
- Type of fuel determines the impact on workers, nearby residents and those in the route to the landfill

Air Quality Constituents from Diesel-Related Traffic

	Air Quality Data -- Maximum Hourly Traffic				
	PM _{2.5}		PM ₁₀	NO ₂	
	24-hr (µg/m3)	Annual (µg/m3)	24-hr (µg/m3)	1-hr (ppb)	Annual (ppb)
Background	22	10	30	55	15
LRS Impact	1	1	2	21	19
Cumulative Impact	23	11	32	76	34
Current National Ambient Air Quality Standards (NAAQS)	35	12	150	100	53
EPA Proposed Changes	25	10			
Cumulative Impact % of Standard	66%	89%	21%	76%	65%
Background Source	Naperville		Lyons Twp	Schiller Park	

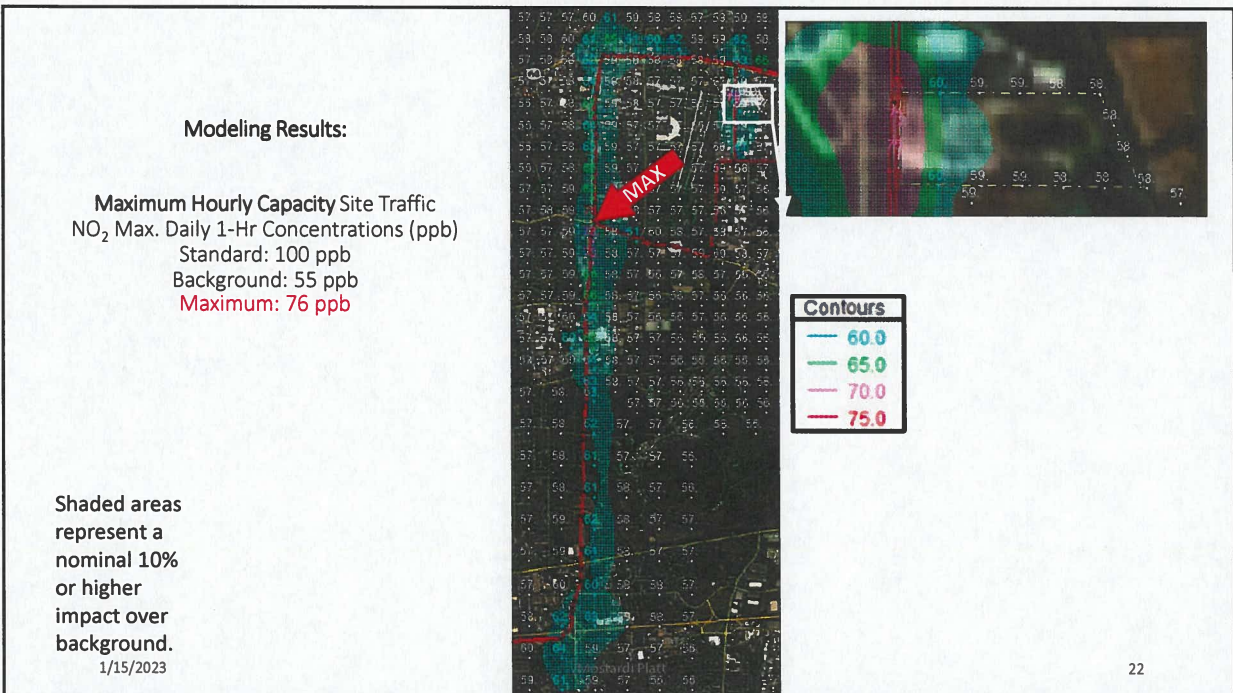
When evaluating EPA proposed changes to PM_{2.5} standard, the cumulative impact increases to 98% of 24-hr standard and 106% of Annual standard.

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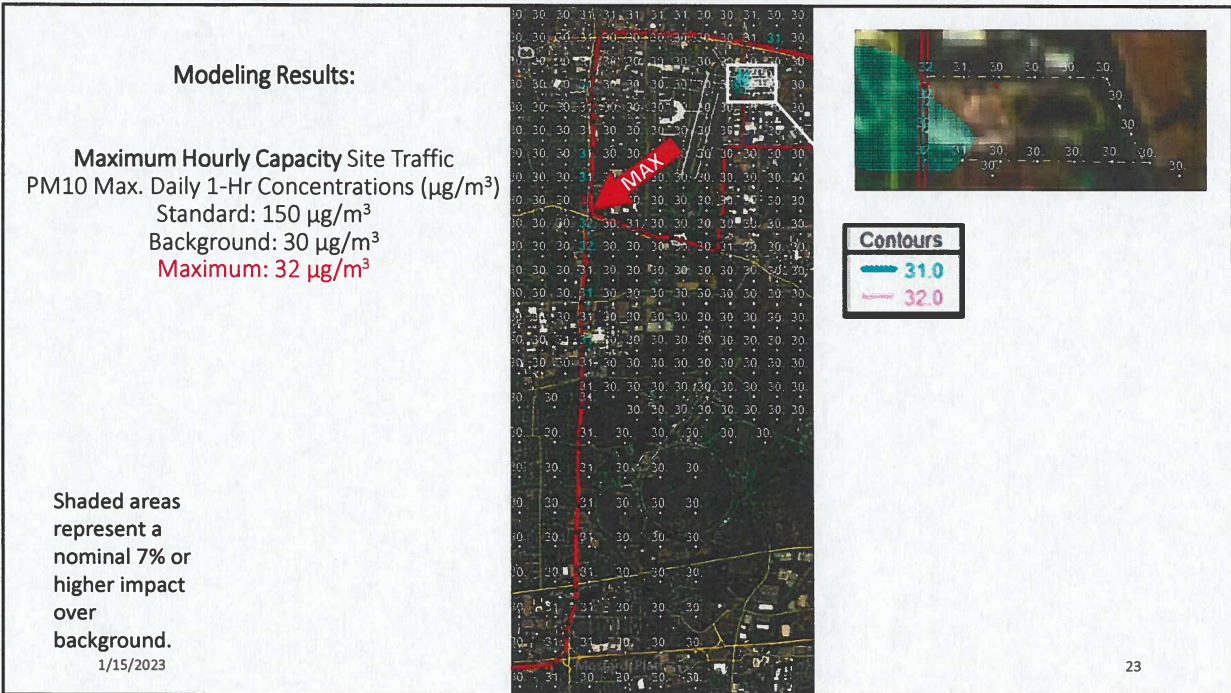
21

21

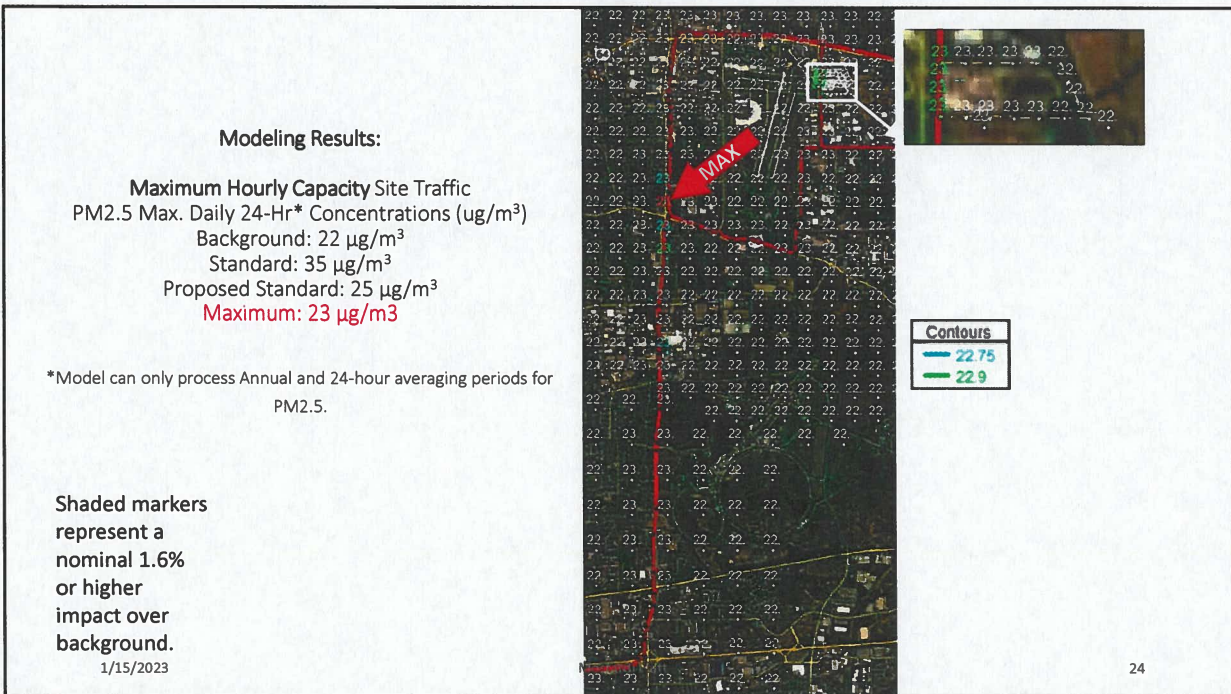


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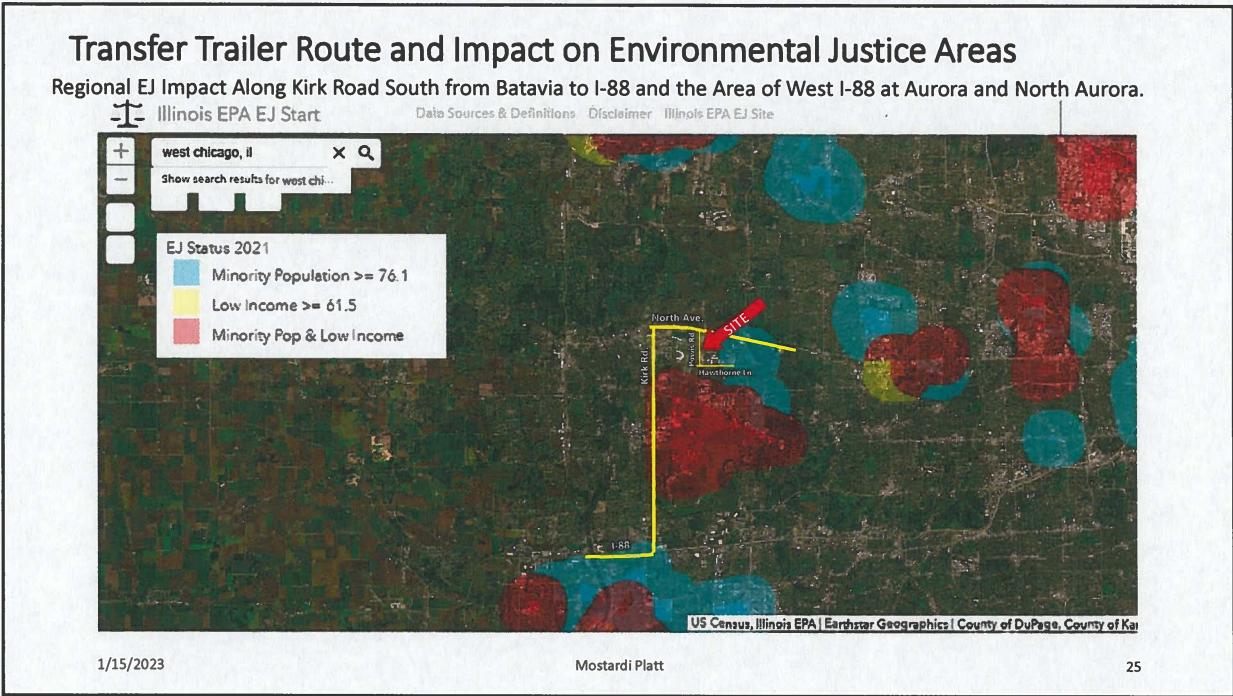
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Environmental Justice – USEPA Definition

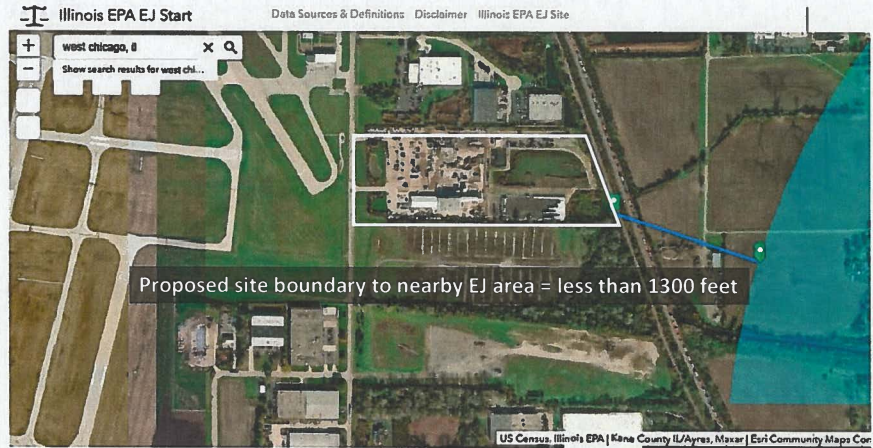
- Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- This goal will be achieved when everyone enjoys:
 - The same degree of protection from environmental and health hazards, and
 - Equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

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Environmental Justice and this Site

No mention of Environmental Justice made within this entire Site approval submittal or process.



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“In my opinion, the application for the proposed LRS Waste Transfer Facility is deficient by not determining the full impact upon public health, safety and welfare,” – James Powell, QEP.

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