Parkhill

February 16, 2026

Ms. Maddy Howard, Project Manager
Waste Permits Division – MC 124
Texas Commission on Environmental Quality
12100 Park 35 Circle
Building A, Room 122
Austin, Texas 78753-1808

Re: City of Lubbock Transfer Station, Lubbock County
TCEQ MSW Permit No. 2428
Type V Transfer Station Permit Application
Technical Notice of Deficiency Response
Tracking No. 31991441 | RN112300744 | CN600130736

Dear Ms. Howard:

We have received your Technical Notice of Deficiency (TNOD 1) email dated December 22, 2025 for the referenced application. As requested in TNOD 1, each comment is listed below with the response (referencing applicable revisions by part, section, and page number) immediately following the comment. Included in the enclosed submittal are all application pages that were revised to allow for replacement of the affected pages of the submitted application. Each revised page includes a revision date in the header or footer, identified as Revision 2.

Comment 1a:
Provide measures to ensure no truck traffic will use Alcove Avenue in accordance with TxDOT recommendations.

Response:
Per the TxDOT correspondence emails dated December 4, 2023 and December 5, 2023 (Part II, Appendix II.E.7), trucks (City waste collection vehicles and transfer trucks) may use Alcove Avenue to access the facility from the north or south, and may use Alcove Avenue when exiting the facility, so long as the trucks turn right from 76th street and proceed north.

Appendix I.A, Section 2.2.2 (page I.A-5) has been revised to clarify the allowable exit routes and to note that City truck drivers will be trained on the allowable exit routes for the facility.

Comment 1b:
Clarify whether any measures will be taken to control/limit transfer station traffic before and during the planned road improvements.

Response:
It is anticipated that all planned street improvements will be completed before construction of the facility is completed, so transfer station traffic is not expected before or during the planned road improvements. Part II, Section 6.1 (page II-17) has been revised to note the anticipated timing of road improvements relative to construction of the facility, and to note that in the event the improvements are not complete prior to the facility opening, the Owner will coordinate with the appropriate authority for necessary traffic control measures.

Comment 2:
For consistency throughout the application, include non-hazardous Class 3 industrial waste in the list of acceptable wastes or remove this type of waste from all other applicable areas of the application.

Response:
Appendix I.A, Section 2.5 (page I.A-6) has been revised to add non-hazardous Class 3 industrial solid waste to the list of acceptable wastes.

Comment 3a:
Provide the applicable TCEQ authorizations required to accept and process lead acid batteries and used oil and oil filters.

Response:
Part IV, Section 4.4 (page IV-9) has been revised to clarify that lead acid batteries, used oil and used oil filters will not be accepted at the facility unless applicable authorization(s) from the TCEQ for acceptance/processing of these materials have been obtained in addition to this permit.

Part II, Section 3.1 (page II-3) has been revised to note that these special wastes will only be accepted with appropriate TCEQ authorization in accordance with Part IV, Section 4.4, which, as noted above, requires applicable TCEQ authorization(s) prior to acceptance of the materials.

Comment 3b:
Clarify whether scrap tires will be processed on-site or only stored. If scrap tires will be processed on-site, provide the TCEQ authorization required.

Response:
Scrap tire processing is not proposed for this facility. Part IV, Section 4.4.3 (page IV-9) has been revised to clarify that scrap tires will only be accepted at the facility for temporary storage and will not be processed on-site.

Part II, Section 3.1 (page II-3) has been revised to remove the reference to processing and to add a reference to Part IV, Section 4.4.3, which as noted above, states that scrap tires will not be processed on-site.

Comment 3c:
Only for Part II, Section 3.1, revise the references to other parts of the application for correctness.

Response:
Part II, Section 3.1 (page II-3) has been revised to correct existing references to other parts of the application and to add references to other parts of the application.

Comment 4a:
Clarify whether the maximum waste acceptance rates listed on Table II-1 are intended to be the maximum allowable waste acceptance rates or if these figures are meant to be projections.

Response:
The values presented in Table II-1 are projections. Part II, Section 3.3, (page II-5) has been revised to clarify that the maximum projections in Table II-1 are estimates and are not intended to be permit limits, and to clarify that the maximum daily waste acceptance rate for the facility is 1,500 tons per day.

Comment 4b:
Specify intended destinations of the special wastes listed under Section 3.1.

Response:
Part II, Section 3.3 (page II-6) has been revised to note the intended destinations for the special wastes listed under Section 3.1.

Comment 5:
The figure depicting prevailing wind direction is Figure II.A.8. Revise accordingly.

Response:
Part II, Section 4.1 (page II-6) has been revised to correct the figure number to Figure II.A.8.

Comment 6:
Provide data regarding surrounding growth trends.

Response:
Part II, Section 5.3 (page II-9) has been revised to include a table with Census data regarding surrounding growth trends. Figure II-A.9 has also been added, showing the census tract delineation within 5 miles of the facility.

Comment 7:
Change the table titles or otherwise make it clear that these traffic volumes are per day.

Response:
Please note that due to inclusion of Table II-3 in Section 5.3 of Part II, the table previously numbered Table II-4 has been renumbered to Table II-5, and the table previously numbered Table II-5 has been renumbered to Table II-6.

Part II, Section 6.3, Table II-4 (page II-14) has been renamed to clarify that the provided traffic volumes are daily volumes.

Part II, Section 6.3, Table II-5 (page II-15) has been renamed to clarify that the provided values are estimates of daily vehicle trips.

Comment 8:
Describe the exact type of fencing that will be used at the facility. If the facility uses materials other than a four-foot barbed wire fence or a six-foot chain-link fence, describe how the alternative fencing material is equivalent.

Response:
Part III, Section 2.2 (page III-2) and Part IV, Section 14.3 (page IV-22) have been revised to clarify that perimeter fencing will be constructed of six-foot chain-link fence, four-foot barbed wire fence, or a combination of the two.

Comment 9a:
Prohibited waste must be returned immediately to the hauler if the hauler can be identified. Please revise the narrative accordingly.

Response:
Please note that §330.225(c) uses the terms "transporter or generator" and not "hauler". As such, Part III, Section 2.3 (page III-3) has been revised to match the rule language.

Comment 9b:
The narrative states that brush and yard waste are not municipal solid waste, however, no recover operations are proposed for the transfer station. Brush and yard waste are municipal solid waste if these materials are not being recycled. Revise the application as necessary to clarify if the brush and yard waste will be recycled and, if so, how these materials will be managed.

Response:
No recovery operations are proposed for this facility. Part III, Section 2.3 (page III-3) has been revised to clarify that brush/yard waste is considered 'clean' if it has not been mixed with municipal solid waste.

Comment 9c:
The application states that the citizen collection station (CCS) bins will be segregated by waste type. Clarify whether the waste will remain segregated throughout the process or if it will ultimately be mixed with the waste in the transfer station.

Response:
*Part III, Section 2.3 (page III-2) has been revised to clarify that bins at the CCS **may** be segregated by waste type according to operational needs. Part III, Section 2.3 (page III-3) has been revised to clarify how materials from the CCS will be managed.*

Comment 10:
The narrative states that "No worker safety issues due to insufficient air movement are not expected to be a problem given the common occurrence of wind in this region of Texas." Revise this sentence to remove the double negative.

Response:
Part III, Section 2.3.3 (page III-4) has been revised to remove this sentence.

Comment 11:
Under the section "Transfer Station", discuss the design of the proposed tunnel, drains and lift pumps.

Response:
Part III, Section 2.3.4, (page III-5) has been revised to add narrative discussion of the tunnel, drains and lift pumps under the "Transfer Station" section. Additionally, the narrative under the "Contaminated Wash Water" section (page III-6) was revised to clarify that wash water from the tipping floor is collected in the tunnel trench drains.

Comment 12:
Provide evidence that the transfer station is authorized to discharge wastewater to the WWTP.

Response:
Since the facility does not yet exist, in lieu of providing evidence of current authorization, Part IV, Section 6.0 (page IV-12) has been revised to clarify that written authorization to discharge wastewater to the WWTP will be obtained prior to the first discharge of wastewater from the site. Further, the authorization, along with written documentation of the authorization, will be continuously maintained for the life of the site.

In addition, Part II, Section 2.3.6, (page III-6) has been revised to reference Section 6.0 of the SOP, and Part IV, Section 12.0 (page IV-17) has been revised to note the recordkeeping requirement.

Comment 13a:
Use different colors for the screening berm, concrete flume, and concrete pavement. The current colors cannot be differentiated on hardcopy versions of the application.

Response:
Figure III.A.3 has been revised to better differentiate between the screening berm, concrete flume, and concrete pavement hatches.

Comment 13b:
Define where each waste type will be stored, particularly the tires, used oil, and other special wastes.

Response:
Part III, Figure III.A.9 has been revised to note where each waste type including special wastes will be stored.

Comment 14:
Describe the underground drain system.

Response:
Discussion of the underground drain system is provided in Section 2.3.4 of Part III, not Part II. Part III, Section 4.1.2 (page III-11) has been revised to correct the typo. Additionally, minor grammatical revisions were made throughout this section.

Comment 15:
The closure cost estimate states that the maximum volume to be stored on-site is 1,650 tons: 1,500 tons in the transfer station and 150 tons at the CCS. However, Part II, Section 3.3 states that the maximum volume of waste to be stored is 1,500 tons, which includes the waste collected at the CCS. Part II, Section 3.3 states that the maximum volume of waste to be stored is 1,500 tons, which includes waste collected at the CCS. Part II, Section 3.3 also states that the maximum amount of waste the CCS can hold is 37.5 tons. Please revise the necessary parts of the application for clarity.

Response:
Part II, Section 3.3 (page II-5) has been revised to clarify that the Transfer Station building has a maximum storage capacity of 1,500 tons, and the CCS has a maximum storage capacity of 37.5 tons.

Part III, Section 10.1 (page III-19) has been revised to clarify that the maximum capacity of waste to be stored onsite is 1,537.5 tons (1,500 tons in the TS building and 37.5 tons at the CCS). The calculations in this section were revised using this waste capacity.

Part III, Table III-2 (page III-20) has been updated to incorporate the revised maximum capacity of waste to be stored on-site.

Comment 16:
Discuss how recyclables will be managed at the CCS.

Response:
Per our discussion during the virtual meeting on January 6, 2026, this comment was included due to general inconsistencies with the discussion of management of recyclables. We believe our responses to Comment 9B and 9C adequately clarify the inconsistencies, and no revision is necessary to Section 9.0. Further, Section 9.0 addresses the requirements of §330.213, which are not related to management of recyclable materials.

Comment 17a:
Provide that an adequate supply of water under pressure is available for firefighting purposes.

Response:
Part IV, Section 13.0 (page IV-19) has been revised to clarify that the water service to the facility will provide both adequate supply and pressure for general firefighting purposes.

Comment 17b:
Clarify whether this section constitutes the entire fire protection plan. If it does not, please provide the complete fire protection plan.

Response:
Part IV, Section 13.1 does not constitute the facility's complete Fire Protection Plan (FPP). Pursuant to §330.221, a FPP is required to be established, but is not explicitly required to be included with a permit application. The FPP will be established as a standalone document prior to the facility commencing operations and will be maintained for the life of the facility. Maintaining the FPP as a standalone document meets the requirements of §330.221, and allows the Operator the ability to immediately revise the FPP to implement updates and improvements without

delaying implementation of enhanced protective measures pending authorization of the revisions by the TCEQ through a permit modification.

Part IV, Section 13.1 (page IV-20) has been revised to clarify that the Section does not constitute the FPP, and to identify the minimum elements which must be included in accordance with §330.221.

Comment 18:
Revise to include safety bumpers at hoppers will be provided for vehicles.

Response:
The proposed facility is a tipping floor/push configuration transfer station, where collection vehicles unload onto the tipping floor, and material is pushed by loading equipment across the floor and into the hoppers. For such a facility, it is imperative that the transition between the tipping floor and the hopper remain unobstructed for efficient transfer of materials. Collection vehicles will not attempt to unload directly into the hoppers or in close proximity to the hoppers. As such, a safety bumper at the hopper will not be necessary.

For vehicle safety during unloading, Part IV, Section 14.2 has been revised to include the following measures. Only professional haulers (City waste collection vehicles and Texas Tech University waste collection vehicles) will be allowed to unload inside the TS. Residents will be directed to the CCS, which will be equipped with a raised concrete edge, railing, and chains, which in combination provide a safety bumper. Inside the TS, waste will be unloaded onto the tipping floor. Under no circumstances will vehicles attempt to unload waste directly into the hoppers, or in close proximity to the hoppers.

Comment 19:
Update the narrative to include the TCEQ permit number and hours and days of operation on the facility sign.

Response:
Part IV, Section 18 (page IV-25) has been revised to clarify that the TCEQ permit number and hours and days of operation will be included on the facility sign.

Comment 20a:
Describe the equipment used to control dust emissions.

Response:
Part IV, Section 21.1 (page IV-28) has been revised to clarify the equipment and means of dust control provided in accordance with §330.237(b).

Comment 20b:
State that the access roadways will be regraded as necessary to minimize depressions, ruts, and potholes.

Response:
Part IV, Section 21.2 (page IV-28) has been revised to clarify that access roadways will be re-graded or otherwise repaired (as appropriate for the road pavement type) to minimize depressions, ruts, and potholes.

Comment 21:
Discuss the control of noise pollution and visual screening as it pertains to the CCS and any other activities that occur outside of the transfer station building.

Response:
Part IV, Section 22 (page IV-29) has been revised to clarify the measures for minimizing noise pollution and adverse visual impacts for activities conducted outside the building.

Please note that in addition to the changes noted above, the following revisions were also made:

- The heading for Section 4.1.3 was corrected on page III-11 of Part III. The Table of Contents for Part III was revised to reflect this change as well.
- Part III, Section 10.1.3 (page III-19) has been revised to clarify that the closure costs in Table III-2 are provided in 2025 dollars.

As requested, please find enclosed one (1) original copy of the revised pages for your review, along with one (1) duplicate copy. Additionally, an electronic copy has been uploaded to the TCEQ's FTP site. Each paper and electronic copy contains both marked pages (redline/strikeout format to denote changes) and unmarked pages.

In addition, one (1) duplicate has been sent directly to the TCEQ Region 2 Office.

Should you or your staff have comments, questions, or need further information, please contact me directly at [redacted] 806-473-3683.

Sincerely,

PARKHILL

By _____
Todd Stiggins, PE
Civil Engineer | Partner

TES/amf
Enclosure: Technical Notice of Deficiency 1 Response

Cc: Jose (Joe) Cavazos, City of Lubbock, Solid Waste Director
David Bragg, City of Lubbock, Interim Division Director of Public Works

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MARKED (REDLINE / STRIKEOUT) PAGES

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CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
4222 85th Street
Lubbock, Texas 79424
TBPE F-560

Rev 0 - August | 2025
Rev 1 - October | 2025
Rev 2 – February | 2026
Parkhill Project # 01555221

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PART IV – SITE OPERATING PLAN

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PART I – GENERAL INFORMATION

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APPENDIX I.A: SUPPLEMENTAL TECHNICAL REPORT

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from the south and use the North Entrance. Trucks using the Alcove Avenue exit will turn right and travel north to 76th Street and proceed to the Secondary Entrance (Facility West Entrance).

2.2.2 North or West Entrance Egress

Per the correspondence with TxDOT (included in Part II, Appendix II.E.7) TxDOT recommended that trucks (City waste collection trucks and transfer trucks) which exit the facility via 76th street not turn south onto Alcove Avenue, due to potential conflicts merging onto the U.S. 62 frontage road with decelerating vehicles exitinh from the Marsha Sharp Freeway. Facility egress routes will be as follows:

Collection Trucks: Collection trucks exiting the Facility will generally return to their assigned routes by following the route they used to enter the site. ~~For~~Typically, collection trucks that require freeway use~~, they~~ will exit the Facility from the North Entrance and onto 66th Street to Upland Avenue, then turn south where they will enter Marsha Sharp Freeway. If a collection truck route is located in the far northern and northwestern areas of the city, collection trucks may also exit the West Entrance onto 76th Street ~~and then~~so long as they only turn north onto Alcove Avenue before proceeding to their normal route.

Transfer Trucks: ~~Loaded~~All transfer trucks will typically exit from the North Entrance onto 66th Street then to Upland Avenue. At Upland Avenue trucks will proceed south to the frontage road of Marsha Sharp Freeway. They will turn onto this frontage road, merge onto the Marsha Sharp Freeway, and merge onto West Loop North. The TS trucks will exit onto North Frankford Road (FM 2528) or Interstate Highway 27 (I-27) and travel to WTRDF where they will dispose of their load. Transfer trucks may exit the facility via the West Entrance, so long as they do not turn south on Alcove Avenue.

To ensure TxDOT's recommendation regarding trucks existing the facility is met, all City collection truck drivers will receive training on the allowable exit routes for the facility.

2.3 Facility Latitude and Longitude – 30 TAC §330.59(b)(3)

The Facility benchmark is located along the fence line along the southwest corner of the property. More specifically, the benchmark coordinates are as follows:

- Latitude: N 33° 31' 31.77"
- Longitude: W -101° 59' 10.25"
- Elevation (above MSL): 3302.74'

The Facility benchmark survey is included in Appendix I.B.

2.4 Waste Volume – 30 TAC §305.45(a)(8)(B)(i)

No wastes will be disposed of, nor fluids injected, at this Facility, so 30 TAC §305.45(a)(8)(B)(i) is not applicable. The volume of waste to be transferred at this Facility is discussed in Part II, Section 3.0.

2.5 Properties of Waste – 30 TAC §305.45(a)(8)(B)(ii)

MSW processed through the TS will be collected by City of Lubbock collection vehicles on residential and commercial routes across the City, or TTU collection vehicles collecting residential/institutional waste from the Texas Tech University campus. Lubbock County residents may use the Facility if they meet the requirements of the City of Lubbock for use of TS or CCS operations.

The following waste will only be accepted at the TS Facility.

- municipal solid waste,
- construction-demolition debris waste,
- residential and commercial lawn company yard waste,
- non-hazardous Class II and Class III industrial solid waste.

The TS Facility will not knowingly accept any regulated hazardous waste, friable asbestos material, or polychlorinated biphenyls (PCB's) as defined by Lubbock's WTRDF permit (TCEQ MSW No.2252).

3.0 MAPS – 30 TAC §330.59(c)

Maps meeting the requirements of 30 TAC §305.45(a)(6) and §330.59(c) are included in Appendix I.D.

3.1 Wells, Springs, and Surface Water Bodies – 30 TAC §305.45(a)(6)(A)

All known wells and surface water bodies within one-mile of the Facility boundary are shown in Figure I.D.3. Surface water body locations were obtained from the City of Lubbock's GIS data. The only surface water body is a seasonal playa lake (Playa 100) located north-east of the site. There are no known springs within one mile of the Facility boundary.

Well data was obtained from the Texas Water Development Board's (TWDB) and High Plains Underground Water Conservation District's (HPWD) databases. The TWDB Groundwater Database, Submitted Driller's Well Report Database, and Submitted Driller's Plugging Report Database identified wells within one-mile of the Facility boundary. The TWDB Brackish Resources Aquifer Characterization System (BRACS) Database did not identify any wells within one-mile of the Facility boundary.

The HPWD permitted/registered well database identified wells within one-mile of the Facility's boundary. There is one well within the Facility boundary and one outside of the Facility boundary but within the 70.6-acre parent tract boundary. These two wells are owned by an independent third-party who has indicated a desire to potentially use these wells. The wells are not a hinderance in any way to operations.

3.2 Character of Adjacent Land and Development – 30 TAC §305.45(a)(6)(B)

The general character of areas within one-mile of the Facility boundary, including public roads, towns, and local development (such as residential, commercial, agricultural, recreational, undeveloped, and so forth) is shown in Figure I.D.4.

Local development was determined using City of Lubbock zoning, City of Wolfforth zoning and Lubbock Central Appraisal District (LCAD) land use designations.

3.3 Location of Waste Disposal Onsite – 30 TAC §305.45(a)(6)(C)

There are no waste disposal activities conducted on the Facility's tract of land.

3.4 Landownership Map – 30 TAC §305.45(a)(6)(D), §330.59(c)(3)

Property ownership for all properties within 1/4 mile of the proposed Facility boundary was compiled from the LCAD records. The Land Ownership Map and Landowners List (keyed to the map) are included in Appendix I.C.

Mineral interest ownership was not included with LCAD's records

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PART II – EXISTING CONDITIONS

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APPENDICES

DESIGN PROFESSIONAL RESPONSIBILITY

The Permit Application Sections authenticated by my seal and signature are limited to the following:

Part II, Section 6.0 Transportation – 30 TAC §330.61(i)

6.1 Availability and Adequacy of Roads – 30 TAC §330.61(i)(1)

6.2 Access Roads Traffic Volume – 30 TAC §330.61(i)(2)

6.3 Projected Traffic Generation - 30 TAC §330.61(i)(3)

6.4 TxDOT Coordination - 30 TAC §330.61(i)(4)

R2M ENGINEERING
CIVIL • ENVIRONMENTAL • SAFETY
Texas Registered Engineering Firm F-9992

3.0 WASTE ACCEPTANCE PLAN – 30 TAC §330.61(b)

The following sections describe the sources and characteristics of acceptable waste as well as identifying prohibited wastes for the Facility. This plan further determines the maximum allowed acceptance rate with potential growth for the initial five years following opening. All waste will be as defined in 30 TAC §330.3.

3.1 Sources and Characteristics of Waste – 30 TAC §330.61(b)(1)

It is intended that Lubbock accept waste from residential, commercial, municipal, institutional, and industrial sources. Unless a waste is specifically prohibited by Federal or state regulations or this permit, there are no anticipated additional limiting constituents, characteristics, or parameters for acceptable wastes. No special waste other than those listed in Part IV, Section 4.4 will be accepted. Special wastes must be handled as outlined in Part IV, Section 4.4.1. Acceptable wastes accepted at the TS and CCS such as those defined in 30 TAC §330.3 include:

Transfer Station Building

- Municipal solid wastes
- Class 2 and Class 3 industrial non-hazardous wastes
- Construction or demolition waste
- Yard waste and brush

Citizen Convenience Station (In designated areas only)

- Residential small quantity Municipal solid wastes
- Class 2 and Class 3 industrial non-hazardous wastes
- Construction or demolition waste
- Yard waste and brush.
- Special Waste from residential sources and with appropriate TCEQ authorization only (in accordance with Part IV, Section 4.4.~~1~~)
    - Lead acid batteries (accepted for recycling off-site only and in accordance with the procedures outlined in Part IV, Section 4.4.1)
    - Used residential sources motor vehicle oil (accepted for recycling off-site only and in accordance with the procedures outlined in Part IV, Section 4.4.2)
    - Used residential sources oil filters from internal combustion engines (accepted for recycling off-site ~~or previously crushed or processed in accordance with §330.171(d)),~~ ~~(~~and in accordance with the procedures outlined in Part IV, Section 4.4.~~1~~2)
    - Whole used or scrap tires (accepted for recycling off-site ~~or processed prior to disposal~~and in accordance with the procedures outlined in Part IV, Section 4.4.3)
    - Refrigerators, freezers, air conditioners, and any other items containing chlorinated fluorocarbon (CFC), (only if handled in accordance with 40 Code of Federal Regulations (CFR) §82.156(f))

3.2 Population Equivalent – 30 TAC §330.61(b)(1)(A)

The TS will typically accept waste generated in the City of Lubbock and collected by the City of Lubbock, as well as local, private citizens using the Citizen Convenience Station (CCS). Waste will be collected by the City of Lubbock collection services and include residential, commercial, municipal, institutional, and industrial sources.

Using 2023 data from the TCEQ publication, Municipal Solid Waste Texas: A Year in Review published in September 2024, it was found the waste generation rate was 7.20 pounds per person per day. The long-haul trailers Lubbock will use will allow an hourly loadout rate of 6 loads per hour (with two loading hoppers) for a total of 150 tons per hour (based on aluminum trailers and 25 tons per load). Although authorized to accept waste at the TS during the hours noted in Part IV, Section 17.0, the TS will normally receive waste from city collection trucks on their normal routes and operate 10 hours per day leading to a transfer capacity of 1,500 tons per day, Monday through Friday, for a total of 7,500 tons per week which is equivalent to 390,000 tons per year. The population equivalent is as follows:

1,500 tons/day * 2,000 pounds/ton / 7.20 pounds/person/day = 416,667persons

3.3 Waste Acceptance Rates – 30 TAC §330.61(b)(1)(B)

Determining the TS waste acceptance rate is based on data from the April 1, 2020, United States Census Bureau. At that time, the City of Lubbock's population was 257,141 persons. Projecting forward to 2026 by using the Texas Water Development Board's (TWDB) 2030 population projection of 300,165 persons would result in a projected 2026 population of 282,955. Using that same growth rate of 4,302 persons per year for five years to 2030 yields the population projections in Table II-1. The estimated maximum amount of solid waste to be received daily and annually is projected for five years, starting with the first year of anticipated operations.

TABLE II-1 – FIVE YEAR ~~MAXIMUM~~ WASTE PROJECTION

Year	Population	~~Maximum Waste Acceptance Rate~~	
		Daily (tpd)	Annual (tpy)
2026	282,955	~~1,018~~1,191	371,825
2027	287,257	~~1,034~~1,210	377,669
2028	291,560	~~1,050~~1,229	383,513
2029	295,862	~~1,065~~1,246	388,991
2030	300,165	~~1,081~~1,265	394,835

The daily tonnage projections in Table II-1 are estimated averages projected for the first five years of operation (based on 312 operating days per year as established in Part IV, Section 17) and are not intended to be limiting parameters. Daily waste acceptance will fluctuate. The maximum waste acceptance rate for the facility (including the TS and the CCS) is 1,500 tons per day. The TS building floor area is sized to store a maximum of 1,500 tons of MSW. ~~This would include MSW collected at the~~In addition, the Citizen's Convenience Station ~~which~~ is sized to store a maximum of 37.5 tons (based on ten roll off containers filled to capacity and with a conservative loose density of 250 pounds per cubic

yard). The maximum time putrescible waste will be stored onsite is 72 hours. Non-putrescible waste may be stored at the CCS for a maximum of 30 days. On average, the TS building will be emptied by the end of each operating day, and roll-offs with putrescible waste at the CCS will be emptied on average every 24 hours. Waste will not be stored ~~at the TS~~ in excess of the maximum of 1,500 tons of solid waste in the TS or 37.5 tons at the CCS. In the event the TS reaches maximum storage capacity, all city collection trucks that would normally bring waste to the TS will instead be re-directed to the WTRDF for disposal until such time that the TS has adequate capacity available to resume normal operations.

The intended destination for disposal of general MSW received at the facility is the WTRDF. Clean brush/yard waste (brush/yard waste that has not been mixed with municipal solid waste) may be transported to either the WTRDF or the Lubbock Caliche Canyon Landfill. The intended destination for special wastes received at the facility are listed below.

- Lead acid batteries: Jarvis Metals Recycling, Inc. or another appropriately authorized facility
- Used motor oil/used motor oil filters: Thermo Fluids or another appropriately authorized facility
- Tires: WTRDF or another appropriately authorized facility
- Appliances containing CFC: Jarvis Metals Recycling, Inc. or another appropriately authorized facility

These destinations are not intended to be a limiting parameter of the facility permit. The facility may transfer received materials to other facilities for further processing and/or disposal so long as the facility is appropriately authorized for the specific material.

4.0 MAPS

Maps depicting each of the items required by 30 TAC §330.61(c) – (g) have been included as described in the following sections.

4.1 General Location Maps – 30 TAC §330.61(c)

General location maps are provided in Appendix II.A. All features required by 30 TAC §330.61(c) are accurately shown in the figures indicated below:

- Prevailing wind direction with a wind rose (Figure II.A.~~1~~8);
- All known water wells within 500 feet of the permit boundary with the state well numbering system designation for Water Development Board "located wells" (Figure II.A.4);
- All structures and inhabitable buildings within 500 feet of the Facility (Figure II.A.4);
- Schools, licensed day-care facilities, churches, hospitals, cemeteries, ponds, lakes and residential, commercial and recreational areas within one mile of the Facility (Figure II.A.6);
- The location and surface type of all roads within one mile of the Facility that will normally be used by the owner or operator for entering or leaving the Facility (Figure II.A.1);
- Latitudes and longitudes (Figure II.A.1);
- Area streams (Figure II.A.2); NOTE: There are no streams in the vicinity.
- Airports within 6 miles of the Facility (Figure II.A.5);
- Property boundary of the Facility (Figure II.A.4);
- Drainage, pipeline, and utility easements within or adjacent to the Facility (Figure II-B.1);
- Facility access control features (Figure II-B.1); and
- Archaeological sites, historical sites, and sites with exceptional aesthetic qualities adjacent to the Facility (Figure II.A.6). NOTE: There are no sites of any kind on site.

4.2 Facility Layout Maps – 30 TAC §330.61(d)

The Facility Layout Map (Figure II-B.1) is provided in Appendix II.B. This maps accurately shows all features required by 30 TAC §330.61(d):

- Outline of the units;
- General locations of main interior Facility roadways;
- Locations of monitor wells;
- Locations of buildings;
- Any other graphical representations or marginal explanatory notes necessary to communicate the proposed construction sequence of the Facility;
- Fencing;
- Provisions for the maintenance of any natural windbreaks, such as greenbelts, and where appropriate, plans for screening the Facility from public view; and
- All site entrance roads from public access roads.

4.3 General Topographic Map – 30 TAC §330.61(e)

The General Topographic Map (Figure II.A.2) is provided in Appendix II.A. The map presenting contours from the United States Geological Survey's (USGS) 7.5-minute quadrangle sheets for Lubbock West and Wolfforth. The map is presented at a scale of one-inch equals 2,000 feet as required by 30 TAC §330.61(e).

4.4 Aerial Photograph – 30 TAC §330.61(f)

An aerial photograph (Figure II.A.3) is provided in Appendix II.A. The Facility boundary is marked, and the photograph shows the areas within at least a one-mile radius of the property boundary as required by 30 TAC §330.61(f).

4.5 Land Use Map – 30 TAC §330.61(g)

The Land Use Map (Figure II.A.6) is included in Appendix II.A. In accordance with 30 TAC §330.61(g), the map shows the Facility boundary, existing land uses (such as residential, commercial, industrial, etc.), and the locations of residences, commercial establishments, schools, licensed daycare facilities, churches, cemeteries, lakes, and recreational areas within one mile of the property boundary.

5.0 IMPACT ON SURROUNDING AREA – 30 TAC §330.61(h)

The Facility will have no adverse impact on human health and the environment. There are no known cemeteries, historic structures, archaeologically significant sites, or sites having exceptional aesthetic qualities within one mile of the property boundary. The Facility property was previously used for agricultural purposes.

5.1 Local Zoning – 30 TAC §330.61(h)(1)

A majority of the existing property within a two-mile radius of the Facility lies within the city limits of Lubbock, with a portion to the west in the City of Wolfforth, and a smaller area within unincorporated Lubbock County. Figure II.A.7 shows zoning for the City of Lubbock and the City of Wolfforth. Lubbock County does not have established zoning.

. This tract is zoned in accordance with City of Lubbock approved zoning as Industrial Park (IP). This zoning district allows low-impact manufacturing, wholesaling, warehousing, and distribution activities that occur within enclosed buildings, typically within industrial park settings. The City of Lubbock Planning Department determined that a transfer station would comply with this category. The TS site will be developed to comply with this zoning code.

5.2 Surrounding Land Use – 30 TAC §330.61(h)(2)

The area surrounding the site is currently a mixture of agricultural, institutional, commercial, and residential areas. Table II-2 summarizes the approximate acreage and percentage of the area within the 1-mile radius occupied by each land use. There are residential areas both developed and planned in all directions within a one-mile distance from the site. There are also two schools and several churches within that distance as shown in Figure II.A.6.

TABLE II-2 – SURROUNDING LAND USE SUMMARY

Land Use	Area (ac)	Percentage of Total Area within 1-Mile of Site[1]
Agricultural	491	19%
Commercial	374	15%
Industrial	2	<1%
Institutional	366	14%
Recreational (Park)	5	1%
Residential	26	31%
Utility	4	<1%
Vacant	470	19%

[1]Rounded to nearest whole number

Areas to the south are separated from the site by a major highway that is TxDOT maintained. This highway is designated as US Highway 62/82 and is referred to locally as the Marsha Sharp Freeway. The Freeway acts as a major dividing feature between the north area where the site is located and

areas to the south. Only major thoroughfares such as Upland and Alcove Avenues serve as access routes across the highway.

5.3 Surrounding Growth Trends – 30 TAC §330.61(h)(3)

The area of Lubbock experiencing the most growth within five miles of the Facility is to the south and southwest. Closer to the Facility, most growth is "infill" development (that is development of pockets of undeveloped land within largely developed areas) as that property is purchased by developers. It is anticipated that this pattern of "infill" development will continue according to the current area zoning.

Table II-3 lists population growth data from 2020 to 2024 (the most current available data). Population estimates from the US Census Bureau's American Community Survey for all census tracts within five miles of the permit boundary were compiled and the population change over that period was calculated for each tract (refer to Figure II.A.9 for census tract delineation). The facility site is located within census tract 104.19, which experienced a total population growth of approximately 33% from 2020 to 2024.

TABLE II-3 – POPULATION GROWTH DATA

Census Tract	2020 Population	2024 Population	Population Change[1]
4.02	4,113	4,735	+15%
4.03	4,283	3,689	-14%
4.06	2,002	1,701	-15%
4.07	2,906	2,834	-2%
4.08	3,829	3,629	-5%
4.11	3,908	4,131	+6%
16.01	2,652	2,479	-7%
17.08	2,802	2,548	-9%
17.09	4,488	5,064	+13%
17.10	3,530	3,008	-15%
17.11	2,878	2,663	-7%
17.12	3,224	3,237	0%
17.13	3,216	3,282	+2%
17.14	5,261	6,273	+19%
17.15	1,672	1,670	0%
17.16	3,184	3,517	+10%
17.17	2,600	3,022	+16%
18.04	3,669	3,735	+2%
18.05	2,126	2,036	-4%
18.06	3,669	3,226	-12%
18.07	2,521	2,415	-4%
18.08	2,451	2,582	5%
19.04	1,644	1,464	-11%
19.05	2,689	2,265	-16%
19.06	2,431	2,789	+15%
19.07	3,252	3,398	+4%
19.08	3,575	3,580	0%
104.02	2,099	3,474	+66%
104.04	3,698	4,397	+19%
104.09	1,310	1,107	-15%
104.10	2,627	2,394	-9%

104.11	1,314	1,206	-8%
104.12	1,537	1,677	+9%
104.13	2,615	3,093	+18%
104.14	2,556	2,580	+1%
104.15	3,250	3,523	+8%
104.16	1,547	1,261	-18%
104.17	3,726	4,613	+24%
104.18	1,173	1,768	+51%
104.19	5,280	7,034	+33%
104.20	1,103	1,028	-7%
104.21	4,124	5,729	+39%
104.22	2,416	2,603	+8%
104.23	1,836	1,742	-5%
105.02	3,154	3,366	+7%
105.04	4,252	4,065	-4%
105.09	6,927	6,635	-4%
105.10	3,079	2,893	-6%
105.12	6,030	13,113	+117%

[1]Population change values rounded to nearest whole number.

5.4 Proximity to Residences and Others Listed – 30 TAC §330.61(h)(4)

As mentioned in section 5.2 above, the Marsha Sharp Freeway serves as a major physical barrier between the northern and southern portions of the area within one-mile of the site, so this section considers the areas north and south of the Freeway separately.

A review of satellite imagery and Lubbock Central Appraisal District (LCAD) records found approximately 1,960 residences and 82 commercial establishments north of Marsha Sharp Freeway and within one mile of the Facility. The nearest residences are located approximately 1,742-feet west of the permit boundary, and the nearest commercial establishments southern property lines are located approximately 60-feet north of the permit boundary.

A review of satellite imagery and LCAD records found approximately 520 residences and 209 commercial establishments south of Marsha Sharp Freeway and within one mile of the Facility. The nearest residence is located approximately 387-feet southeast of the permit boundary, and the nearest commercial establishment is located approximately 410-feet southeast of the permit boundary.

There are four schools, two day-care facilities, one hospital, and five churches within one-mile of the Facility, as shown on Figure II.A.6.

There are no known cemeteries, archaeological sites, historical sites, or sites having exceptional aesthetic quality within one-mile of the Facility.

5.5 Wells and Well Density within 500-Feet – 30 TAC §330.61(h)(5)

The Texas Water Development Board's (TWDB) water well records, the High Plains Underground Water Conservation District's (HPWD) water well records, and the Texas Railroad Commission's (RRC) oil and gas well records were reviewed to locate wells within 500-feet of the permit boundary. A total of five wells were located with these records, three outside of the 70.650-acre tract owned by the City and two are within the city owned tract.

Three water wells were documented outside of the city owned tract, but within 500-feet of the permit boundary by the TWDB's Submitted Driller's Report database. All three wells (#592670, #592897 and #600265) are located outside and north of both the permit boundary and city owned tract. The well locations and State of Texas Well Report tracking numbers are shown on Figure II.A.4. The State of Texas Well Reports for these wells are included in Appendix II.I.

Two wells located on the city owned tract (#69335 and #69342) are also shown on Figure IIA.4. Well #69335 is located outside but within 500-feet of the permit boundary as documented by the HPWD's water well records. The other well (#69342) is located within the permit boundary. These two wells were also physically located with the property survey completed for this permit application. These wells were used in the past for irrigation only and are not currently in use. These two wells are owned by an independent third-party who has indicated a desire to use these wells in the future. The wells are not a hinderance to operations. There are no drilling or other records available for the wells.

No oil and gas wells were documented within one-mile of the permit boundary by the RRC's records.

6.0 TRANSPORTATION – 30 TAC §330.61(i)

The transportation analysis includes the following:

- Data on the availability and adequacy of roads that the owner (City of Lubbock) will use to access the Facility.
- Data on the volume of vehicular traffic on the local roads and state highways within one-mile of the Facility, both existing (2026) and expected (2056), during the expected initial life of the Facility.
- Projected volume of traffic expected to be generated by the Facility on the access roads within one-mile of the Facility (2026).
- Documentation of coordination with the Texas Department of Transportation Lubbock District (TxDOT-Lubbock) for traffic and location restrictions, and coordination with Lubbock County and the City of Lubbock as these two agencies will be the agencies exercising maintenance responsibilities for the public roadways involved for the Facility entrance and exit from 76th Street east of Alcove Avenue.
- This Transportation section was prepared by: Jeryl D. Hart, Jr, licensed Texas Professional Engineer (#42546) under contract between R2M Engineering, LLC (Texas Registered Engineering Firm F-9992) and Parkhill.

6.1 Availability and Adequacy of Roads – 30 TAC §330.61(i)(1)

All local/arterial roadways are currently 2-3 lane two-way traffic. However, Upland Avenue is under construction to be widened to 5 lanes by 2026 before the Facility will be open. A portion of 76th Street (850') is currently not paved, and it will be paved to the 76th entrance of the Facility (City of Lubbock will fund these improvements to 76th Street as well as rebuilding and widening 600' of existing paved 76th Street to an Industrial Street classification- 42'-face to face with curb & gutter, sufficient for 3 lanes at the intersection of Alcove). The 66th Street Driveway (North Entrance) will be approximately 1,450' west of Upland Avenue, and 66th Street will be widened by the City of Lubbock with this project from 2 lanes to 3 lanes (1 each direction and 1 turn lane) beyond the 400' of widening currently under construction with the Upland Ave roadway widening project.

Recommended inbound traffic access to the Facility will predominately be from US 62/82 (Marsha Sharp Freeway, MSF) (93%) to two separate driveways off local arterial roadways (Upland Ave (via 66th St driveway), 66th Street (via Upland and driveway1450' west of Upland Ave on 66th St), and Alcove Ave (via 76th St), see Figure II.E.2.1). The remaining 7% of the inbound traffic will be from the north with 1% on Alcove Ave to the 76th Street driveway and 6% on Upland Ave turning right onto 66th St and then to the 66th St driveway. As noted, the primary entrance into the Facility will be the 66th Driveway. See Appendix II.E. Figure II.E.4 for pictures of existing roadways.

Figure II.E.2.3 illustrates the routes into and out of the Facility that is also described here. Recommended exit from the Facility will be predominately by the driveway onto 66th Street eastbound to Upland Avenue (91% of traffic) and then predominately southbound to MSF, with 5% of the traffic northbound at Upland Ave. A minor amount of the traffic will exit from 76th Street with westbound on 76th Street then right turn northbound on Alcove Avenue (1%); and a portion of staff traffic westbound on 76th and southbound on Alcove Avenue to MSF where it will turn right. It is intended that no exiting truck traffic will take the southbound on Alcove route.

All streets being accessed by the Facility have adequate capacity to handle the existing traffic with the improvements listed as under construction or included with the Transfer Station construction. All streets being accessed by the Facility in the future (2056 projections) will have adequate capacity with the improvements noted which will be funded by the City of Lubbock with the Facility and the 66th Street

widening bond project currently under design and scheduled to begin construction within 3 years. See existing traffic with Facility Traffic added in Table II-~~14~~14 that shows adequate capacity now (2026) and in 2056. As shown in Table II-~~14~~14, the percentage increase in traffic on local arterial roadways is less than 4% of the local traffic except on Alcove Avenue south of 76th Street which is only 5.5% increase in 2026 but drops to under 3% increase in 2056.

Due to the higher percentage of capacity being utilized on Upland Avenue and 66th Street (see Table II-~~14~~14), a detailed Synchro Traffic Model analysis was performed for this intersection at both the am and pm peak hour times for both 2026 and 2056 traffic volumes including all turning movements for both without and with the Facility. This analysis showed similar peak hour congestion (Level of Service) as other arterial to arterial intersections in the City of Lubbock based on conversation with the City Traffic Engineer in March 2024. The additional delay per vehicle at this intersection due to the increase in traffic by the Facility at peak hours for 2026 volumes was less than 7 seconds (LOS D to E) in the am peak and less than 10 seconds (LOS F to F) in the pm peak. The additional delay per vehicle at this intersection due to the increase in traffic at this intersection due to the Facility for peak hour 2056 volumes was less than 12 seconds (LOS F to F) in the am peak and less than 11 seconds (LOS F to F) in the pm peak. The higher morning peak is due to school traffic in the area. See Appendix II.E, Figure II.E.2.2 for this information and additional details.

6.2 Access Roads Traffic Volume – 30 TAC §330.61(i)(2)

Figure II.E.2.1 in the Appendix II.E shows the existing 2026 traffic volumes and the projected 2056 traffic volumes and capacities summarized in the table below from TxDOT, Lubbock Metropolitan Planning Organization (MPO), and City of Lubbock for the surrounding streets except 76th Street, for which an estimate was made based on contacts with existing businesses (primarily sports facilities with most traffic after 5pm) accessing 76th Street and the ITE Trip Generation Manual. The largest generator has a daily volume of about 100 vehicles in and 100 out. Estimated total for all the businesses on 76th Street east is approximately 288 vehicles per day (2-way) in 2026.

TABLE II-~~43~~ – TRAFFIC VOLUMES WITH ROADWAY IMPACTS

Street	Location	2-Way, 24-Hour Traffic Volumes				Capacity	
		2026	2026+	2056	2056+	2026	2056
76th Street	East of Alcove Ave	288	354	400	493	7,400[1]	14,800[2]
	% of roadway capacity	3.9%	4.8%	2.7%	6.7%		
	% increase in volume		22.9%		23.3%		
Alcove Avenue	South of 76th St	1086	1146	3,317	3,410	7,400[1]	14,800[2]
	% of roadway capacity	14.7%	15.5%	22.4%	23.0%		
	% increase in volume		5.5%		2.8%		
Alcove Avenue	North of 76th St	1086	1092	3,317	3,325	7,400[1]	14,800[2]
	% of roadway capacity	14.7%	14.8%	22.4%	22.5%		
	% increase in volume		0.6%		0.2%		
66th Street	Alcove Ave to Upland Ave	13,473	13,959	18,727	19,402	14,800[2]	30,000[4]
	% of roadway capacity	91.0%	94.3%	62.4%	64.7%		
	% increase in volume		3.6%		3.6%		
Upland Avenue	66th St to Marsha Sharp FWY	20,784	21,239	28,890	29,523	30,000[3]	30,000[4]
	% of roadway capacity	69.3%	70.8%	96.3%	98.4%		
	% increase in volume		2.2%		2.2%		
Marsha Sharp FWY, WB Frontage	Upland Ave to Alcove Ave	11,021	11,059	19,314	19,367	36,600[5]	39,100[6]
	% of roadway capacity	30.1%	30.2%	49.4%	49.5%		
	% increase in volume		0.3%		0.3%		

For all traffic volumes except for 76th Street, refer to Table II.~~67~~ footnotes.

2026+ volumes are 2026 volumes with Facility volumes added.

2056+ volumes are 2056 volumes with Facility volumes added.

Alcove Avenue is not shown in the current Lubbock MPO model to be widened by 2050 but Lubbock County does show it to be widened in their 2019 current bond program list, so increased capacity is shown. Lubbock will be repaving the intersection at Alcove & 76th Street and adding a turn lane with the Lubbock 66th Street Improvement project under design in late 2024.

Upland Avenue from 66th to 82nd is currently under construction to be widened to 5 lanes.

[1]Existing 2-way traffic, 1-11' to 12' lane each way

[2]Proposed 2-way traffic, 1-lanes each direction and one 2-way turn lane

[3]Existing 2-way traffic, 2-11'-12' lanes each direction to railroad crossing then reduces to same as [1]

[4]Future 2-way traffic 2 lanes each direction and one 2-way turn lane see Appendix E, Figure II.E.3

[5]Existing 2 lane 1-way frontage road and 2 lane one-way freeway westbound

[6]Future 2 lane 1-way frontage road and 3 lane one-way freeway westbound

6.3 Projected Traffic Generation – 30 TAC §330.61(i)(3)

Traffic generated by the Facility will be defined by three primary categories and one minor category:

- Collection Vehicles
- Transfer Trailer Vehicles
- Facility Personnel

See detailed 15-minute projected traffic volumes by each use for all day in Appendix II.E with summary below (from 15-minute projections by Parkhill):

TABLE II-~~54~~ – DAILY TRAFFIC VOLUMES BY CATEGORY

	Collection Vehicles		Transfer Trailer Vehicles		Facility & Driver Personnel Vehicles		TOTAL	
Year	2026	2056	2026	2056	2026	2056	2026	2056
Volume	300	416	60	82	192	266	552	764

The city currently operates a fleet of approximately 50 residential collection vehicles. The collection vehicles will park overnight at the Facility, so collection trucks will start and end their day at the Facility. This study conservatively assumes each truck will make three trips back to the Facility per day. The trucks will not leave the Facility and park for the night after their final return trip. This study conservatively assumes that the traffic flow of collection vehicles will exit the Facility 150 times and enter the Facility 150 times on an average operation day which assumes 100% of the vehicle fleet is operable.

Transfer trailer vehicles will be filled prior to exiting the Facility. Transfer trailers are assumed to fill near to their capacity while maintaining equivalent single axle load (ESAL) requirements. The transfer trailers will park overnight at the Facility, so transfer trailers start and end their day at the Facility. Based on these assumptions, this study assumes that transfer trailers will exit the Facility approximately 30 times per day and enter the Facility 30 times per day.

Facility personnel will include the Facility supervisor, equipment operators, customer service representatives, waste spotters, and general labor. Facility personnel will also include Solid Waste Department office staff in the attached office space. These personnel will generally arrive in the morning and leave in the evening. This study assumes a total of 30 personnel will be at the Facility daily. Based on these assumptions, this study shows that personnel traffic will enter the Facility 30 times and leave the Facility 30 times, as well as 50 round trips during the day entering and exiting to go to other places. Collection vehicle drivers will also be parking their personal vehicles at the site during the day, which will account for 50 vehicles early in the morning inbound, and 50 vehicles late in the evening outbound. See ~~a~~Appendix II.E.1 for 15-minute estimated volumes by Parkhill.

Projected increase in site generated traffic counts is based on: The Texas Water Development Board projects a population increase of Lubbock County from 2026-2056 of 39%. The City of Lubbock's population was recorded as 257,719 in the 2020 US Census.

Based on these assumptions, the population of the City of Lubbock will grow to 392,751 by 2056. The quantity of 18-wheelers and trips is determined based on round trip time and queuing at the Facility. The quantity of trips for the Facility will likely increase by roughly 39% to match the growth in population/ the growth in the correlated waste volume.

TABLE II-~~6~~5 – ESTIMATED TOTAL DAILY FACILITY VEHICLE TRIPS

	Estimated Trips	
Year	2026	2056
Volume	552	764

These projected traffic volumes are reflected in the Table II-4 and Table II-5, and the distribution of the traffic volumes is based on the estimated volume of traffic arriving and departing from the different directions as shown on Figure II.E.2.1 and Figure II.E.2.2 in the Appendix II.E. Table II-~~4~~7 shows the estimated percentages of the total traffic generated by the Transfer Station both inbound and outbound based on current City of Lubbock collection vehicle routes and an estimate from the City of Lubbock's Solid Waste Director and concurred by this Traffic Engineer with over 25+ years of experience in Lubbock. The City of Lubbock is currently working on efficiencies to reduce the number of truck trips and thus decrease the traffic volumes generated by the Facility.

TABLE II-~~7~~6 – PROJECTED TRAFFIC VOLUMES

CoL – Transfer Station	2026 Traffic Generated by TS[1]					2056 Traffic[2]		
Location of Traffic	In (%)	In	Out (%)	Out	Total	In	Out	Total
Alcove North of 66th St	1%	3	1%	3	6	4	4	8
76th St Entrance Driveway	15%	41	9%	25	66	58	35	93
Alcove Ave South of 76th St		41		25	66	58	35	93
Alcove Ave North of 76th Street	1%	3	1%	3	6	4	4	8
Exit off MSF to Right on NB Alcove Ave	14%	38	0	0	38	53	0	53
SB Alcove Ave – WB MSF (Staff)		0	8%	22	22	0	31	31
66th St, Alcove Ave to TS Driveway	0%	0	0%	0	0	0	0	0
66th St TS Driveway	85%	235	91%	251	486	326	349	675
66th St TS Driveway to Upland	85%	235	91%	251	486	326	349	675
Upland Ave North of 66th	6%	17	5%	14	31	23	19	42
Upland Ave South of 66th	79%	218	86%	237	455	303	330	633

CoL – Transfer Station	2-Way Traffic Local Roads						
Location of Traffic	2022[3]	2026[3,4]	2026[+TS]	2026[TS%]	2056[5]	2056[+TS]	2056[TS%]
Alcove Ave North of 66th St	360	451	457	1.22%	1,070	1,078	0.72%
76th St	N/A	288	354	23.00%	400	493	23.23%
Alcove South of 76th St	750	1086	1152	6.10%	3,317	3,410	2.80%
Alcove North of 76th St	750	1086	1091	0.51%	3,317	3,325	0.23%
Exit MSF to right on NB Alcove Ave	9,850	11,021	11,059	0.34%	19,314	19,367	0.27%
SB Alcove Ave to WB MSF (Staff)	750	1,086	1,108	2.03%	3,317	3,348	0.93%
66th St, Alcove Ave & TS Driveway	N/A	13,473	13,473	0.00%	18,727	18,727	0.00%
66th St TS Driveway	N/A	N/A	486	100%	N/A	675	100%
66th St TS Driveway to Upland	N/A	13,473	13,959	3.61%	18,727	19,402	3.60%
Upland Ave North of 66th St	N/A	11,834	11,865	0.26%	16,449	16,491	0.26%
Upland Ave South of 66th St	N/A	20,784	21,239	2.19%	28,890	29,523	2.19%

[1]Percentage of 2026 Total Traffic Generated by Transfer Station in each direction based on estimate from City of Lubbock Solid Waste Director based on existing routes serviced in 2024.

[2]Growth multiplier 2026-2056 = 1.39 (see Section 6.3)

[3]Alcove and MSF local streets use pro-rata from 2022-2050 for each location using MPO projected volumes.
(2050V-2022V)*4/28+2022V =2026 Volume); For 2056 volumes us MPO 2050 and use TWDB factor between 2050-2060 prorated to 2056

[4]66th St and Upland local streets volume use 2020 City of Lubbock counts, and 2018 City of Lubbock counts at Upland and MSF with 6.8% growth/year for 2024 volumes based on growth rate from 2018 to 2020. No growth 2024-2026 due to construction.

[5]2056 volumes = 2026V*1.39 growth factor (Section 6.3)

[+TS] Traffic Volume with Transfer Station traffic added from above portion of table.

[TS %]Percentage of Traffic Volume due to Transfer Station

76th Street traffic based on ITE Trip Generation Manual for 2026 and 1.39 growth factor for 2056.

6.4 Agency Coordination – 30 TAC §330.61(i)(4)

Consistent with 30 TAC §330.61(i)(4), Kylan Francis, PE, Director of Transportation Planning & Development with the TxDOT Lubbock District office, was contacted by e-mail, by phone, and by follow-up e-mail. She responded on August 18, 2022, with acceptance of this site as long as traffic exiting the site was kept to access MSF (US 62/82) at the Upland Avenue and frontage road intersection. In follow-up meeting December 4, 2023, and e-mail from her December 5, 2023, she had no objection to exiting the MSF westbound frontage road and turning right onto Alcove Avenue, but she did not want any Facility truck traffic entering from Alcove and turning right onto the MSF. Copies of the correspondence are included in Appendix II.E.7.

The City of Lubbock 2022 Street Bond Program (from letter in Appendix II.E.8) shows Upland Ave from 50th to 66th Street and over to the Marsha Sharp Freeway intersection to begin construction in 2024, and 66th Street widening to 3 lanes from Upland Avenue to Alcove to start construction in 2027, design and right-of-way acquisition began in April 2024.

The Lubbock County 2019 Street Bond Program (from their website) shows Alcove Ave from 66th St. to Marsha Sharp Freeway to begin in 2024. The City of Lubbock and Lubbock County are currently in discussions on the best way to fund roadway improvements to Alcove Avenue. The City of Lubbock in the interim is planning on repaving the intersection of Alcove & 76th Street and adding a turn lane as well.

It is anticipated that all planned street improvements will be completed before construction of the facility is completed. In the event that the street improvements are not completed prior to the facility opening, the Owner will coordinate with the appropriate authority for any necessary traffic control measures.

6.5 Airport Safety 30 TAC §330.61(i)(5), §330.545

The Facility is not a municipal solid waste landfill, therefore analysis of the impact of the Facility on airports, demonstration that unit design and operation will not pose a bird hazard to aircraft, and coordination with the Federal Aviation Administration (FAA) for compliance with airport location restrictions are not required.

7.0 GENERAL GEOLOGY AND SOILS STATEMENT– 30 TAC §330.61(j)(1)

Lubbock County is the center of the South Plains region of Texas and is a part of the Southern High Plains physiographic region of northwest Texas. The County is situated over the Ogallala Formation of the Late Miocene to Pliocene age. The Ogallala is the major aquifer of the region and through decades of heavy irrigation use, primarily for cotton farming, the quantity of water has greatly diminished. The surficial deposits overlying the Ogallala Formation consist of Quaternary alluvial and windblown clays, silts, and sands of the Blackwater Draw Formation.

As noted in the Soil Survey of Lubbock County, Texas (United States Department of Agriculture Soil Conservation Service in cooperation with Texas Agricultural Experiment Station, report issued 1979), most of the county is described in the report as a nearly level to gently undulating plain, interrupted by numerous enclosed depressions. At the bottoms of scattered localized depressions are low areas known as playa lakes that receive and retain stormwater runoff.

Soil conditions on this site are primarily “Amarillo-fine sandy loam” with smaller amounts of “Acuff-clay loam” and “Olton-clay loam”, as shown in Table II-7. These soil types are located over large sections of Lubbock County and are suitable for construction following local techniques and practices common in the area. There are no construction issues with these soil types.

TABLE II-8~~7~~ – ON-SITE SOILS

Soil Type	Coverage			
	Soil Symbol	Area (ac)	Percent Slope	Percent of area within Facility Boundary
Acuff Loam	AcA	3.6	0 – 1%	15.1%
Amarillo Fine Sandy Loam	AfA	19.2	0 – 1%	80.3%
Olton Clay Loam	OcB	1.1	1 – 3%	4.6%

References: Soil Survey of Lubbock County, Texas (United States Department of Agriculture Soil Conservation Service in cooperation with Texas Agricultural Experiment Station, report issued 1979), Table 5 Range Productivity and Composition is included in Appendix II.F.

7.1 Location Restrictions – 30 TAC §330.557 & §330.559

The location restrictions in 30 TAC §330.557 (relating to Seismic Impact Zones) and §330.559 (relating to Unstable Areas) only apply to landfill units and are not applicable.

8.0 GROUNDWATER AND SURFACE WATER – 30 TAC §330.61(k)

The following sections discuss both groundwater and surface water conditions of the site.

8.1 Groundwater – 30 TAC §330.61(k)(1)

The Ogallala Aquifer is the primary aquifer underlying the site. The Ogallala is considered to be an unconfined aquifer with saturated thickness in the area of the site from 40-feet to 60-feet thick. Published data from the High Plains Underground Water Conservation District No. 1 (HPWD), located in Lubbock County, indicates groundwater flow direction is generally from northwest to southeast at a gradient of approximately 0.008 ft/ft and travel through the aquifer at about 150-feet per year under natural conditions. The base of the Ogallala in the area of the site is approximately 3,120-feet MSL with groundwater approximately 3,190-feet MSL, or 70-feet of saturated thickness. The surface elevation at the project benchmark is 3,302.74-feet MSL which means the water surface of the Ogallala is approximately 112-feet below the ground surface elevation.

References: High Plains Underground Water Conservation District No. 1 (HPWD), located in Lubbock County, Texas

8.2 Surface Water – 30 TAC §330.61(k)(2)

There are no surface water streams on or near the site. There is a small playa basin (Playa100) located northeast of the site near the intersection of 66th Street and Upland Avenue. A 100-year Flood Plain Elevation has been established for this playa, and the permit boundary elevation is above the 100-year flood elevation and therefore completely outside of the 100-year Flood Plain. The Flood Insurance Rate Map (FIRM) is shown on the attachment in Appendix II.G.2.

Generally, surface water flows across this site from the southwest to the northeast via overland sheet flow conditions. There are no channelized streams over the site.

8.3 Stormwater Permit – 30 TAC §330.61(k)(3)

The Facility has been designed to prevent the discharge of pollutants into waters of the State of Texas or the United States as defined by the Texas Water Code (TWC) and the Federal Clean Water Act (FCWA), respectively. The City of Lubbock Transfer Station will obtain appropriate coverage under the TPDES Industrial Multi-Sector General Permit No. TXR050000 for stormwater discharges associated with industrial activities. A signed statement certifying that appropriate coverage will be obtained is included in Appendix II.D. A copy of the permit coverage, once issued, will be maintained with the site records.

8.4 Groundwater Location Restrictions – 30 TAC §330.549

The Facility is not located over the recharge zone of the Edwards Aquifer, so the location restrictions in 30 TAC §330.549 do not apply.

9.0 OIL AND WATER WELLS – 30 TAC §330.61(l)

Information on oil and water wells within the property boundary is provided in the following sections.

9.1 Water Wells – 30 TAC §330.61(l)(1)

According to available TWBD and HPWD records, and as indicated in Figure II.A.4, there is one small existing well within the permit boundary. Water from this well has historically only been used for irrigation. This well is identified by the High Plains Underground Water Conservation District (HPUWD) No. 1 as well #69342. There are no drilling or other records available for this well. This well is owned by an independent third-party who has indicated a desire to use the well in the future. The well is not a hinderance to operations.

9.2 Oil and Gas Wells – 30 TAC §330.61(l)(2)

According to available RRC records, there are no known existing or abandoned crude oil or natural gas wells situated within the permit boundary.

10.0 FLOODPLAINS AND WETLANDS STATEMENT– 30 TAC §330.61(m)

According to the Federal Emergency Management Agency's (FEMA) latest Flood Insurance Rate Map (FIRM), no portion of the Facility boundary lies within or adjacent to a 100-year floodplain. The nearest floodplain located around Playa 100 north and east of the Facility is undergoing a major excavation project at this time that will increase the storage capacity of the playa and drastically reduce the horizontal extent of the floodplain. Lubbock is anticipating this excavation project to be completed near the end of December 2025.

A Waters of the U.S., Including Wetlands, Delineation Report (Delineation Report) was completed by Stantec Consultants, Inc (Stantec) in support of the project (included in Appendix II.G). The Delineation Report identified no waters of the U.S. and no wetlands within the property. This was also re-evaluated on a site visit on June 26, 2025, the results which are found in Addendum 1 to Appendix II.H.

10.1 Floodplain Location Restrictions – 30 TAC §330.547

The Facility storage and processing areas will be located outside the 100-year floodplain. The Flood Insurance Rate Map (FIRM) is shown on the attachment in Appendix II.G.2.

10.2 Wetlands Location Restrictions – 30 TAC §330.553

The Facility will not be located in any wetlands (as documented in the Delineation Report), so the location restrictions in 30 TAC §330.553 are satisfied.

11.0 ENDANGERED OR THREATENED SPECIES – 30 TAC §330.61(n)

A Threatened and Endangered Species Habitat Assessment (Assessment) was completed in 2023 and a report by Stantec Consulting Engineers (Stantec) was submitted on August 23, 2023, that evaluated the impact of the Facility on endangered or threatened species. That report is included in Appendix II.H of this permit application. A follow up site visit conducted in June 2025, to verify the original findings are still valid. The revised report issued on July 10, 2025, is included as Addendum 1 to Appendix II.H. The June 2025 revisit verified that the findings of the original Assessment remain valid.

Using data from the United States Department of Fish and Wildlife Services (USFWS) and the Texas Parks and Wildlife Department (TPWD), the Assessment found that the property does not intersect any critical habitats for any listed threatened, endangered, or candidate species, and the property does not present a potentially suitable habitat for any listed endangered or threatened species.

The original Assessment as well as the verification visit found and stated in Section 3 Summary and conclusions, that the property may affect, but not likely to adversely affect habitat for the monarch butterfly.

11.1 Endangered or Threatened Species Location Restrictions – 30 TAC §330.551

Construction and operation of the Facility shall not result in the destruction or adverse modification of the critical habitat of any endangered or threatened species, or cause or contribute to the taking of any endangered or threatened species.

12.0 TEXAS HISTORICAL COMMISSION REVIEW – 30 TAC §330.61(o)

An archaeological desktop review of the property completed by Stantec Consulting Services, Inc (Stantec), concluded that the site is unlikely to contain cultural resources. The Texas Historical Commission (THC) reviewed Stantec's findings and found no effect on identified archaeological site or other cultural resources, in concurrence with Stantec. In accordance with 30 TAC §330.61(o), the THC's review verification by email, along with documentation of Stantec's review, are included in Appendix II.C.1.

13.0 COUNCIL OF GOVERNMENTS AND LOCAL GOVERNMENT REVIEW – 30 TAC §330.61(p)

Consistent with 30 TAC §330.61(p), Parts I and II of the application were submitted for review to the South Plains Association of Governments (SPAG) to determine conformance with regional solid waste plans. Documentation of coordination with the SPAG is provided in Appendix II.C.2.

The application is submitted by the City of Lubbock and is in compliance with the City's local solid waste plans.

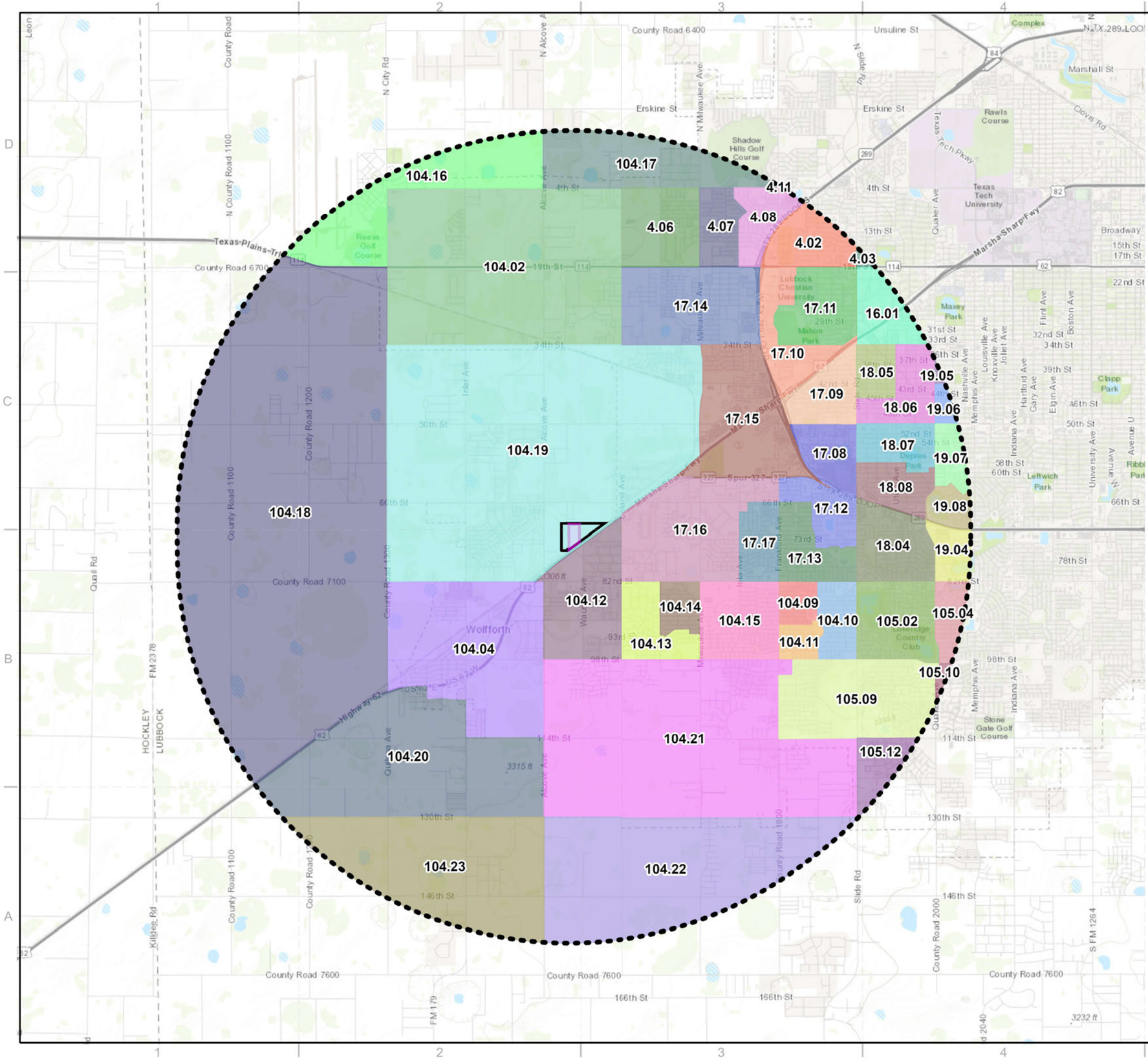
14.0 EASEMENTS AND BUFFER ZONES – 30 TAC §330.543

No solid waste unloading, storage, or processing operations will occur within any easement, buffer zone, or right-of-way.

The Facility includes a 50-foot buffer zone between the property boundary and all solid waste storage and processing areas, as shown on Figure II-B.1.

15.0 COASTAL AREAS – 30 TAC §330.561

This requirement is only applicable to landfills and the Facility will not manage Class 1 industrial solid waste, so the location restrictions in 30 TAC §330.561 do not apply to the application.



0 0.75 1.5 3 Miles

LEGEND:

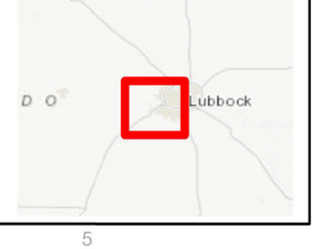
- PERMIT BOUNDARY
- PROPERTY BOUNDARY
- 5 MILE OFFSET FROM PERMIT BOUNDARY

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

Service Layer Credits: World Topographic Map: City of Lubbock, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
World Topographic Map: Esri, HERE, Garmin, FAO, USGS, EPA, NPS

Census tracts obtained from United States Census Bureau's 2025 TIGER/Line Shapefiles.

KEY PLAN



Parkhill

FOR PERMITTING PURPOSES ONLY

CITY OF LUBBOCK TRANSFER STATION

LUBBOCK COUNTY, TEXAS

City of Lubbock TEXAS

CLIENT
CITY OF LUBBOCK
SOLID WASTE MANAGEMENT
1314 AVENUE K
LUBBOCK, TX 79401

PROJECT NO.
5552.21

#	DATE	DESCRIPTION
1	02/16/2026	TECH NOD 1 RESPONSE

CENSUS TRACTS WITHIN 5 MILES

FIGURE II.A.9

FILE NAME: LAYOUT NAME: CENSUS TRACTS PRINTED: Tuesday, February 17, 2026 - 12:56 PM USER: afranklin

Parkhill

PART III – SITE DEVELOPMENT PLAN

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
4222 85th Street
Lubbock, Texas 79424
TBPE F-560

Rev 0 - August | 2025
Rev 1 - October | 2025
Rev 2 – February | 2026
Parkhill Project # 01555221

Parkhill

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Rev 1 - October | 2025
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APPENDICES

2.0 GENERAL FACILITY DESIGN – 30 TAC §330.63(a) & (b)

The general design, including site access, waste movement on-site, sanitation, water-pollution control, and endangered species protection, is described in the following sections.

2.1 Adequacy of Access Roads and Highways

The primary access roads and highways are all public roads maintained by the City of Lubbock, Lubbock County, and the Texas Department of Transportation (TxDOT). Improvements to these roads and city streets is discussed in Part II, Section 6.0 of this permit application.

2.2 Facility Access Control – 30 TAC §330.63(b)(1)

Access will be controlled to prevent the entry of livestock, to protect the public from exposure to potential health and safety hazards, and to discourage the unauthorized entry and uncontrolled disposal of solid waste in accordance with 30 TAC §330.63(b)(1).

Facility access will be controlled by a perimeter fence installed along the permit boundary, with a lockable gate at the entrance where the access drive crosses the permit boundary. The perimeter fencing will consist of 6-foot tall chain-link~~ed~~ fence and/or 4-foot tall 3-strand barbed wire fence~~, wooden fencing, pipe fencing, or other materials suitable for access control~~. Soil berms from excavated soil of Playa 100 Improvement Project (began construction in October 2024 and projected to be completed in December 2025), will be constructed outside of the permitted boundary around the site. These berms will provide visual screening of the Facility and also help prevent unauthorized access onto the site. There will be no other entrances into the permit boundary other than the North and West Entrance roads.

Onsite personnel assigned to the Scalehouse will be responsible for monitoring the entrance for any unauthorized access and will notify the Site Supervisor if anyone attempts to enter Facility without permission. Signs will be posted ahead of the entrance to provide instructions on how to lawfully enter the Facility.

2.3 Waste Movement – 30 TAC §330.63(b)(2)

All incoming loads of solid waste will proceed onsite and have the option to wash vehicle undercarriage and wheels prior to entering the Facility to remove any mud or debris collected from unpaved routes. From there vehicles will proceed to the Scalehouse and weigh at the inbound scales. At the inbound scales, vehicle weight, and other pertinent route data, will be logged in the Facility's software system along with the vehicle identification number (if so equipped). Small private vehicles will be directed by on-site personnel to the CCS for unloading in the appropriate container(s) separated for non-recyclable and recyclable materials. All other loads (i.e., city collection trucks) will be directed to the TS to enter the building and then directed to unload onto the tipping floor.

Loads directed to the CCS will proceed following the counter-clockwise traffic pattern and enter the CCS from the east. Loaded vehicles will back up to an empty bay and unload into the appropriate container(s) (containers ~~will~~may be segregated by ~~waste~~material type, such as brush, metals, MSW, etc., according to operational needs). Once empty, this traffic will continue west in the counter-clockwise direction and merge onto the exit road before weighing on the outbound scale to complete their transaction.

Collection truck loads will proceed to the transfer station, following the counter-clockwise traffic pattern, and enter through the designated entrance on the east side of the building. After unloading, these trucks will exit through the designated exit on the west side of the building and proceed onto the exit road to the Scalehouse. The trucks will follow a predetermined protocol as to whether the software system requires them to weigh out before leaving the site via the same entrance road. Prior to weighing on the

outbound scale, a vehicle wheel wash will be located so the trucks may be cleaned prior to exiting the Facility and entering public streets.

If any prohibited waste is observed during unloading at the TS or the onsite CCS ~~or in the building~~ by onsite personnel, the prohibited materials will be immediately rejected and returned to the ~~generator for appropriate disposal~~transporter or generator if they can be identified. If the ~~prohibited waste is discovered after the generator has left~~transporter or generator cannot be identified, City personnel shall segregate the prohibited materials and store in a separate location, for hauling and disposal at an approved disposal location. ~~If identified, the hauler will be notified and billed for these services by the City of Lubbock. Segregated c~~Clean brush/yard waste, (which is brush/yard waste that has not been mixed with municipal solid waste) may be hauled to either West Texas Regional Disposal Facility (WTRDF) (TCEQ MSW Permit No. 2252) or to Lubbock Caliche Canyon Landfill (TCEQ MSW Permit No.69).

Acceptable waste unloaded on the tipping floor will be pushed to one of two loading hoppers located at the opposite end of the building and loaded into a transfer trailer positioned beneath the hopper. Care will be taken to load the transfer trailer so that weight distribution is safe, and materials do not extend outside the trailer. Loaded transfer trailers will be hauled to WTRDF for disposal. ~~Waste c~~Containers at the CCS will ~~either be hauled into the TS and unloaded on the tipping floor for the waste to be consolidated into a transfer trailer or alternately hauled by City of Lubbock vehicles directly to the WTRDF for disposal.~~be managed in one of the following ways:

- Hauled into the TS and unloaded on the tipping floor to be consolidated into a transfer trailer. If the containers are segregated by material type, they will generally remain segregated throughout the transfer process. An exception would be if a segregated diverted material is inadvertently contaminated (i.e. if a resident unloads MSW into a container of cardboard) and can no longer be recycled, the material may be mixed with the general incoming waste stream in the TS.
- Hauled directly to the WTRDF or the Lubbock Caliche Canyon Landfill.
- Hauled to an appropriately authorized facility in the case of diverted material (i.e. a container of segregated recyclable material may be hauled to an appropriately authorized recycling facility).

Empty transfer trailers returning from the landfill will enter at the site entrance, follow the same counter-clockwise traffic pattern, and proceed to a queueing location (determined by onsite operations staff). Once ready to be loaded, empty trailers will be pulled by an onsite tractor down the east ramp and parked on a loading scale under one of the two hoppers. Once loaded, the transfer trailers will be pulled out of the tunnel and up the west ramp, then proceed on the counter-clockwise roadway and exit the site on the same entrance road.

2.3.1 Flow Diagram – 30 TAC §330.63(b)(2)(A)

A flow diagram indicating the storage, processing, and disposal sequences for waste received at the Facility is included as Figure III.A.1.

2.3.2 Schematic View Drawings – 30 TAC §330.63(b)(2)(B)

A schematic diagram showing the various phases of unloading, processing and disposal for wastes received at the Facility is included as Figure III.A.2.

2.3.3 Ventilation and Odor Control – 30 TAC §330.63(b)(2)(C)

The Facility will have two waste storage and processing units: the TS building and the CCS. Proposed ventilation and odor control measures for each unit are described below.

Transfer Station: The building will be a large, enclosed structure. Only two vehicle doors at grade level and two tunnel entrances below ground level will be open during operations. These openings will provide some level of passive ventilation. Each of these openings will also have operable vehicle doors that will be closed and secured when the TS is not in operation. The vehicle doors will also be capable of opening and closing as needed during periods when common high wind events occur in this region. Rainfall will not be a factor as the roof will protect the tipping floor and working area. ~~No worker safety issues due to insufficient air movement are not expected to be a problem given the common occurrence of wind in this region of Texas.~~ Waste will be stored in the building and protected by closing the vehicular entrance doors which will block the wind and prevent odors from escaping. As previously noted, although waste will routinely be removed at the end of each operating day, some waste will be stored inside the building for up to 72 hours.

The TS building will be properly ventilated for those situations where the maximum daily amount of waste (1,500 tons) is stored overnight. In accordance with Chapter 330, Subchapter U, Rule §330.991(a)(2)(B), the building will be equipped with exhaust fans located at a point 26-feet above the floor and 16-feet above the top of the waste stored inside. A total of 24 fans with an exhaust capacity of 20,000-cubic feet per minute will provide a total volume of 480,000-cubic feet per minute which exceeds the minimum required by the referenced rule of 45,000-cubic feet per minute.

Operations will be such to prevent nuisance odors from developing. Waste will be dumped and then filled into transfer trailers as quickly as possible. Once per week, the tipping floor will be washed down and cleaned to remove waste material remains on the floor to prevent odors.

Wash water from the TS will be drained over the floor into trench drains that flow to an onsite grit/grease trap separator with a sump pump that then pumps wash water to an onsite lift station and force main to Lubbock's TCEQ approved Wastewater Treatment Plant.

A misting system (using water with or without chemical deodorizer) will be used as needed for dust suppression and/or odor control within the building.

Citizen Convenience Station: The CCS will be located outdoors and as such will be naturally ventilated. Additionally, the CCS is centrally located within the site, reducing the likelihood of odor migration off-site. If nuisance odors are detected from the CCS, the specific container(s) responsible will be covered to contain the odor within the container(s) and alternatively, the container(s) may be moved inside the TS and unloaded or taken directly to the Landfill to remove odorous material.

2.3.4 Construction Details and Engineering Design – 30 TAC §330.63(b)(2)(D), (E), & (F)

Site grading on the permit property along with the area drainage plan for the site and surrounding property are shown on the figures in the Appendix for Part III. Construction details for all storage/processing units and ancillary equipment including approximate dimensions and capacities, construction materials, details of slab and subsurface supports, and engineering design details for all containment walls proposed to enclose all storage/processing components are included in Figures in Part III Attachment III.A.

Scalehouse Entrance/Exit: Located at the south end of the property near the 76th Street tie-in, the Scalehouse will be a small building with an office and restrooms for operators. Two inbound scales and one by-pass lane are located on the entrance side and one outbound scale with by-pass lane are located on the exit side. Just before the scales, two-wheel wash facilities will be located. For incoming vehicles, a wheel wash station will be located so trucks may wash off their wheels before weighing in and entering the building. Then after tipping and before exiting onto public streets, an additional wheel wash station will be located to allow vehicles to be cleaned before exiting the site.

Transfer Station: The TS will consist of a large metal building with metal walls on all four sides, with a dimension of 240-feet long by 150-feet wide. The tipping floor will be reinforced concrete floor and accessed via a large exterior sliding or rolling door. The exit will be of similar design and located opposite the entrance with a similar door. Two load-out hoppers will be located in the opposite end of the building, above the tunnel where two trailers will park to receive waste. These trailers will sit on automatic scales in the tunnel with visible readout, so operators know when the trailer is loaded to capacity. Waste in the trailers will be compacted by permanently mounted tampers located across the hopper from the loading area.

The tunnel is located below the TS building and provides two bays for transfer trucks to drive through to position the transfer trailers beneath the hoppers (refer to Figure III.A.7 for schematic plan and section views of the tunnel). The tunnel is equipped with a scale in each bay, to monitor the weight of the transfer trailers as they are loaded. The tunnel floor is equipped with trench drains to collect any water in the tunnel. Wash water from cleaning of the tipping floor will drain into the tunnel, so these trench drains are designed to manage all collected water as contaminated water. The trenches drain by gravity to a grease/grit trap to separate any suspended solids and oils/grease. As the tunnel is located below the surrounding grade, a lift pump is necessary to pump water from the grease/grit trap up to the elevation of the sanitary sewer force main. Both the grease/grit trap and the lift station are located outside the tunnel, beneath the inbound tunnel drive.

TS Fire Protection System: An automatic fire suppression system required by City of Lubbock Unified Development Code (Effective October 1, 2023) will be installed inside each building for fire protection. Additionally, Lubbock may also elect to install a state-of-the-art remote fire monitoring system which may be used for 24/7 system observation. The system would consist of three indoor monitoring stations TS. Each monitoring station will be equipped with two remote cameras and one water cannon total of six cameras and three water cannons within the TS building. Each cannon will be connected with Lubbock's water system to provide adequate water pressure.

The cameras will each connect via the internet to the monitoring company's 24/7 monitoring office located offsite. If a fire is detected, monitoring company personnel will engage the water cannons to extinguish the suspected fire and simultaneously notify the Lubbock Fire Department and Lubbock Solid Waste personnel. Following clearance of the situation by Lubbock Fire and Solid Waste, operations will resume.

A map of the water cannon coverage system is included in the Part III, Appendix A, Figure III.A.11.

Citizen Convenience Station: The CCS includes space for up to 10 roll-off containers, situated below a reinforced concrete wall configured in an offset "sawtooth" pattern, allowing for vehicles to back up to the top of the wall and unload over the wall into the containers below. The area where roll-off containers are placed will be under a covered roof to prevent water from rainfall to come in contact with waste. Roll-off containers with MSW will be collected by the city as they are filled and either taken inside the TS building and unloaded onto the tipping floor at the end of each day or transported directly to the landfill.

Separate roll-offs for recyclable materials will be identified so customers who bring recyclables may drop those materials off. Those containers will be taken by Lubbock personnel and equipment for a contract third party for processing.

Office Building: An office building will be located adjacent to the transfer station building for onsite operators and supervisors to conduct operations. The building will have offices and full restroom and locker facilities for employees. The building will be a two-story structure and will also have a large training room on the upper floor. A walkway out of the office building will allow operations in the transfer station to be observed from an upper viewing area.

Miscellaneous Construction: The site will be accessed by both concrete and asphaltic concrete roadways. Onsite parking for trucks and employee transportation will be sited as needed. Water

will be provided via an existing water main along 66th Street with access through an existing utility easement. Sanitary sewer facilities will consist of a lift station located onsite that will pump sewage via force main to existing Lubbock sanitary sewer system located on Upland Avenue north of 66th Street for discharge into Lubbock's collection system. Contaminated water from the wheel wash system will be recycled through the wheel wash system. All wheel wash water will be pumped out and replaced with fresh water, contaminated water will be removed by a licensed vacuum truck and taken to Lubbock's wastewater treatment plant for disposal.

A rainwater collection cistern may be included to collect roof runoff water following rainfall events. Collected rainwater may then be used as onsite irrigation water to help conserve water use onsite.

Site Plans: See Figures III.A.3 through III.A.13 for drawings of the site and all appurtenances.

Site Drainage Dikes or Walls: No berms, dikes or walls will be required for stormwater management of the main building tipping floor grade elevation. The tipping floor of the main building will be located above existing grade, so runoff drains away from the building. The building will have walls on four sides and be covered by a roof that prevents stormwater from entering the building or onto the tipping floor.

Building Tunnel Stormwater Barriers: During periods when rainfall events produce more runoff than the pumps are capable of handling, (Part III, Section 3.1), portable flowing protection barriers will be employed by TS staff to prevent flooding of the tunnel floor. These barriers will be installed at the threshold of both entrance and exit tunnel floor/doors.

The barriers will be as manufactured by PS Industries, Inc. (Model, PS Flood Barriers, 4-foot flood plank XL System, Hydrodefense® FP-535™), or equivalent and consist of an 8-inch tall plank which seal the doorway and prevent water seepage into the tunnel. Each plank is stacked to achieve the required height above the flood elevation.

These barriers will be manually installed as needed to prevent rainfall runoff from entering the tunnel. Following the rainfall event runoff, accumulated stormwater will be removed by the pumping system and the barriers removed to restore to normal operations.

Contaminated Wash Water: All contaminated wash water from normal periodic cleaning required on TS floor washing, will be directed ~~by~~via sheet flow over the concrete floor to collection trench drains located inside ~~each building~~the tunnel and then flow by gravity to the grit trap for solids removal with liquid effluent pumped to the onsite lift station for flow by force main into Lubbock's sanitary sewer system.

2.3.5 Grease, Oil, and Sludge – 30 TAC §330.63(b)(2)(G)

Grease and sludge will not be accepted at the Facility, so plans for storage of grease and sludge are not required.

The Facility may accept "do-it-yourselfer" used oil. Residents will deposit used oil containers directly into a used oil storage tank located at the CCS. Used oil will be removed from the tank on an as-needed basis by a registered transporter for proper recycling or disposal. The maximum amount of time that used oil will remain onsite is 90 days.

2.3.6 Effluent Disposal – 30 TAC §330.63(b)(2)(H)

As noted previously, all effluent from processing operations (contaminated water from the tipping floor and tunnel) will flow to a grit removal structure and then pumped via the onsite lift station/force main to the City of Lubbock's sanitary gravity system where it will flow to Lubbock's Wastewater Treatment Plant for disposal (in accordance with Section 6.0 of the SOP).

2.3.7 Noise Pollution Control – 30 TAC §330.63(b)(2)(I)

The site is located on a larger tract with land owned by the City of Lubbock on both sides of the permit site to the west and east. Immediately abutting the site to the south is an operating railroad track and a TxDOT major highway (US Highway 62/82 – Marsha Sharp Freeway). The nearest residence that is located on the same side of the Marsha Sharp Freeway is located approximately 1,740-feet from the permit boundary. Marsha Sharp Freeway will separate closer located residences from noise from the Facility. To the north across the drainage easement are several commercial and light industrial businesses. TS operations will be contained within fully enclosed buildings which will limit and contain any noise generated by these activities.

2.4 Sanitation – 30 TAC §330.63(b)(3)

Surface stormwater drainage in the Facility will be controlled to prevent runoff onto, into, and off the tipping floor area. The Facility site will be designed such that water from surface water runoff will be directed away from the building and operations. Concrete surfaces and other non-erodible surface material such as compacted caliche will surround the buildings and direct runoff away and prevent it from entering the buildings. Trench drains and drivable curbs at the tipping floor and tunnel entrances and exits will prevent surface water runoff from entering the buildings.

All floors inside the buildings will be reinforced concrete and will be graded to direct contaminated water to area drains and trenches (troughs). Operators will utilize pressure hoses inside the building on the tipping floor to thoroughly wash down and clean the floor as needed. The building walls will be metal with a protective coating that may also be sprayed and even scrubbed as necessary to clean off any debris that may have collected on them.

Water for all wash down operations will be available from the City of Lubbock potable water main that supplies water to the site. The City main is sufficient for wash down operations within the TS building across the tipping floor with more than adequate pressure to accomplish surface cleaning and wash down operations.

Floor drains and trench drains will be located across the interior of the TS building, within the lower areas of the tipping floor, and the TS tunnel areas to collect all wash water or incidental surface water runoff from vehicles or roll offs.

2.5 Water Pollution Control – 30 TAC §330.63(b)(4)

Wash water collected from the TS interior drains will be directed beneath the floor slab to and directing contaminated water to flow into a grit/grease collector box for solids removal. The collector box will be located on exit tunnel (west side) of the building. Effluent from the grit/grease collector will be pumped to the on-site sanitary lift station and into force main. The force main will carry all sanitary sewage from restrooms and contaminated wash water into Lubbock's sanitary sewer collection system for conveyance to Lubbock's TCEQ permitted wastewater treatment plant.

2.6 Endangered Species Control – 30 TAC §330.63(B)(5)

As noted in Part II, Section 11, Appendix II.H, a Threatened and Endangered Species Habitat Assessment (Assessment) was completed by Stantec Consulting Engineers (Stantec). In addition to the original study completed and reported on August 23, 2023, the team revisited the site on June 26, 2025, to verify findings of the original report and included those in the Memo dated July 10, 2025, which is included in Addendum 1 to the original report. The original and revised Assessment found that;

1. The property does not intersect any critical habitats for any listed threatened, endangered, or candidate species.

2. The property does not present a potentially suitable habitat for any listed endangered or threatened species.

As a result, no specific design is currently necessary to protect endangered species.

3.0 FACILITY SURFACE WATER DRAINAGE REPORT – 30 TAC §330.63(c)

A Facility Surface Water Drainage report is not required for a Type V Municipal Solid Waste (MSW) Transfer Station (TS) and is therefore not included in this application. The Facility will be designed in accordance with the City of Lubbock Drainage Criteria Manual as issued in November 2019. The site is located outside and above Playa 100, which collects all runoff in the region. As previously mentioned playa lake's 100-year flood plain elevation is well below the site property elevation and there are no floodways on the property. The Flood Insurance Rate Map (FIRM) is shown on the attachment in Part II, Appendix II.G.2 of this application.

3.1 Surface Water Drainage – 30 TAC §330.303

The Facility design will comply with both the requirements of 30 TAC §330.303, and with the City of Lubbock requirements which oversees all development within the city limits. The site will be designed, constructed, maintained, and operated to manage run-on and runoff during the peak discharge of a 25-year rainfall event, and will prevent the off-site discharge of waste and feedstock material, including, but not limited to, in process and/or processed materials. Surface water drainage in and around the Facility will be controlled to minimize surface water running onto, into, and off the processing area via site grading.

Stormwater drainage across the site will be designed and engineered in accordance with the City of Lubbock Drainage Criteria Manual as issued in November 2019. Surface grading around the building will be graded away from each building to prevent water intrusion during rainfall events. Runoff produced within the paving leading up to and away from tunnel entrance and exit ramps will be removed by the tunnel stormwater pumps in conjunction with the Hydrodefense® FP-535™ barrier planks as described in Part III, Section 2.3.4.

Pumped stormwater from the tunnel will be directed to concrete lined valley gutters that are located on the east and west sides of the Facility. Stormwater will be directed northward to the trapezoid drainage channel located north of the permitted property. This channel directs all runoff from the TS site as well as areas located west of the permitted property to the east, directly to Playa 100 and will prevent the site from being flooded during rain events.

Between the TS building and CCS drainage, a concrete valley gutter will direct runoff to the east valley gutter on the east side which will also be directed to the trapezoid drainage channel that is on the north side of the permitted site noted in the above paragraph.

Tunnel roads drainage system:

A stormwater runoff management system will be installed in front of each tunnel doorway to collect runoff from the tunnel access ramp paving. The system will begin with linear trench drains outside the building in front of each opening. These drains will be connected to stormwater lift stations located just outside of the building tunnel on the east and west tunnel trench drains. The tunnel barriers discussed in Section 2.3.4 will prevent runoff from entering the building and allow runoff to flow down the ramp and fill in front of the barrier outside of the TS building which may then be pumped out. Storm water pumps in each lift station will be sized and capable of pumping the storm water based on the following scenarios:

Scenario 1: 2-year, 24-hour storm event. Under this storm event, the pumps will be capable of handling all stormwater flow as it enters each trench drain. Storm water will be pumped up and discharged at the east and west side drainage ditches that flow northward to the main trapezoid drainage channel for the larger parent tract and development to the west. There will be no need to

install storm water barriers at either tunnel door (entrance or exit) and the TS will remain in full operation in this scenario.

Scenario 2: 25-year, 24-hour storm event. Under this storm event, the barriers will be deployed to prevent flooding of the tunnel for the duration of the storm event and eventual removal of runoff by pumping. Under this scenario a second larger pump will pump out storm water to the same ditch noted in Scenario 1. However, during the duration that water is held by the tunnel door barriers, and the TS tunnel will be out of operation. Pumps will remove stormwater within no more than 2-hours' time after which the barriers may be removed and the tunnel operation resumed.

Scenario 3: 100-year, 24-hour storm event. Under this storm event, the barriers will also have to be deployed as in Scenario 2 and the pumps used in Scenario 2 will be used to remove the water from the tunnel roads and ultimately discharge runoff into the north trapezoid drainage channel. There will be more water under Scenario 3, it therefore will take approximately 4-hours to drain the ramps and restore the tunnel to operation.

TABLE III-1 – TUNNEL STORMWATER MANAGEMENT SCENARIOS

Tunnel Location	Threshold Elevation (above MSL)	Scenario 1 Elevation (above MSL)	Scenario 2 Elevation (above MSL)	Scenario 3 Elevation (above MSL)	Required number of 8" planks(1)
Entrance	3,278.00	Does not flood	3,280.6	3,281.1	7
Exit	3,278.00	Does not flood	3,281.1	3,281.8	8

(1) Based on highest water elevation in Scenario 3 in order to achieve a 1-foot freeboard above flood elevation.

(2) See Figure III.A.14 for a section diagram of the above elevations.

Note that during the time the tunnel is out of operation due to flooding in Scenario's 2 and 3, the tipping floor will remain open as allowed by the permit conditions noted in Part III, Section 4.1.2.

Overall Site Runoff:

All runoff from the site will be directed to the north channel and eventually collected into Lubbock's storm water system that drains into Playa 100 located on property owned by Lubbock near the corner of 66th and Upland Avenue. On site drainage design will be approved through Lubbock's Site Platting process and Lubbock's Stormwater Team as well as Lubbock's Site Development approval process which is required for all projects within the city limits prior to issuance of a building permit for construction as further described below.

Site drainage will be approved by the City of Lubbock through their site development review process conducted during facility engineering review. This review process is required by Lubbock's Engineering Department. The permit property (23.928-acres) is contained within a larger parent tract (70.6-acres). The tract is currently being plated in accordance with City of Lubbock Planning and Zoning Department rules. The plat has gone through the preliminary review process and has been approved. The final plat has been prepared and is included with this application in Part I, Appendix I.B. This plat process requires a detailed drainage analysis of the entire parent property completed in accordance with the City of Lubbock Drainage Criteria Manual (Issued November 2019). This analysis is not included with this application. Additionally, Lubbock is currently improving the storage volume of Playa 100. These improvements will be capable of storing the volume produced by post development flows from a 100-year storm event runoff from the entire drainage area which includes this site, therefore, no onsite storm water detention will be required. Playa 100 Improvement project began construction in late 2024 with completion projected in December 2025 and therefore will be in place prior to opening of the Facility. A copy of the application form to Lubbock's Planning Department for this plat is also included in Part I, Appendix I.B.

4.0 WASTE MANAGEMENT UNIT DESIGN – 30 TAC §330.63(d)

4.1 Storage and Transfer Units – 30 TAC §330.63(d)(1)

The waste management unit design for the Facility is described below.

4.1.1 Rapid Processing and Minimum Detention – 30 TAC §330.63(d)(1)(A)

The Facility is sized so that the maximum design capacity will not be exceeded during operations.

At the TS Building, vehicles will enter the gate and stop at the inbound scales where the vehicle will be weighed before proceeding. After existing the scale vehicles will continue straight to the east side of the TS and enter the building. Once inside, city personnel working on the tipping floor will direct the driver where to dispose of the load. Waste, as it is placed onto the tipping floor, will be quickly pushed into the loading hoppers and compacted into the trailers. This will be a coordinated operation that will be efficient in disposing of waste onto the tipping floor and then pushing it over the loading bays and into waiting trailers below.

All solid waste, especially those loads that may be identified as a potential public health hazard or nuisance will only be stored inside the building and more importantly will be processed and transferred promptly to prevent them from becoming a nuisance or public health hazard.

At the CCS, an onsite employee will be present when anyone is disposing of waste in a roll-off containers. The onsite employee will direct all loads to the appropriate container to be certain that containers are filled in an orderly manner. Once a container becomes full, the onsite employee may notify the superintendent that a container is ready to be picked up for disposal inside the TS. The onsite employee will also determine if any material that has been disposed could become a nuisance due to odor and request the container be removed and disposed of in the TS before that container is full in order to prevent it from becoming a nuisance or public health hazard.

4.1.2 Control and Containment of Spills and Contaminated Water – 30 TAC §330.63(d)(1)(B)

The TS building is designed to maintain operations such that any spills or contaminated water from wash down water is contained and controlled within the building's underground drain system as discussed in ~~Part II,~~ Section 2.3.4.

The CCS, which is located outside of the building but will be constructed with an overhead roof structure over the roll-off area. This overhead structure will prevent rainfall from ~~contaminating~~coming in contact with waste in the roll-offs and prevent any rainfall from becoming contaminated. Therefore, there will be no contaminated water from the CCS. As with the TS, the CCS will be designed to handle precipitation from a 25-year, 24-hour rainfall event with all site runoff will be handled within and by the City of Lubbock's drainage system previously discussed.

~~Control and Containment of Spills and Contaminated Water – 30 TAC §330.63(d)(1)(B)~~

4.1.3 Maximum Waste Storage Period – 30 TAC §330.63(d)(1)(C)

Waste will typically not be stored in the TS building overnight. Overnight storage is only anticipated in the event that WTRDF landfill is unable to accept waste (such as periods of inclement weather including high winds or a mechanical issue at the TS). In these cases, waste may be stored on the tipping floor in the building for up to 72 hours. Additionally, long haul trailers may be filled with waste, covered and then retained overnight and located either within the tunnel, or outside the

building (so long as the trailers are tarped or otherwise covered to prevent creation of nuisance or public health hazards due to odors, fly breeding, or harborage of other vectors). This will also allow a faster turnaround of waste transfer to WTRDF once disposal operations at the landfill resume.

Typically, waste containers at the CCS will be unloaded in the building once they are full. Waste may be stored outdoors overnight in these containers so long as the container is tarped (or otherwise covered). In any case, the aggregated amount of waste on-site at any time will not exceed the design capacity, and storage of waste will not be allowed to result in nuisances or public health hazards.

5.0 GEOLOGY REPORT – 30 TAC §330.63(e)

A Geology Report is required by 30 TAC §330.63(e) for applications for MSW landfills and compost units, and if otherwise requested by the TCEQ Executive Director (ED). This application is for a Type V Transfer Station, and a Geology Report has not been requested by the ED, so 30 TAC §330.63(e) is not applicable.

6.0 GROUNDWATER SAMPLING AND ANALYSIS PLAN – 30 TAC §330.63(f)

A Groundwater Sampling and Analysis Plan (GWSAP) is required by 30 TAC §330.63(f) for applications for MSW landfills and if otherwise requested by the TCEQ Executive Director (ED). This application is for a Type V Transfer Station, and a GWSAP has not been requested by the ED, so 30 TAC §330.63(f) is not applicable.

7.0 LANDFILL GAS MANAGEMENT PLAN – 30 TAC §330.63(g)

This application is for a Type V Transfer Station, so 30 TAC §330.63(g) is not applicable.

8.0 CLOSURE PLAN – 30 TAC §330.63(h)

The following closure plan has been developed for the Facility in accordance with the applicable requirements of 30 TAC §330.63(h) and of 30 TAC §330, Subchapter K.

8.1 Closure Requirements for MSW Storage and Processing Units – 30 TAC §330.459

Prior to permanently closing the Facility, the owner or operator will complete the following closure requirements in accordance with 30 TAC §330.459.

8.1.1 Removal of On-Site Wastes – 30 TAC §330.459(a) & (b)

At the time of closure, the owner or operator will arrange for the removal of all waste, waste residues, and any remaining material on-site (incoming waste, in process and processed) to an authorized location for further processing or disposal. Inside the TS, the compacting tampers will require dismantling for removal off-site. The tipping area and tunnel will be washed down and thoroughly cleaned and disinfected. The contaminated water storage tank and any grit traps will be emptied, washed and disinfected and then disconnected from any inflow pipes and remain in place.

8.1.2 Acknowledgement of Release Investigation – 30 TAC §330.459(c)

The Facility is designed and operated to prevent any offsite release. If there is evidence of a release, the TCEQ Executive Director (ED) may require an investigation into the nature and extent of the release, and an assessment of measures necessary to correct an impact to groundwater.

8.1.3 Combustible Materials Stored Outdoors – 30 TAC §330.459(d)

30 TAC §330.459(d) applies to Recycling Facilities. This application is for a Type V Transfer Station, so the rule is not applicable.

8.2 Final Facility Closure Notice and Certification – 30 TAC §330.461

Prior to permanently closing the Facility, the owner or operator will complete the following notice and certification requirements in accordance with 30 TAC §330.461. Closure activities will begin following the last known receipt of material to be processed. At that time Lubbock will begin with the following requirements.

8.2.1 Notice of Intent to Close Facility – 30 TAC §330.461(a)

Prior to permanently closing and to complete final site closure, the owner or operator shall complete the following final closure activities:

(1) Publish a notice of final site closure in the newspaper(s) of largest circulation in the vicinity of the Facility, no later than 90 days before initiation of a final site closure. The notice shall contain:

a. Name, address, and physical location of the Facility,

b. TCEQ permit numbers, and

c. Last date of intended receipt of waste and recyclable materials.

(2) Make an adequate number of copies of the approved final closure and post-closure plans available for public access and review.

(3) Provide written notification to the ED of the intent to close the Facility and place this notice of intent in the Site Operating Record (SOR).

8.2.2 Site Sign – 30 TAC §330.461(b)

Following notification to the ED of final site closure, Lubbock shall post a minimum of one sign at the main entrance, and all other frequently used points of access for the Facility, notifying all persons who may utilize the Facility of the closing date. The sign shall further state the prohibition against further receipt of waste materials after the stated date. Suitable barriers shall be installed at all gates or access points to adequately prevent unauthorized dumping of solid waste at the closed site. Following sign posting and closure, all activities previously discussed in section 8.1.1 – Removal of On-Site Wastes – 30 TAC §30.459(a) & (b) shall begin.

8.2.3 Certification of Final Facility Closure – 30 TAC §330.461(c)(1), (2), & (3)

Within 10 days of completion of final closure activities, the owner or operator shall submit a certification, signed by an independent licensed professional engineer, verifying that final site closure has been completed in accordance with the approved closure plan and the applicable rule provisions of 30 TAC Chapter 330, Subchapter K. The submittal to the ED shall be submitted by registered mail and shall include all applicable documentation necessary for certification of final site closure.

Waste materials will not remain at the site after closure; therefore, an “affidavit to the public” is not necessary.

The Facility will not require post-closure care; therefore, the owner or operator will submit a request for voluntary revocation of the site permit with the certification of final site closure.

9.0 POST-CLOSURE PLAN – 30 TAC §330.63(i)

This application is for a Type V Transfer Station, so 30 TAC §330.63(g) is not applicable.

10.0 COST ESTIMATES FOR CLOSURE – 30 TAC §330.63(j)

During the active life of the Facility, the Owner or Operator will establish and maintain financial assurance for closure in accordance with 30 TAC Chapter 37, Subchapter R. The amount of financial assurance will be no less than the current cost estimate prepared in accordance with 30 TAC Chapter 330, Subchapter L.

Cost estimates for closure are included in Table III-1, and evidence of financial assurance is included in Appendix III-B. Cost estimates for post-closure care are not applicable to this application (refer to Section 9.0).

10.1 Closure Cost Estimates – 30 TAC §330.505(a)(1) & (2)

The closure cost estimate is based on the cost of hiring a third party (not affiliated with the owner or operator) to complete closure of the Facility, including disposition of the maximum inventories of all processed and unprocessed combustible materials stored on-site, outdoors, at any point in the remaining lifetime of the Facility. The closure cost estimate calculations are included in Table III-2.

The following paragraphs are required in accordance with 30 TAC §330, Subchapter L, and following TCEQ **Outline for Preparing Closure Cost Estimate for Financial Assurance for Type V Municipal Solid Waste Processing Facility,** TCEQ OPRR Waste Permits Division (rev. 09/22/06).

All estimates reflect the cost of work performed by an independent third-party contractor administered by TCEQ who is not affiliated with the Owner or Operator. Cost for work performed under this section for cleanup and/or dismantling are shown on the Closure Cost Estimate included in Table III-2. All costs associated with this estimate were determined through past project costs on file with PARKILL, or through contacting local contractors for pricing verification. It is anticipated that the site will be closed as is and not dismantled or removed for salvage purposes. These estimates are based on Summer 2024 pricing. Cost estimates for closure should account for the following scenarios:

1) Volume of waste or recyclables stored on site is at its maximum.
2) Processing equipment on site will not be utilized.
3) Cleanup of site and removal of waste will be complete.

10.1.1 Maximum Volume of Waste to be Removed Off-Site

Waste Clean Up Volume: The maximum number of loads to be removed offsite is based on the ~~daily~~maximum tonnage of 1,500 tons ~~per day~~that can be stored in the TS building, plus ~~approximately~~the maximum of ~~150~~37.5 tons that could be stored in the CCS area. Therefore, the maximum volume to be removed is based on a total volume of ~~1,650~~1,537.5 tons as it is compacted into hauling trailers with a compacted density of 500 pounds per cubic yard.

~~1,650~~1,537.5 tons * 2000 pounds/ton / 500 pounds per cubic yard = ~~6,600~~6,150 cubic yards

Loading by each trailer and compacted to the maximum weight per trailer of 25 tons per load will require approximately ~~66~~62 long haul trailer loads.

10.1.2 Maximum Volume of Contaminated Water on Site

There will be no contaminated water stored on site.

10.1.3 Facility Closure Elements for Lubbock Transfer Station

The various Facility closure elements are noted in TCEQ cost outline as reference above and included on the following table. All costs are provided in 2025 dollars.

TABLE III-2 – CLOSURE COST ESTIMATE

Outline Item Number	Description	Quantity	Unit	Unit Cost	Extension
A	**State Administration of Site Closure**				
1	Site survey / file review to determine closure activities	1	LS	$1,500	$1,500
2	Prepare Engineering Plans and bid documents	1	LS	$5,000	$5,000
3	Obtain bids through competitive bidding	1	LS	$1,500	$1,500
4	Contract award and administration of contract	1	LS	$1,500	$1,500
B	**Cleanup and decommission of process equipment**	1	LS	$5,000	$5,000
C	**General cleanup of site and process unit**				
1	Cleanup/ removal of waste remaining on site at TS and CCS.	~~1,650~~1,537.5	Tons	$10.00	$~~16,500~~15,375
2	Transportation of waste by properly authorized hauler	~~66~~62	Loads	$225	$~~14,850~~13,950
3	Disposal of waste at TCEQ MSW Permit No. 2252	~~1,650~~1,537.5	Tons	$25	$~~41,250~~38,438
4	General clean up (wash down/ disinfection) including removal, transport, treatment, and disposal of wash down water/ media	1	LS	$2,500	$2,500
5	Removal, treatment, and disposal of any contaminated soils, concrete, stormwater, or other contaminated materials on site.	1	LS	$5,000	$5,000
6	Vector control procedures	1	LS	$1,250	$1,250
D	**Installation of closed sign and securing of all buildings and access gates**	1	LS	$1,250	$1,250
E	**Certification of abandonment and completion of cleanup**				
1	Sampling, testing, classification of waste (ash, liquids, sludge, or other waste not identifiable as solid waste). Lab reports, chain of custody, quality assurance and quality control	1	LS	$2,500	$2,500
2	Site inspection and certification of closure by Texas licensed PE	1	LS	$1,500	$1,500
				Subtotal	$~~101,100~~96,263
				Contingency (15%)	$~~15,165~~14,440
				Grand Total	$~~116,265~~110,703

10.2 Changes to Closure Cost and Financial Assurance – §330.505(a)(3) & (4)

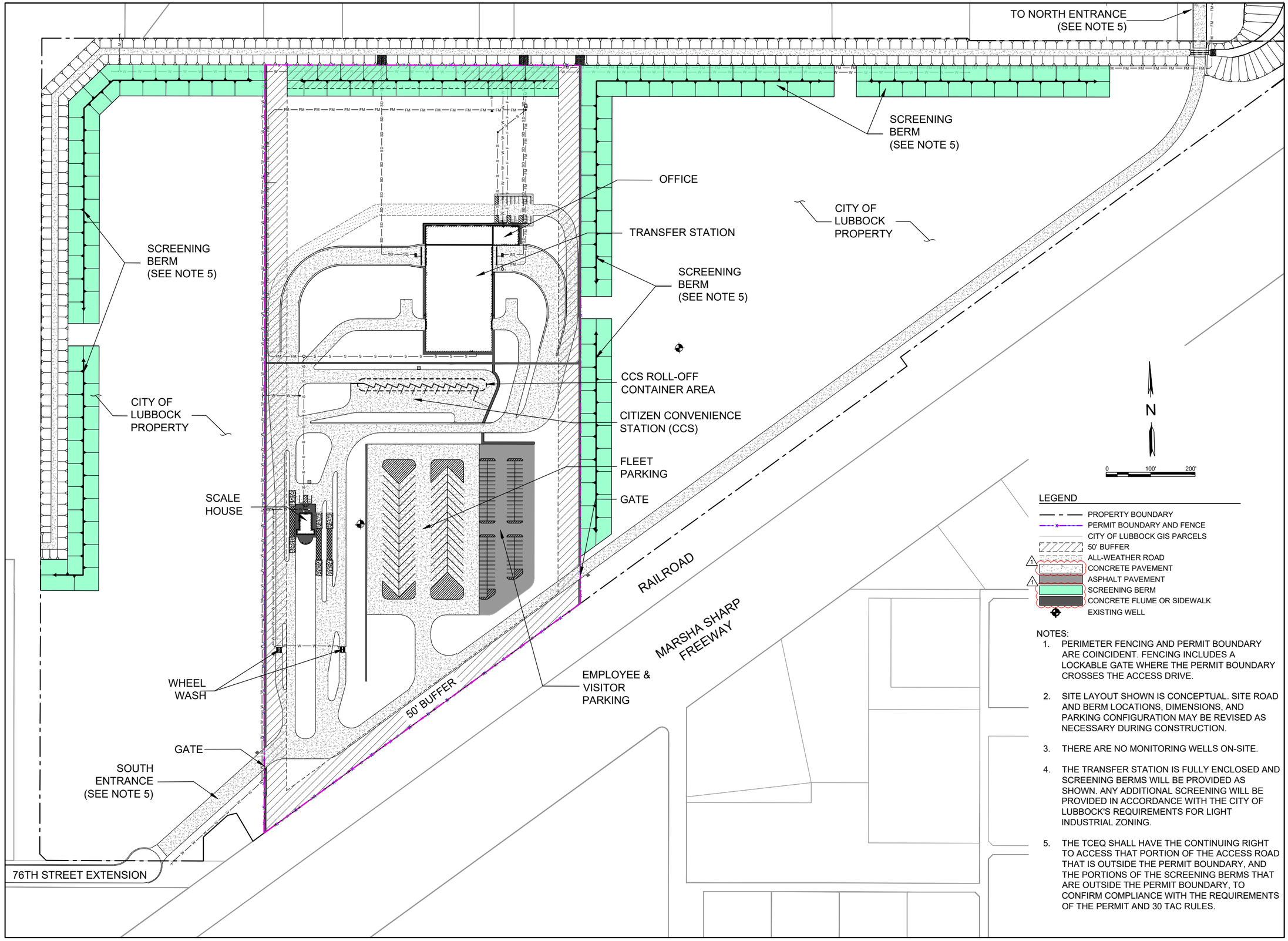
An increase in the closure cost estimate and the amount of financial assurance will be provided to TCEQ if changes to the site conditions increase the maximum cost of closure at any time during the active life of the Facility.

A decrease in the closure cost estimate and the amount of financial assurance may be approved if the cost estimate exceeds the maximum cost of closure at any time during the remaining life of the Facility, and the owner or operator provides written notice to the TCEQ Executive Director (ED) of the detailed justification for this reduction. A reduction in the cost estimate and the financial assurance must be submitted as a permit modification.

10.3 Financial Assurance Requirement – 30 TAC §330.505(b)

Continuous financial assurance for closure will be provided until all requirements of the final closure plan have been completed, and the site is determined to be closed in writing by the ED. An estimate of the total amount of financial assurance responsibility is included with the closure cost estimate in Table III-2.

Lubbock shall submit to TCEQ, 60 days prior to receipt of waste, financial assurance as specified in Chapter 37, Subchapter R relating to Financial Assurance for Municipal Solid Waste Facilities. Financial assurance documentation is included in Appendix III-B.



LEGEND

- PROPERTY BOUNDARY
- PERMIT BOUNDARY AND FENCE
- CITY OF LUBBOCK GIS PARCELS
- 50' BUFFER
- ALL-WEATHER ROAD
- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- SCREENING BERM
- CONCRETE FLUME OR SIDEWALK
- EXISTING WELL

NOTES:

1. PERIMETER FENCING AND PERMIT BOUNDARY ARE COINCIDENT. FENCING INCLUDES A LOCKABLE GATE WHERE THE PERMIT BOUNDARY CROSSES THE ACCESS DRIVE.
2. SITE LAYOUT SHOWN IS CONCEPTUAL. SITE ROAD AND BERM LOCATIONS, DIMENSIONS, AND PARKING CONFIGURATION MAY BE REVISED AS NECESSARY DURING CONSTRUCTION.
3. THERE ARE NO MONITORING WELLS ON-SITE.
4. THE TRANSFER STATION IS FULLY ENCLOSED AND SCREENING BERMS WILL BE PROVIDED AS SHOWN. ANY ADDITIONAL SCREENING WILL BE PROVIDED IN ACCORDANCE WITH THE CITY OF LUBBOCK'S REQUIREMENTS FOR LIGHT INDUSTRIAL ZONING.
5. THE TCEQ SHALL HAVE THE CONTINUING RIGHT TO ACCESS THAT PORTION OF THE ACCESS ROAD THAT IS OUTSIDE THE PERMIT BOUNDARY, AND THE PORTIONS OF THE SCREENING BERMS THAT ARE OUTSIDE THE PERMIT BOUNDARY, TO CONFIRM COMPLIANCE WITH THE REQUIREMENTS OF THE PERMIT AND 30 TAC RULES.

Parkhill

FOR PERMITTING PURPOSES ONLY
Parkhill.com

CITY OF LUBBOCK TRANSFER STATION

LUBBOCK COUNTY, TEXAS

City of Lubbock TEXAS

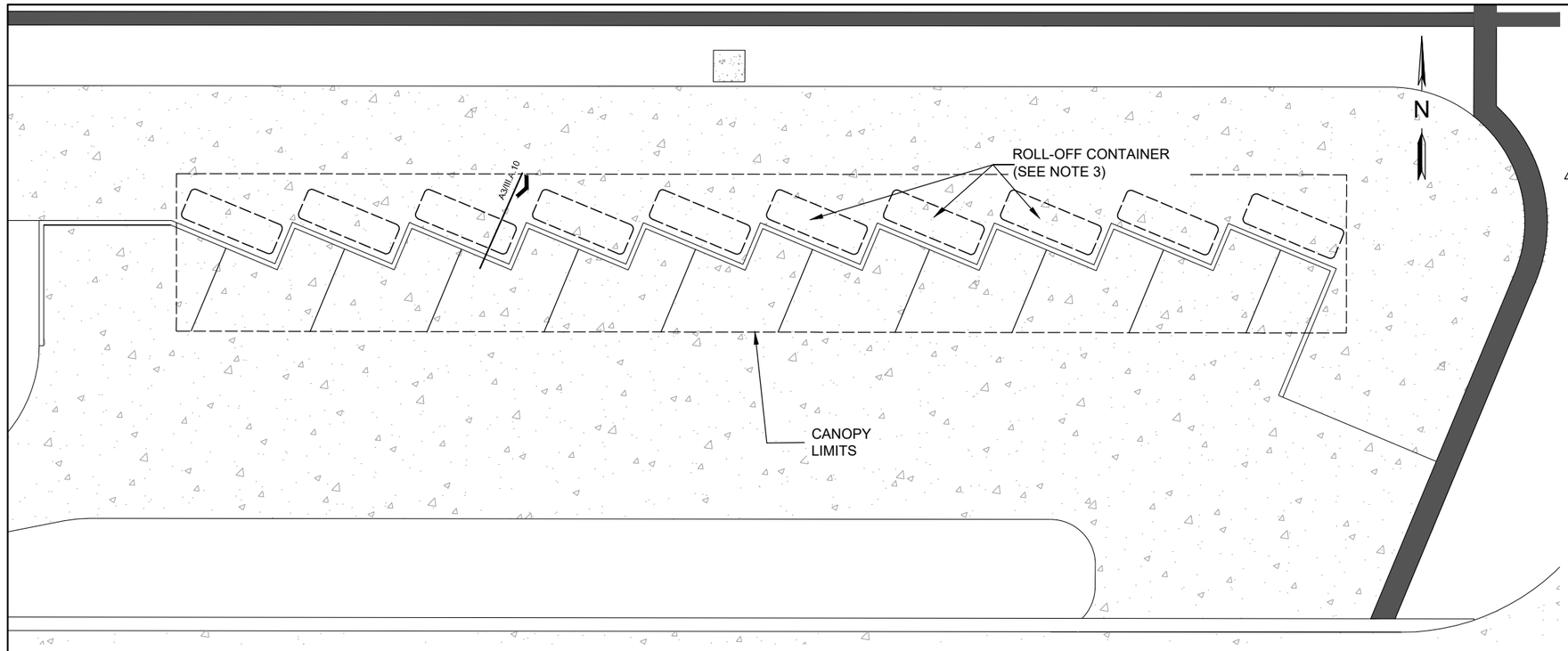
CLIENT
CITY OF LUBBOCK
SOLID WASTE MANAGEMENT
1314 AVENUE K
LUBBOCK, TX 79401

PROJECT NO.
5552.21

#	DATE	DESCRIPTION
1	02/16/2026	TECH NOD 1 RESPONSE

CONCEPTUAL FACILITY LAYOUT

FIGURE III.A.3



C1 CITIZEN CONVENIENCE STATION
1" = 30'

NOTES:

1. A CANOPY OVER THE CCS WILL PREVENT RAIN FROM CONTACTING WASTE.
2. THE CANOPY LIMITS SHOWN ARE CONCEPTUAL. THE ACTUAL AREA COVERED BY THE CANOPY MAY VARY SO LONG AS ALL ROLL-OFF CONTAINERS ARE ENTIRELY COVERED.
3. CONTAINERS MAY BE SEGREGATED BY MATERIAL TYPE (MSW, BRUSH, TIRES, METALS, ETC.) ACCORDING TO FACILITY NEEDS.
4. USED MOTOR OIL, USED MOTOR OIL FILTERS, TIRES, AND CFC CONTAINING APPLIANCES WILL BE STORED IN CONTAINERS APPROPRIATE TO THE MATERIAL TYPE, WITHIN THE LIMITS OF THE CCS.

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CITY OF LUBBOCK
TRANSFER STATION
LUBBOCK COUNTY, TEXAS

City of Lubbock TEXAS

CLIENT
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1314 AVENUE K
LUBBOCK, TX 79401

PROJECT NO.
5552.21

#	DATE	DESCRIPTION
1	02/16/2026	TECH NOD 1 RESPONSE

CITIZEN CONVENIENCE STATION

FIGURE III.A.9

A:\2021\5552.21\03_DSGN\01_DWG\050_CIVIL\05_PERMIT_FIGS\FIG_III.A.9_CCS-DETAILS.DWG, 2/17/2026 12:48:45 PM, afranklin

Parkhill

PART IV – SITE OPERATING PLAN

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
4222 85th Street
Lubbock, Texas 79424
TBPE F-560

Rev 0 – August | 2025
Rev 1 – October | 2025
Rev 2 – February | 2026
Parkhill Project # 01555221

Parkhill

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TABLES

4.4 Special Waste Procedures

Any hauler that brings in material identified as unacceptable or Special Waste to the Transfer Station will be instructed to take the load to WTRDF (MSW Permit No. 2252) where the landfill's special waste provisions will determine how the special waste is handled.

The following special waste procedures will apply to the respective acceptable special waste at the CCS. Lead acid batteries, used oil, and used oil filters will not be accepted unless applicable authorization(s) from the TCEQ for acceptance/processing of these materials have been obtained in addition to this permit.

4.4.1 Lead Acid Batteries

The Facility will only accept lead acid batteries from residential customers only. Once a battery is brought to the scalehouse the operator will direct the customer to the appropriate location where onsite city personnel will place the battery in the appropriate storage bin. Once the bin is nearing capacity, the third party recycler will remove the storage trailer and leave an empty trailer for continued use.

4.4.2 Used Motor Oil and Used Oil Filters

The Facility will only accept "do-it-yourselfer" (DIY) used oil at the CCS. DIY used oil is defined as oil that is derived from households, such as used oil generated by individuals through the maintenance of their personal vehicles. The generator must identify the used oil at the Scalehouse and will be directed to the CCS. Used oil from individuals will only be accepted in quantities of less than 5 gallons and must be deposited directly into the used oil storage tank at the CCS.

The Facility will only accept used oil filters from residential sources only. The residential customer must identify the used oil filter(s) at the Scalehouse and will be directed to the CCS. Used oil filters must be deposited directly into the used oil filter storage bin at the CCS. The Facility must manage the filters in accordance with 30 TAC §328.26(a).

4.4.3 Whole or Used Scrap Tires

The Facility ~~will~~may accept whole or used scrap tires from residential customers. Tires will only be accepted for temporary storage and will not be processed on site. Tires may only be accepted if there is adequate storage space on site. Once it is verified by the scalehouse operator that there is sufficient storage space, the customer will be directed to the appropriate location for drop off. Once the tires are dropped off, city personnel will load the tires into a storage trailer where it will be retained until the trailer is filled at which time the recycler will be notified to retrieve the trailer and drop off an empty one at the site. At no times will the site store more than 500 scrap tires on the ground, or more than 2,000 scrap tires in enclosed and lockable containers (30 TAC §328.59).

4.4.4 Refrigerators, freezers, air conditioners

Refrigerators, freezers, air conditioners or any other items containing chlorinated fluorocarbon (CFC).

The Facility will only accept CFC items from residential customers only. When a customer reaches the scalehouse, they will be instructed on where to take the item for storage. The City will have a third party come and remove all CFC from the items in accordance with 40 Code of Federal Regulations (CFR) §82.156(f)). Once CFC has been removed from the item it may be recycled by third party contractor.

6.0 CONTAMINATED WATER MANAGEMENT – 30 TAC §330.207(a), (b), (c), (e), (f), (g), & (h)

Liquids generated because of operations will be directed to a grit/grease separation box and disposed of in a manner that will not cause surface water or groundwater pollution. Liquids resulting from wash down and cleaning operations will be collected through surface inlets located in the tunnel. This water will be handled as "Contaminated Water", will be properly controlled. All contaminated water will be collected and pumped via lift station into Lubbock's sanitary sewer system and treated at Lubbock's TCEQ approved WWTP. Contaminated water will be tested ahead of the lift station to verify effluent meets all requirements of the receiving facility. No contaminated water will be discharged ~~without specific written authorization under Texas Pollution Discharge Elimination System authority~~ to the WWTP without specific written authorization from the WWTP. Authorization will be obtained prior to the first discharge from the site, will be continuously maintained for the life of the site, and written documentation of the current authorization will be maintained with the SOR.

Adequate precautions in design of concrete slopes on exterior openings will be taken to prevent the intrusion of surface water runoff from rainfall events (storm water) into the wash water cleaning inlets. All storm water will be diverted away from operations through gutter systems along the roof of the building and by proper surface grading away from the building preventing any rainfall runoff contamination. Storm water termed "Uncontaminated Water ", will consist of surface runoff and will be directed away from the building and entrance areas. The building drainage system will be designed and must meet Lubbock's Unified Development Code (based on the International Building Code) prior to a building permit being issued by Lubbock's Permit Department. The Code requires proper floor elevations be set in such a manner to divert all storm water runoff away from the building. The building site grading plan is shown in Part III Appendix Figures.

The Facility will not accept grease trap waste, grit trap waste, or septage, mobile liquid waste processing waste.

Wastewaters discharged to a treatment facility permitted under Texas Water Code, Chapter 26 will not:

- Interfere with or pass-through the treatment facility processes or operations.
- Interfere with or pass-through the treatment facility's sludge processes, use, or disposal.
- Otherwise, be inconsistent with the prohibited discharge standards, including 40 CFR Part 403.

The daily effluent design standard for oil and grease concentration leaving the facility and entering a public sewer system shall not exceed the concentration established in the wastewater discharge permit limit.

All areas that come in contact with any operation will be paved with impervious materials such as concrete or asphalt and will therefore prevent any groundwater pollution.

12.0 RECORDKEEPING AND REPORTING REQUIREMENTS – 30 TAC §330.219 and §330.675

A copy of the permit, the approved permit application, and other required plans or related documents will be maintained at the Facility, at all times, in hard copy or electronic format. Upon completion of construction at the Facility, an as-built set of construction plans and specifications will be maintained at the Facility, at all times, in hard copy or electronic format. All noted documents will be available for inspection by agency representatives or other interested parties at the Facility. These plans and documents will be included as part of the Site Operating Record (SOR) for the Facility.

All information contained in the SOR will be furnished upon request to the TCEQ Executive Director (ED), agency representatives, or other interested parties, and shall be made readily available for review at all reasonable times for inspection by the ED. All information contained in the SOR and different required plans will be retained for the active life of the Facility in accordance with 30 TAC §330.219(f).

All reports will be signed by the owner or operator in accordance with §305.44(a), or by a duly authorized representative of the owner or operator as outlined in §330.219(c)(1)(A)-(C). Reports shall include the certification statement in §305.44(b). If authorization to sign is no longer accurate, a new authorization will be submitted. The ED may set alternate recordkeeping and notification requirements.

The Facility will provide all quarterly and annual reports required by 30 TAC §330.675(b) to the ED.

Additionally, the following records will be kept, maintained, and filed as part of the operating record. Logbooks and schedules will be used.

1) Access control inspection and maintenance.
2) Daily litter pickup, windblown waste and litter control operations.
3) Access roadway maintenance.
4) Fire occurrence notices, if applicable.
5) Documentation of compliance with approved odor management plan.
6) Documentation of current authorization to discharge wastewater to the WWTP.

The documentation presented in Table IV-3 shall be promptly recorded and retained in the SOR throughout the Facility operation.

13.0 FIRE PROTECTION – 30 TAC §330.221

In the unlikely event of a fire that is not extinguished within 10 minutes, the Facility staff will immediately notify the Lubbock Fire Department by calling 911 and reporting the fire. The Facility itself will be equipped with an automated fire suppression system required by City of Lubbock code and if later equipped, a possible additional 24-hour monitoring and suppression system.

Facility personnel, beginning with the Scalehouse attendant, will observe loads as they enter the property to determine if a fire or "hot spot" is already present. If there is a suspected load fire by either observation of smoke or a smokey odor, then the truck will not be allowed into the building but directed to a safe location away and outside where it will then be dumped on the ground and safely extinguished.

If there is no predetermination of a fire or "hot spot" and the truck enters the building but does have an internal "hot spot" or "smoldering" and begins dumping onto the tipping floor, the spotters in the building shall immediately notify all personnel of presence of a fire and stop acceptance of trucks into the building. If possible, the loading equipment shall be used to either pick up or push the fire outside of the building as quickly as possible where it can be quickly extinguished. Once the fire is confirmed to be completely extinguished and no hot spots are detected, the load will be picked up and then loaded for transport to the landfill for disposal.

The Facility site water supply will be connected into the City of Lubbock water transmission system through an 8-inch water main along the west permit boundary that connects with Lubbock's water system that connects to an existing 12-inch diameter supply main located along 76th Street to the south of the property, and an 8-inch water main north of the permit boundary. The connecting 8-inch water main, with continuous flow from the north and south, will be capable of providing an adequate supply of water at adequate pressure ~~to extinguish fires onsite~~for general firefighting purposes. There will be exterior fire hydrants located across the site that may be used by Lubbock fire fighters once they arrive onsite. In the interim time before they arrive, the following firefighting equipment will be readily available in the event of a fire:

- Fire extinguishers will be located throughout the Facility buildings and situated as required by the City of Lubbock Fire Marshalls office. Most of these will be wall mounted, but moving equipment and tamping cranes will also have fire extinguishers inside their operational cabs.
- Facility washdown hoses at multiple locations inside the Facility tipping and loading area and also the back of the building near entrance and exit.
- Facility fire suppression and automatic fire monitoring system. There could potentially be two types of fire suppression systems located in the building. One that will be installed is an automatic fire sprinkler suppression system required by Lubbock's Uniform Development Code consisting of a conventional overhead sprinkler system. The second system that may be included is a system that monitors the area with the use of thermography and video analytics to detect "hot spots" or fires in their infancy. The second system, developed by FireRover, will consist of three monitoring stations inside the TS with each monitoring station equipped with two remote cameras and one water cannon total of six cameras and three water cannons within the TS building. Each cannon will be connected with the Lubbock water system that provides adequate water pressure. The cameras are each monitored 24/7 by a third party located offsite. If a fire is detected, monitoring personnel will engage the water cannons remotely to extinguish the suspected fire and simultaneously notify the Lubbock Fire Department and Lubbock Solid Waste personnel who will oversee the TS. Following clearance of situation by Lubbock Fire and Solid Waste, operations will resume.

Fires that are not extinguished within 10 minutes of discovery will be reported to the Regional Office of TCEQ in Lubbock. In all cases of fire not extinguished within 10-minutes, the City of Lubbock Fire Department Fire Marhsall's Office will be notified of the fire and any known cause and how the fire was extinguished.

13.1 Fire Protection Plan

The Facility will develop and maintain ~~this~~a Fire Protection Plan (FPP). The FPP will be established prior to commencing facility operations, and will be maintained for the life of the site. All Facility staff will be trained in the plan's contents and application. The FPP will comply with all Lubbock fire codes, and must describe, at a minimum, the following:

- The source(s) of fire protection (local fire department, fire hydrants, fire extinguishers, fire suppression system, etc.).
- Procedures for using the fire protection source(s).
- Employee training and safety procedures.

The Facility Site Supervisor shall be responsible for making fire training a requirement and seeing that all employees are trained in procedures of fire prevention and suppression. Training shall include the following:

- If a fire occurs and it is not extinguished within 10 minutes, staff shall call Lubbock Fire Department by dialing 911 and cease all operations.
- Train that all employees are knowledgeable on the types of fire protection equipment available and limitations of that equipment.
- Train all employees to know where all fire equipment is located such as fire hoses, fire hydrants, fire extinguishers, etc.),
- Scalehouse attendants should stop allowing trucks onsite and make certain incoming roadway is not blocked for fire trucks.
- Notify by use of onsite radios or other means all onsite personnel and request assistance.
- If fire is small and can be moved safely by front end loaders, immediately take it outside the building and extinguish.
- "Hot loads" coming into the site if identified will be deposited outside of the building in areas that are easily accessible by firefighting equipment.
- Once a fire has been safely extinguished, it will be inspected for any hot spots. If none are detected, then the load may then be transferred to the landfill.

14.0 ACCESS CONTROL – 30 TAC §330.223(a)(b)(c)

Public access to the Facility will be controlled by means of artificial barriers appropriate to protect human health and safety and the environment. Uncontrolled access will be prevented by the measures described in this section.

14.1 Public Access Controls – 30 TAC §330.223(a)

Public access to the Facility will be through an entrance gate as shown on Figure III.A.3 controlled by City of Lubbock employees and secured by a series of fences around the Facility to prevent unauthorized access into the site. Everyone entering the Facility will be required to pass through the Scalehouse for approval to enter. There will be no uncontrolled access points on site.

The gate will be locked except during waste acceptance hours. During waste acceptance hours, Scalehouse personnel will control all access onto the site by requiring visitors to come in and sign-in to a visitor logbook. Upon leaving, visitors will also be required to sign out.

Trucks entering the Facility will be city owned vehicles (and identified as such), or pre-approved vehicles that the city has authorized, or customers of the CCS. City owned collection vehicles may be assigned Radio Frequency Identification cards (RFID) that the onsite system will detect and then log in the vehicle along with the incoming weight. Other vehicles not equipped with RFID system will be required to weigh on the scale next to the building and then come into the Scalehouse and sign-in. Exiting the Facility will follow the same procedure as RFID trucks will be allowed to stop on the scale, weigh and proceed on while non RFID trucks will have to weigh and the driver come into the Scalehouse to complete the required transaction.

14.2 Access Road – 30 TAC §330.223(a)

Vehicles will enter the site from one of two entrances, one from 66th Street and the other off 76th Street. Both entrance roads will be constructed of either Hot-Mix Asphalt Concrete (HMAC) or Continuously Reinforced Concrete (CRC) pavement as required by Lubbock's Engineering Department. The onsite roadway widths will be 26-feet wide by all buildings for fire access, 20-feet wide for paving on-site between entrance and scales and scales to where it widens, the North Entrance roadway will be 25-feet, which allows for at least two lanes of traffic. The paving system will be designed to accommodate the expected traffic flow and vehicle sizes. The Facility design includes adequate turning radii for anticipated vehicle sizes and provides traffic circulation to allow for efficient traffic flow onsite. Sufficient vehicle parking will be provided for equipment, employees and visitors. A proactive means to control mud and dust on the access roads will be provided (as discussed in Section 21.0). The loadout hoppers will be protected by a series of reinforced concrete push walls to prohibit unauthorized access into load out area. Only professional haulers (City waste collection vehicles and Texas Tech University waste collection vehicles) will be allowed to unload inside the TS. Residents will be directed to the CCS, which will be equipped with a raised concrete edge, railing, and chains, which in combination provide a safety bumper. Inside the TS, waste will be unloaded onto the tipping floor. Under no circumstances will vehicles attempt to unload waste directly into the hoppers or in close proximity to the hoppers.

14.3 Access Control Methods – 30 TAC §330.223(c)

Access control at the Facility will include a perimeter fence around the permit boundary. Both the transfer station building, and the citizen collection station area will be contained within the perimeter fence. The perimeter fencing will consist ~~of one or combination~~ of 6-foot tall chain-link~~ed~~ fence~~,~~ and/or 4-foot tall 3-strand barbed wire fence, ~~wooden fencing, pipe fencing, or other materials suitable for access control,~~ with lockable gates at Facility access road(s).

Access will be controlled by Scalehouse and other site staff (present during operating hours) to monitor and direct traffic flow as required. The Facility buildings will be secured by vehicular lockable doors and at all pedestrian entry points as well.

15.0 WASTE UNLOADING – 30 TAC §330.225(a)(b)(c)

Waste unloading will only occur in designated areas and will be confined to the TS tipping floor and roll-off containers in the CCS. Both locations will be monitored by on-site city employees. Loads being brought onsite will be directed by a combination of directions beginning with the Scalehouse staff who will direct haulers via paved access roads, including pavement markings, site signage, and/or portable barriers to the appropriate unloading location and prevent indiscriminate dumping. Loads will be observed at all disposal unloading areas to verify load is being dropped in the correct location. Site signage will then direct hauler to the Scalehouse and then the appropriate exit roadway before leaving.

The TS is not required to accept any waste that is determined will cause, or may cause, problems with maintaining full and continuous compliance with applicable regulations and this permit. In accordance with §330.255(b), unloading of material in unauthorized areas is prohibited. TS and CCS staff will monitor each site to be certain that any waste deposited in unauthorized areas will be promptly removed by the transporter (if they can be identified) and then taken by the transporter to an authorized location for disposal.

Any waste that is identified as unauthorized or problematic to site operations will be rejected by the onsite personnel and the hauler must remove it immediately. The TS will only knowingly accept waste authorized in the Waste Acceptance Plan (Part II, Section 3). All waste unloading will be monitored by a trained staff. Any unauthorized wastes discovered will be immediately removed and returned to the transporter in accordance with 30 TAC §330.225(c) or, if the transporter cannot be identified, disposed of at an authorized facility. All material identified as problematic or unauthorized will be noted in the daily records of the TS.

16.0 SPILL PREVENTION AND CONTROL – 30 TAC §330.227

There are no unenclosed containment areas proposed for the Facility. The TS building will be operated on constructed concrete pavement in an enclosed building under a permanent roof structure. Therefore, any contact with rainfall and or storm water with solid waste will be prevented.

The CCS roll off open tops will be covered by an overhead permanent canopy to prevent rainfall from coming in contact with materials already deposited inside. Following a rainfall event, any roll-offs with waste will be collected as soon as practical and transported inside the Facility building and emptied onto the tipping floor.

All wash water will be collected in area drains and trenches then pumped to a grit trap to separate and collect any oils/grease and sediment. From there, the wash water will be pumped up to a lift station then be pumped via a force main to the City of Lubbock sanitary collection system. Prior to the grease and grit trap becoming completely filled, a licensed liquid hauler will be contacted to remove and properly dispose of the contents at a TCEQ approved facility or Lubbock's TCEQ permitted wastewater treatment plant.

The TS tipping floor is designed to direct any contaminated water away from the interior walls of the building and toward the hoppers. Floor drains in the tunnel will collect all contaminated water that falls through the hoppers. Entrances to the tipping floor and tunnel are equipped with drive over berms to contain any contaminated water and/or spills within the building.

17.0 OPERATING HOURS – 30 TAC §330.229(a)

Normal Operating hours for the TS are as follows:

- The TS will only accept waste between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and Saturday between the hours of 7:00 a.m. and 5:00 p.m. Closed on Sunday.
- The CCS may only accept waste and recyclable materials between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday and 8:00 a.m. to noon on Saturday. Closed on Sunday.
- The operating hours for TS operating heavy equipment and transporting material off-site may be any time between the hours of 5:00 a.m. and 9:00 p.m., Monday through Saturday. Trucks may haul roll off containers from the CCS to the TS until 2:00 p.m. on Saturday.
- Other activities (i.e., cleaning operations, maintenance activities, administrative activities, etc.) do not require specific approval, and may be conducted 24 hours per day, seven days a week, as necessary.

17.1 Justification for "nonstandard" operating hours. 30 TAC §330.229(a)

Waste acceptance hours outside other hours noted in 330.229(a) for the following reasons:

- City of Lubbock waste collection vehicles run on Saturday's when a normal day's service has been interrupted and not completed.
- Prevents illegal dumping outside of the Facility entrance on Saturday mornings.
- Allows for traffic to be more evenly distributed over each week.

17.2 Alternative Operating Hours – 30 TAC §330.229(b), (c), & (d)

In addition to the hours of normal operation, the Facility may include alternative operating hours of up to five days in a calendar-year period to accommodate special occasions, special purpose events, holidays, or other special occurrences. The TCEQ's regional office may allow additional temporary operating hours to address disaster or other emergency situations, or other unforeseen circumstances that could result in the disruption of waste management services in the area. In any case, the Facility must record, in the SOR, the dates, times and duration when any alternative operating hours are utilized.

18.0 FACILITY SIGN – 30 TAC §330.231

The Facility will conspicuously display a sign (measuring at least four feet by four feet) at the entrance, through which waste is received. Facility sign(s) will include the following information (in letters measuring at least three inches in height):

- Facility name: City of Lubbock Transfer Station
- TCEQ permit number: ~~(as assigned)~~2428
- Type of MSW facility: Type V Municipal Solid Waste Transfer Station
- Hours and days of operation: ~~(as determined)~~Waste Acceptance from 7:00 am to 7:00 pm Monday through Friday, and from 7:00 am to 5:00 pm on Saturday.
- Facility rules as applicable (This may include requirements to cover loads, minimum personal protective equipment (PPE) requirements, prohibitions against smoking, prohibited waste, etc.).

Wayfinding signage will also be placed throughout the Facility to properly direct all traffic the appropriate location haulers must follow to properly dispose of waste, particularly those customers using the CCS.

19.0 CONTROL OF WINDBLOWN WASTE AND LITTER – 30 TAC §330.233

The Facility building will be fully enclosed on all four sides with a permanent roof, protecting all waste transfer activities conducted inside from the wind. The tunnel doors will be automatic and may be closed and opened as needed in the event of higher wind events. As with the landfill, if there are high winds anticipated, the CCS may be closed to prevent windblown waste and the roll offs covered.

As described in Section 20, steps will be taken to require all incoming waste loads to be in either enclosed or covered trailers or other vehicles to prevent windblown waste from occurring. Portable litter fencing may be deployed as an additional method for controlling windblown waste as necessary.

Facility staff will monitor the along the building exterior, site fences and access roads, the citizen convenience area, and the site entrance, at least once per day on days when the Facility is in operation and collect any windblown material and litter and bring it into the TS for hauling offsite.

20.0 MATERIALS ALONG ROUTE TO FACILITY – 30 TAC §330.235

Lubbock staff will require vehicles entering the Facility be enclosed or properly covered with a tarpaulin, net, or other means to effectively secure the load to prevent escape of any waste by blowing or spilling. The adequacy of containment or covers for incoming waste loads will be checked at the Scalehouse. The Facility will take actions such as posting signs, reporting offenders to proper law enforcement officers, adding surcharges or other similar measures.

On days when the Facility is in operation, the operator will be responsible for at least once per day visual inspection for waste spilled along and within the right-of-way of public access roads serving the Facility for a distance of two miles in either direction from any entrances used for the delivery of waste. Clean-up of any noted waste that has spilled from waste hauling vehicles traveling to the Facility will be completed as needed. The City of Lubbock will consult with TxDOT and Lubbock County concerning clean-up of public access roads and rights-of-way that are not maintained by the City of Lubbock.

21.0 FACILITY ACCESS ROADS – 30 TAC §330.237(a)

Site access roads will be paved to provide all-weather access. Waste hauling vehicles will only drive over HMAC or CRC paved surfaces, which will minimize the potential for mud to be tracked onto public roadways. The Facility will also have two vehicle wash facilities stationed before the Scalehouse on the entrance side and after leaving the Facility on the exit side that will clean City truck's undercarriages of any mud and debris.

21.1 Dust Control – 30 TAC §330.237(b)

~~Given that all entry roadways and onsite roads are or will be paved, dust is not expected to be a problem on the Facility site.~~The proposed vehicle undercarriage wash bays will be used as necessary to remove and capture any soils accumulated on waste collection vehicles, preventing the soils from generating dust. Additionally, most on-site roads will be paved, preventing dust emissions from the road material. Dust emissions from unpaved roads will be controlled by limiting vehicle speeds on these roads to 20 miles per hour. If needed, water from the Lubbock potable water main onsite ~~will be the source for water~~may be used to ~~wash~~wet down site access roads to prevent fugitive dust emissions from becoming a nuisance to surrounding properties. Appropriate equipment including but not limited to hoses, sprinklers, and/or water trucks will be used if necessary to wet down roads.

21.2 Access Road Maintenance – 30 TAC 330.237(c)

All access roadways to the Facility site are either owned by the City of Lubbock, TxDOT or Lubbock County. Each entity maintains their respective roads with funds to repair damaged pavement as needed. Site roadways will be maintained and repaired on an as needed basis to maintain safe access throughout the Facility. Any depressions, ruts, and/or potholes on paved on-site access roads will be repaired as appropriate for the pavement type. Un-paved on-site access roads will be re-graded as necessary to minimize depressions, ruts and potholes. Maintenance will be conducted by either Lubbock Solid Waste personnel and equipment, or Lubbock's Street Maintenance Department as needed.

The TCEQ shall have the right to enforce these requirements even though this is outside of the permit boundary.

22.0 NOISE POLLUTION AND VISUAL SCREENING – 30 TAC §330.239

The Facility is designed to minimize potential noise pollution and visual impacts to neighboring properties and the public. The ~~Facility~~TS building will be fully enclosed and will therefore minimize all noise related to waste transfer activities inside the building, as well as screening these activities from general view.

Berms will be constructed and maintained as shown on Figure III.A.3, providing screening for noise and adverse visual impacts for activities conducted outside the TS building. The CCS is centrally located within the property and is over 550 feet from the nearest property boundary, reducing the potential for noise pollution and adverse visual impacts. Additionally, the concrete retaining wall at the CCS between the unloading area and the waste containers provides screening against noise pollution and adverse visual impacts as well.

23.0 OVERLOADING AND BREAKDOWN – 30 TAC §330.241(a)

The design capacity of the Facility will not be exceeded during operation. The maximum amount of MSW that will be retained onsite is 1,500 tons. The Facility will not accumulate waste in quantities that cannot be processed within such time as will preclude the creation of odors, insect breeding, or harborage of other vectors. If such accumulations occur, additional waste will not be received until the adverse conditions are abated. The maximum amount of time that waste will be stored during periods of operational issues inside the Facility is 72 hours.

The Facility will not process grease trap waste, grit trap waste, or septage or process liquid waste, therefore §330.241(a)(1) & (2) do not apply.

23.1 Significant Work Stoppage – 30 TAC §330.241(b)

If a significant work stoppage at the Facility should occur (due to a mechanical breakdown or other cause) the Facility will accordingly restrict the receipt of waste. All City Collection trucks will be notified and directed to divert collected waste directly to Lubbock's WTRDF. If the work stoppage is anticipated to last long enough to create objectionable odors, insect breeding, or harborage of vectors due to any accumulated waste, steps will be taken to remove the waste from the Facility and haul to WTRDF.

23.2 Alternative Procedures – 30 TAC §330.241(c)

In the event that the TS becomes inoperable for a period longer than 24 hours, all incoming waste will be diverted away from the TS and directed to WTRDF.

24.0 SANITATION – 30 TAC §330.243

All working surfaces inside the TS building that come into contact with waste will be washed down on a weekly basis. The TS tipping floor will be sloped so that wash water will not be allowed to accumulate on site in a manner that promotes creation of odors or an attraction to vectors. All wash water will be collected and disposed of in an authorized manner, as described in Section 6.0.

25.0 VENTILATION AND AIR POLLUTION CONTROL – 30 TAC §330.245(a)

The Facility buildings and air handling systems will be designed in such manner that emissions from the Facility will not cause or contribute to the condition of air pollution as defined in the Texas Clean Air Act. Generally, waste will be received in the Facility, loaded into trailers and then as soon as the trailer is filled taken directly to the landfill for disposal, so the waste is only inside the building for a minimal amount of time. All weekly washdowns will maintain the floors and equipment in a level of cleanliness that prevents nuisance odor from developing. Also, the vehicular doors may be opened and closed to further reduce and prevent nuisance odors from leaving the building.

Lubbock will also maintain the outside Facility to prevent nuisance odors from developing. Ponded water will be prevented through proper site grading. Wash water from the tipping floor will be removed via an underground sanity sewer system.

Air handling equipment inside the building that exhausts air outside will have liquid atomized spray devices that will help prevent nuisance odor from leaving the building at each exhaust location. If the atomizer is down for maintenance, then that external fan will be disconnected and not exhausted until the atomizer is back functioning properly.

25.1 Authorization – 30 TAC §330.245(b)

Authorization from the Air Permits Division of TCEQ under 30 TAC Chapter 116 or Subchapter U (relating to Standard Air Permits for Municipal Solid Waste Landfill Facilities and Transfer Stations), as applicable, will be obtained from the Air Permits Division prior to commencing Facility operations.

25.2 Odor-Retaining Containers – 30 TAC §330.245(c)

All waste will be stored in odor-retaining containers and vessels, including the enclosed TS, transfer trailers within the enclosed TS, or covered roll-off containers in the citizen drop-off area. Any roll-off container that accepts putrescible waste will be taken to the tipping floor at the end of each day and loaded onto transfer trailers for shipment to WTRDF each day.

25.3 Odor Control – 30 TAC §330.245(d) & (f)

The Facility has been designed and will be operated to provide adequate ventilation for odor control and employee safety. The Facility will prevent nuisance odors from leaving the boundary of the Facility through mechanical blowers that will reduce all odor causing particulates. If nuisance odors are found to be passing the Facility boundary, the Facility may be required to suspend operations until the nuisance is abated.

In addition to the odor control methods described throughout Section 25.0, the Facility will employ the following measures:

- A minimum 50’ buffer will be maintained between the TS building/CCS drop off area and the property boundary.
- Routine washing of the tipping floor (as described in Section 24.0) and proper management of wash waters (as described in Section 6.0).

Additional odor control measures may be implemented by the Facility on an as needed basis.

25.4 Air Pollution Control Measures – 30 TAC §330.245(e)

If implemented, any air pollution emission capture and abatement equipment or equivalent technology will be maintained and operated according to the manufacturer's recommendations. Cleaning and maintenance of such equipment will be performed as recommended by the manufacturer and as necessary so that the equipment efficiency can be adequately maintained.

25.5 Material Recovery from Putrescible Wastes – 30 TAC §330.245(g)

The Facility will not recover materials from solid waste that contains putrescibles, so 30 TAC §330.245(g) does not apply.

25.6 Liquid Waste – 30 TAC §330.245(h) & (i)

Other than used oil, the Facility will not accept liquid waste, nor operate a mobile waste processing unit, so 30 TAC §330.245(h) & (i) do not apply.

25.7 Reporting of Emission Events – 30 TAC §330.245(j)

If applicable, reporting of emission events will be made in accordance with 30 TAC §101.201 (relating to Emissions Event Reporting and Recordkeeping Requirements) and reporting of scheduled maintenance will be made in accordance with §101.211 (relating to Scheduled Maintenance, Startup, and Shutdown Reporting and Recordkeeping Requirements).

25.8 Ponded Water – 30 TAC §330.245(k)

The Facility is designed, and will be maintained, to provide positive drainage and prevent odors associated with stagnant ponded water. In the event that objectional odors due to ponded water does occur, the ponded water will be removed and appropriate measures will be taken to alleviate the conditions that contributed to the ponded water (such as filling/re-grading the area). Wash waters will not be allowed to accumulate on the tipping floor and will be managed as described in Section 6.0.

26.0 HEALTH AND SAFETY – 30 TAC §330.247

The Facility will develop and maintain a Health and Safety Plan. All Facility staff will be trained in appropriate sections of the Health and Safety Plan. Additionally, the City of Lubbock has internal Health and Safety regulations that each city employee is trained to comply with before beginning work onsite.

27.0 EMPLOYEE SANITATION FACILITIES – 30 TAC §330.249

The Facility will provide permanent potable water and sanitary facilities (including toilets and sinks) for all Facility employees and visitors. There will be a locker room onsite that includes showers for City of Lubbock employees.

28.0 DISEASE VECTOR CONTROL

The Facility will be operated in such a manner to prevent vectors from becoming a nuisance such as flies, rodents, and mosquitos. The Facility building is designed so there are no locations that provide opportunities for vectors to find food or shelter. Lubbock will prevent an issue from developing proactively by adding the Facility to the contracted services of a local pest control company the City utilizes to routinely treat vectors as needed.

29.0 SALVAGING, SCAVENGING AND WHITE GOODS

The Facility will not allow salvaging or scavenging by outside individuals of incoming waste. Lubbock may remove white metal goods and appliances that arrive and are disposed onto the tipping floor. These will be removed and handled separately as they could prove problematic in dumping and compacting in the trailers which could lead to damage of the Facility equipment or trailers. Any refrigerator or air conditioner that is found will be removed and inspected in accordance with 40 CFR §82.156(f)(2) that addresses items with possible chlorinated fluorocarbons. These items will be removed and placed in a secure location in the Facility until a licensed technician can verify the presence and then removal.

Scavenging will not be allowed and will be monitored by onsite personnel.

30.0 VISUAL SCREENING OF WASTE

The Facility is inside of a fully enclosed building, so there will be no need to provide any additional visual screening. The site is isolated in an area north of the Seagraves, Whiteface & Levelland Railroad that is parallel to the Marsha Sharp Freeway. The CCS will be in the middle of the site just south of the building and not visible due to the building. Lubbock, in conjunction with the Playa 100 Excavation Project, has already constructed screening berms from excavated material around the perimeter of the entire City property. These berms are shown on drawings in Part III of this application.

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UNMARKED PAGES

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CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:

City of Lubbock

1314 Avenue K

Lubbock, Texas 79401

PREPARED BY:

Parkhill

4222 85th Street

Lubbock, Texas 79424

TBPE F-560

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PARKHILL SMITH & COOPER, INC. F-560
STATE OF TEXAS
TODD E. STIGGINS
107769
LICENSED PROFESSIONAL ENGINEER
02/16/2026
FOR REVISIONS
1 & 2 ONLY

PARKHILL SMITH & COOPER, INC. F-560
STATE OF TEXAS
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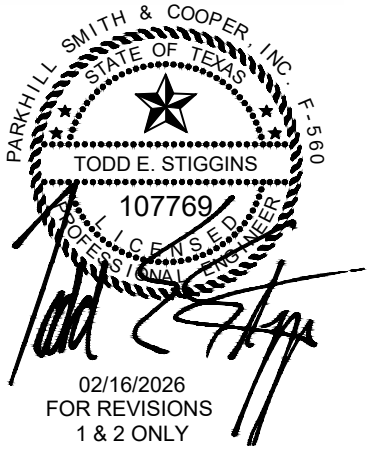
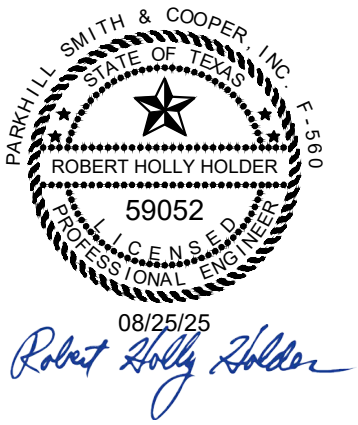
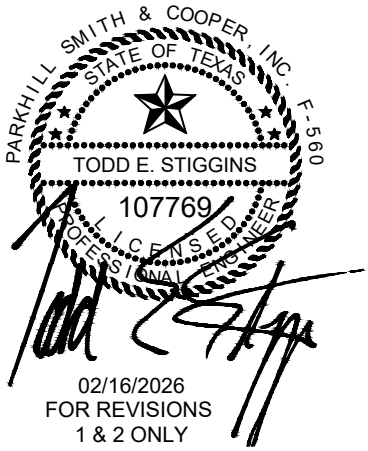
PART II – EXISTING CONDITIONS





PART III – SITE DEVELOPMENT PLAN

PART IV – SITE OPERATING PLAN



Applicant Signature Page

Site Operator (Permittee or Registrant Name) or Authorized Signatory

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name: Jose Cavazos Title: Director of Solid Waste

Email Address: [redacted]

Signature: Jose Cavazos Date: 2/19/2026

Authorization by Facility Owner for Operator to Submit Application

To be completed by the facility owner if the application is submitted by an operator who is not the facility owner.

I am the owner of the facility that is the subject of this application, and authorize the operator, _____ to submit this application pursuant to 30 TAC 305.43(c).

Name: _____ Title: _____

Email Address: _____

Signature: _____ Date: _____

Notary

SUBSCRIBED AND SWORN to before me by the said Jose Cavazos

On this 19 day of February, 2026

My commission expires on the 15 day of January, 2029

Angelique Hernandez

Notary Public in and for

Lubbock, Lubbock, Texas (notary's jurisdiction, including county and state)

Note: Application Must Bear Signature & Seal of Notary Public

ANGELIQUE HERNANDEZ
My Notary ID # 132485176
Expires January 15, 2029

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PART I – GENERAL INFORMATION

CITY OF LUBBOCK TRANSFER STATION

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Lubbock County, Texas

PREPARED FOR:

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PART I – GENERAL INFORMATION

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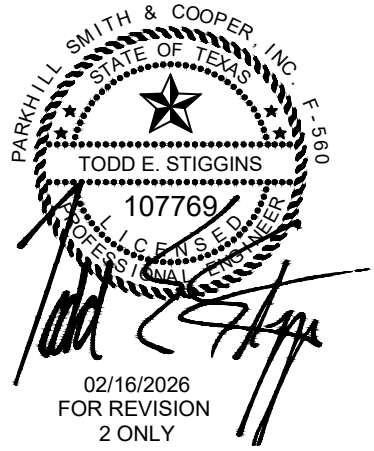
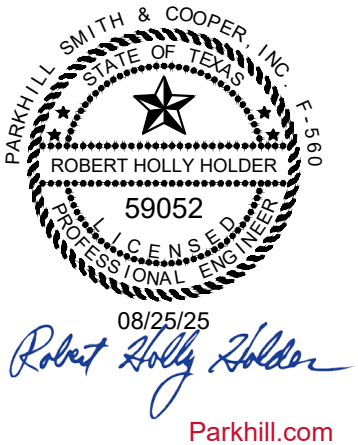
APPENDIX I.A: SUPPLEMENTAL TECHNICAL REPORT





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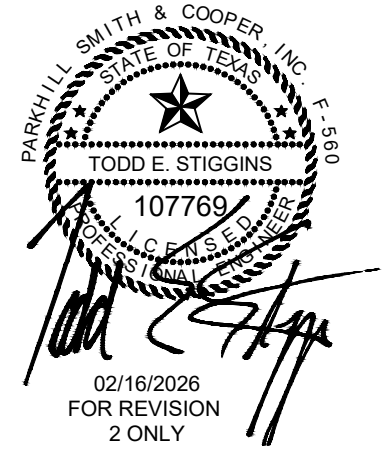
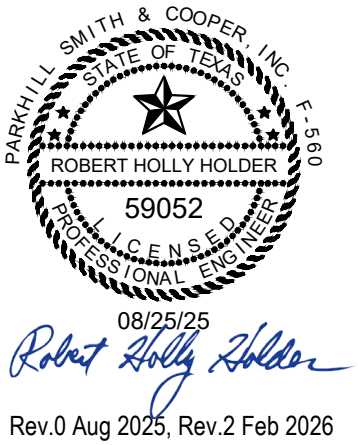
TABLES





1.0 SUPPLEMENTAL TECHNICAL REPORT

The City of Lubbock (Owner) is planning to permit and then, design, construct and operate a new Type V Municipal Solid Waste (MSW) Transfer Station (TS). The TS herein referred to as "Facility" will be located within the City of Lubbock's city limits in Lubbock County, Texas. As required by and in accordance with 30 TAC §305.45(a)(8), this Supplemental Technical Report (STR) has been prepared under the direction of a Texas licensed professional engineer and outlines the design and operational aspects for the Facility.

This permit application for the TS is prepared consistently with 30 Texas Administrative Code (TAC) Chapter 330 Municipal Solid Waste Management Regulations as adopted by the Texas Commission on Environmental Quality (TCEQ) and follows the requirements of §330.7(a). and in accordance with §§330.57, 330.59, 330.61, 330.63, and 330.65 relating to Permit and Registration Applications for Municipal Solid Waste Facilities; Contents of Part I of the Application; Contents of Part II of the Application; Contents of Part III of the Application; and Contents of Part IV of the Application, respectively.

1.1 Other Authorizations – 30 TAC §330.55, §305.45(a)(7)

Construction and operation of the Facility will comply with 30 TAC Subchapter U (related to Standard Air Permits for Municipal Solid Waste Facilities and Transfer Stations). The Facility will receive any necessary air authorizations, if required, in accordance with 30 TAC §330.55(a).

Additionally, all liquids resulting from the operation of this Facility will be disposed of in a manner that will not cause surface water or groundwater pollution as stipulated in 30 TAC §330.55(b). The Facility will provide for proper handling and treatment of any wastewater resulting from waste management activities and from cleaning and washing. The Owner will follow local codes and ordinances that govern stormwater and wastewater compliance and to be in accordance with TCEQ regulations.

In accordance with 30 TAC §330.45(a)(7), a listing of all permits or construction approvals received or applied for are listed in Table I-1.

TABLE I-1 – PERMITS AND CONSTRUCTION APPROVALS

Permit or Construction Approval	Status
Hazardous Waste Management Program under the Texas Solid Waste Disposal Act	Not Applicable
Underground Injection Control Program under the Texas Injection Well Act	Not Applicable
Prevention of Significant Deterioration Program under the Federal Clean Air Act (FCAA)	Not Applicable
Nonattainment Program under the FCAA	Not Applicable
National Emission Standards for Hazardous Air Pollutants preconstruction approval under the FCAA	Not Applicable
Ocean dumping permits under the Marine Protection Research and Sanctuaries Act	Not Applicable
Dredge or fill permits under the FCAA	Not Applicable
Licenses under the Texas Radiation Control Act	Not Applicable
Subsurface area drip dispersal system permits under Texas Water Code, Chapter 32	Not Applicable

1.2 Application Fees – 30 TAC §330.59(h)

In accordance with 30 TAC §330.59(h), the required fee of $150 for a permit application has been submitted to the TCEQ electronically. A copy of the transaction receipt, including the ePay trace number, is provided in Appendix I.J – Fee Payment Documentation.

2.0 FACILITY DESCRIPTION – 30 TAC §305.45(a)(8)(A)

Owner is proposing a new a new Type V Municipal Solid Waste (MSW) Transfer Station (TS), "Facility" that will provide transfer and/or provide short term storage of MSW within an enclosed building which will be owned and operated by the City of Lubbock. The Facility will be located on property owned by the City of Lubbock and located within the city limits in southwest Lubbock just north of TxDOT Highway US 62/82 (known locally as Marsha Sharp Freeway) between Upland and Alcove Avenues in southwest Lubbock.

The Facility will accept MSW from Lubbock's collection routes and Texas Tech University (TTU) collection vehicles and will transfer collected waste into long-haul trailers and transported for disposal at Lubbock's West Texas Regional Disposal Facility, TCEQ MSW Landfill Permit No.2252 (WTRDF), located in north Lubbock County. The landfill is approximately 23 roadway miles north of the Facility site.

Facility access from local city streets will be from one of two different entrances into the property. The primary entrance is located on 66th Street just west of the intersection with Upland Avenue (North Entrance), and a secondary/public entrance off 76th Street just north of Marsha Sharp Freeway (West Entrance). Incoming collection vehicles will enter property owned by the City of Lubbock and converge at the south end of the Facility, then proceed on to one of two inbound scales for weighing. Adjacent to the scales will be a Scalehouse staffed by City employees who will monitor and handle user fee transactions as necessary and direct customers to the proper location.

All of Owner's waste collection vehicles will be equipped with radio frequency identification cards (RFID) that will be automatically connect with the scale software as the vehicle is weighed in on the inbound scale set up to handle these trucks. Following weigh-in, they will proceed on to the Facility building. During periods of inclement weather, trucks may have collected roadway mud or debris under their chassis. In order to prevent tracking mud into the transfer station, a vehicle wash station for undercarriage washing will be located just off the main entrance road. There will be two on the Facility site, one for inbound vehicles and then a second wash station located on the exit roadway for outbound vehicles to wash the undercarriage before existing the Facility. Together these two stations will help prevent tracking mud and debris onto the scale and into the Facility and then, on exit from the Facility, to wash the tires and undercarriage before entering onto Lubbock's streets.

After weighing in at the scale, all collection trucks will be directed to the drop-off area inside the building by the onsite attendant. This attendant will control when vehicles enter and where they are to back-in prior to tipping load. After the load has been dropped onto the tipping floor, the collection truck will be directed out of the building by the onsite attendant. Long haul trailers and collection vehicles exiting the Facility will do so via the North Entrance which reduces the number of vehicles onto Alcove and provides a more direct access to Marsha Sharp Freeway.

Local Lubbock residents in private vehicles using the facility may enter the Facility from the West Entrance. As a safety precaution, private vehicles will not enter the transfer building but will be directed to an onsite Citizen Collection Station (CCS) where Lubbock residents will unload into one of several onsite roll-off dumpsters. There will be roll-offs for both recyclable materials as well as waste. Each roll-off will be separated as necessary to prevent contamination of recyclable material. Roll-off dumpsters containing waste will be picked up by City staff with a roll-off collection truck and disposed onto the TS tipping floor as necessary. Private vehicles will exit the CCS then weigh on the outbound scale for completion of their transaction with the Owner.

Waste on the TS tipping floor will be pushed by a wheeled loader or other such equipment into the loading hopper where waste will then fall into one of two transfer trailers located in the transfer tunnel below the tipping floor. A permanent mounted tamper crane with grapple hooks will then tamp and compact the load to achieve the desired trailer waste weight for hauling.

The Facility building will be completely enclosed so that all tipping and compaction operations are protected from outside adverse weather conditions. The enclosed building will also prevent nuisance odors from leaving the Facility. There will be two TS collection truck access doors (entrance and exit) with sliding or roll-up doors. The building will consist of a conventional structural steel building with either a metal or brick façade or combination (to be determined during the design and bidding process). The tipping floor will be reinforced concrete designed to handle heavy truck loading. Long haul trailers will enter the concrete tunnel, located below tipping floor hopper elevation at the opposite end of the building and will be equipped with overhead roll-up doors.

The TS building will have an eave height of 36-feet and multiple exhaust fans which provide ample air circulation within each building. Refer to Part III, Section 2.3.3 for discussion on Ventilation and Odor Control for information on the building ventilation.

2.1 Facility Location – 30 TAC §330.59(b)(1)

The Facility is located immediately north of Marsha Sharp Freeway, and approximately 1,170-feet east of Alcove Avenue, 1,375-feet south of 66th Street and 1,150-feet west of Upland Avenue.

The Facility tract is on a land that is approximately 23.928-acres, which is part of a larger 70.6-acre parent tract of land owned by the City of Lubbock. Metes-and-bounds descriptions and drawings for both the Facility boundary and the overall property boundary are included in Appendix I.B.

The property is located on Section 31, Block AK, Lubbock County, Texas, and was at one time used for agricultural purposes such as cotton farming or as pastureland. The site is not previously known to have been used for any solid waste management operations.

The street address assigned for this site is 7804-200 76th ST.

2.2 Access Routes – 30 TAC §330.59(b)(2)

Facility ingress and egress routes are depicted in Part II, Appendix II-A, Figure II.A.1, and are described in the following sections and included on the map located in Part II, Appendix IIB, Figure II.B.1.

2.2.1 North or West Entrance Ingress

Access to the Facility will be from existing city streets surrounding the site for Lubbock's waste collections trucks with routes in the immediate vicinity of the site. For routes in other areas of the City, collection trucks will access the Facility from Marsha Sharp Freeway. Facility access routes will be as follows:

City Street Routes East, and North of the Site: Collection trucks from routes originating from the northwest, east, and north of the site will be allowed to continue on existing city streets until intersecting with Upland Avenue, where they will go south until reaching 66th Street. These trucks will turn west onto 66th Street to the Facility North Entrance.

City Street Routes South of the Site: Collection trucks from routes to the south of the site will drive on city thoroughfare routes toward Upland Avenue. Once on Upland Avenue these trucks will travel north crossing under Marsha Sharp Freeway until they reach 66th Street. At 66th Street, they proceed west to the Facility North Entrance.

City Street Routes Requiring Access from Marsha Sharp Freeway (TxDOT System): Some collection trucks on routes located farther from the site will require freeway use to access the site. These trucks will travel southwest on the Marsha Sharp Freeway exit Upland or Alcove Avenue exits. Trucks will primarily use Upland Avenue and will follow the same route as those originating

from the south and use the North Entrance. Trucks using the Alcove Avenue exit will turn right and travel north to 76th Street and proceed to the Secondary Entrance (Facility West Entrance).

2.2.2 North or West Entrance Egress

Per the correspondence with TxDOT (included in Part II, Appendix II.E.7) TxDOT recommended that trucks (City waste collection trucks and transfer trucks) which exit the facility via 76th street not turn south onto Alcove Avenue, due to potential conflicts merging onto the U.S. 62 frontage road with decelerating vehicles exitinh from the Marsha Sharp Freeway. Facility egress routes will be as follows:

Collection Trucks: Collection trucks exiting the Facility will generally return to their assigned routes by following the route they used to enter the site. Typically, collection trucks that require freeway use will exit the Facility from the North Entrance and onto 66th Street to Upland Avenue, then turn south where they will enter Marsha Sharp Freeway. If a collection truck route is located in the far northern and northwestern areas of the city, collection trucks may also exit the West Entrance onto 76th Street so long as they only turn north onto Alcove Avenue before proceeding to their normal route.

Transfer Trucks: All transfer trucks will typically exit from the North Entrance onto 66th Street then to Upland Avenue. At Upland Avenue trucks will proceed south to the frontage road of Marsha Sharp Freeway. They will turn onto this frontage road, merge onto the Marsha Sharp Freeway, and merge onto West Loop North. The TS trucks will exit onto North Frankford Road (FM 2528) or Interstate Highway 27 (I-27) and travel to WTRDF where they will dispose of their load. Transfer trucks may exit the facility via the West Entrance, so long as they do not turn south on Alcove Avenue.

To ensure TxDOT's recommendation regarding trucks existing the facility is met, all City collection truck drivers will receive training on the allowable exit routes for the facility.

2.3 Facility Latitude and Longitude – 30 TAC §330.59(b)(3)

The Facility benchmark is located along the fence line along the southwest corner of the property. More specifically, the benchmark coordinates are as follows:

- Latitude: N 33° 31' 31.77"
- Longitude: W -101° 59' 10.25"
- Elevation (above MSL): 3302.74'

The Facility benchmark survey is included in Appendix I.B.

2.4 Waste Volume – 30 TAC §305.45(a)(8)(B)(i)

No wastes will be disposed of, nor fluids injected, at this Facility, so 30 TAC §305.45(a)(8)(B)(i) is not applicable. The volume of waste to be transferred at this Facility is discussed in Part II, Section 3.0.

2.5 Properties of Waste – 30 TAC §305.45(a)(8)(B)(ii)

MSW processed through the TS will be collected by City of Lubbock collection vehicles on residential and commercial routes across the City, or TTU collection vehicles collecting residential/institutional waste from the Texas Tech University campus. Lubbock County residents may use the Facility if they meet the requirements of the City of Lubbock for use of TS or CCS operations.

The following waste will only be accepted at the TS Facility.

- municipal solid waste,
- construction-demolition debris waste,
- residential and commercial lawn company yard waste,
- non-hazardous Class II and Class III industrial solid waste.

The TS Facility will not knowingly accept any regulated hazardous waste, friable asbestos material, or polychlorinated biphenyls (PCB's) as defined by Lubbock's WTRDF permit (TCEQ MSW No.2252).

3.0 MAPS – 30 TAC §330.59(c)

Maps meeting the requirements of 30 TAC §305.45(a)(6) and §330.59(c) are included in Appendix I.D.

3.1 Wells, Springs, and Surface Water Bodies – 30 TAC §305.45(a)(6)(A)

All known wells and surface water bodies within one-mile of the Facility boundary are shown in Figure I.D.3. Surface water body locations were obtained from the City of Lubbock's GIS data. The only surface water body is a seasonal playa lake (Playa 100) located north-east of the site. There are no known springs within one mile of the Facility boundary.

Well data was obtained from the Texas Water Development Board's (TWDB) and High Plains Underground Water Conservation District's (HPWD) databases. The TWDB Groundwater Database, Submitted Driller's Well Report Database, and Submitted Driller's Plugging Report Database identified wells within one-mile of the Facility boundary. The TWDB Brackish Resources Aquifer Characterization System (BRACS) Database did not identify any wells within one-mile of the Facility boundary.

The HPWD permitted/registered well database identified wells within one-mile of the Facility's boundary. There is one well within the Facility boundary and one outside of the Facility boundary but within the 70.6-acre parent tract boundary. These two wells are owned by an independent third-party who has indicated a desire to potentially use these wells. The wells are not a hinderance in any way to operations.

3.2 Character of Adjacent Land and Development – 30 TAC §305.45(a)(6)(B)

The general character of areas within one-mile of the Facility boundary, including public roads, towns, and local development (such as residential, commercial, agricultural, recreational, undeveloped, and so forth) is shown in Figure I.D.4.

Local development was determined using City of Lubbock zoning, City of Wolfforth zoning and Lubbock Central Appraisal District (LCAD) land use designations.

3.3 Location of Waste Disposal Onsite – 30 TAC §305.45(a)(6)(C)

There are no waste disposal activities conducted on the Facility's tract of land.

3.4 Landownership Map – 30 TAC §305.45(a)(6)(D), §330.59(c)(3)

Property ownership for all properties within 1/4 mile of the proposed Facility boundary was compiled from the LCAD records. The Land Ownership Map and Landowners List (keyed to the map) are included in Appendix I.C.

Mineral interest ownership was not included with LCAD's records

.

4.0 PROPERTY OWNER INFORMATION – 30 TAC §330.59(d)

Property owner information is included with this application in accordance with 30 TAC §330.59(d).

4.1 Legal Description – 30 TAC §330.59(d)(1)

The following are included in Appendix I.B:

- Property legal description (included on the perimeter survey of the property).
- Proposed Facility metes-and-bounds description sealed by a registered professional land surveyor.
- Drawings of the property and Facility metes-and-bounds sealed by a registered professional land surveyor.

4.2 Property Owner Affidavit – 30 TAC §330.59(d)(2)

A signed property owner affidavit, meeting all the requirements of 30 TAC §330.59(d)(2), is included in Part I Form (TCEQ-00650) on page I-13.

5.0 OWNERSHIP STATUS AND LEGAL STATUS OF APPLICANT – 30 TAC §305.42(a)(2), §330.59(e)

The City of Lubbock is an incorporated city in the State of Texas. Under Texas law, the City has the responsibility to provide for the management of solid waste generated by residents and businesses. Select pages from the City of Lubbock's Charter have been included in Appendix I.E as verification of the City's legal status.

The Facility is wholly owned by the City of Lubbock.

6.0 EVIDENCE OF COMPETENCY – 30 TAC §330.205(f)

Evidence of competency meeting all the requirements of 30 TAC §330.205(f) is included as Appendix I.F.

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PART II – EXISTING CONDITIONS

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Parkhill

City of Lubbock TEXAS

PART II – EXISTING CONDITIONS

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
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02/16/2026
FOR REVISIONS
1 & 2 ONLY

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Rev 0 – August | 2025
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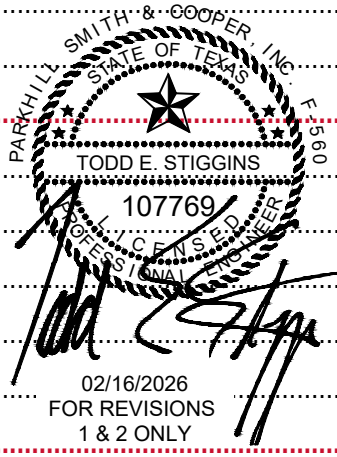

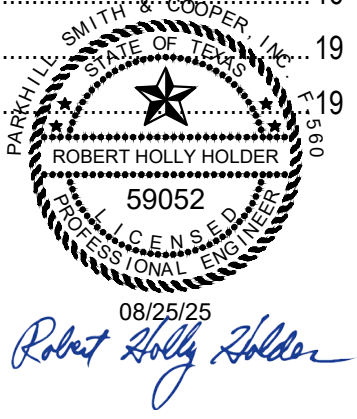

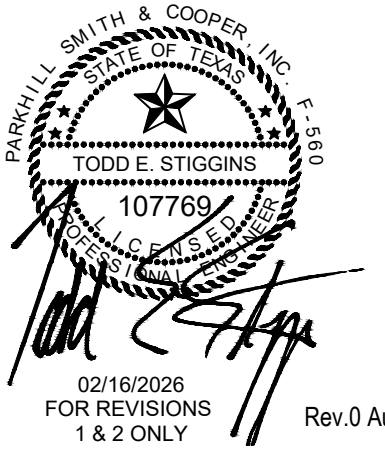

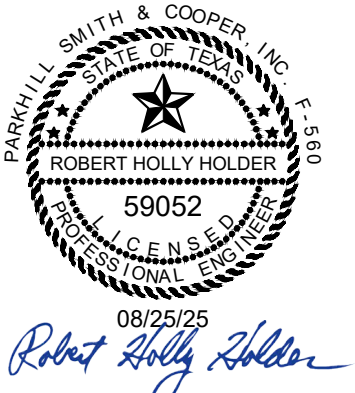

TABLES

APPENDICES

PARKHILL SMITH & COOPER, INC. F-560
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DESIGN PROFESSIONAL RESPONSIBILITY

The Permit Application Sections authenticated by my seal and signature are limited to the following:

Part II, Section 6.0 Transportation – 30 TAC §330.61(i)

6.1 Availability and Adequacy of Roads – 30 TAC §330.61(i)(1)

6.2 Access Roads Traffic Volume – 30 TAC §330.61(i)(2)

6.3 Projected Traffic Generation - 30 TAC §330.61(i)(3)

6.4 TxDOT Coordination - 30 TAC §330.61(i)(4)

R2M ENGINEERING
CIVIL • ENVIRONMENTAL • SAFETY
Texas Registered Engineering Firm F-9992

02/16/2026

1.0 INTRODUCTION

The City of Lubbock is proposing a Type V Municipal Solid Waste (MSW) Transfer Station (TS) herein referred to as “Facility”. The TS will transfer and/or provide short term storage of MSW through the TS. The Facility is located on property owned by the City of Lubbock.

The Facility will be located in southwest Lubbock just north of TxDOT Highway US 62/82 (known locally as Marsha Sharp Freeway) between Upland and Alcove Avenues in southwest Lubbock. The Facility will accept MSW from Lubbock’s normal collection routes and Texas Tech University (TTU) collection vehicles. Waste will be transferred into long-haul trailers and taken to Lubbock’s West Texas Regional Disposal Facility, TCEQ MSW Landfill Permit No.2252 (WTRDF) which is located in north Lubbock County or at other TCEQ authorized MSW disposal site(s) if needed. WTRDF is approximately 23 roadway miles north of the proposed Facility site.

Currently, Lubbock’s city-wide MSW collection trucks haul waste collected from individual routes across Lubbock, directly to WTRDF that requires a travel time by as much as three hours roundtrip for a typical collection route. These trucks make the round trip from their collection route to the landfill, weigh, and eventually dispose of waste on the landfill’s working face, then return to their assigned route and resume collections where they left off. The new Facility will reduce that time by eliminating the long travel time to the landfill and allow the collection routes to be completed more efficiently each day.

Collection trucks will have an opportunity to have their undercarriage washed before the entrance scale at a wash station. This will help prevent mud and debris from being tracked into either building. All tipping and loading operations will occur inside the TS building. The TS building will be approximately 150-feet in width and 240-feet in length. The tipping floor will be reinforced concrete and elevated above surrounding ground surface to direct stormwater drainage away from the building. Inside, the TS, two top load hoppers located at one end of the building will receive waste, pushed there by wheeled loaders, into transfer trailers located in the tunnels below.

The TS building will consist of a conventional structural steel building with metal or brick façade or combination (to be determined during design and bidding process) and have an eave height of 36-feet. This will help provide excellent air circulation and ventilation (Refer to Part III, Section 2.3.3). With an enclosed building, air emissions or odors will be controlled, reducing them outside the building. Exterior paving surfaces will consist of heavy-duty reinforced concrete and asphaltic concrete paving materials that provide efficient traffic flow across the site.

The Facility will include two inbound scales and one outbound scale, a Scalehouse building, the Citizen Convenience Station (CCS) for private citizen use to dispose of debris or recyclable material drop-off. The Facility wheel wash stations will be accessible to both inbound outbound trucks in two separate stations located near the Facility entrance. Also included will be ancillary facilities such as an administrative office/training center building, a grit/grease trap interception device, perimeter fencing as well as a potable water supply connected to the City of Lubbock’s water supply system. A sewage lift station and force main will take sewerage from Facility restrooms to Lubbock’s sanitary sewer collection system for treatment in Lubbock’s TCEQ permitted wastewater treatment plant.

Outside of the Facility, Lubbock has constructed soil screening berms along the permit property on the east, north and west sides. These berms were constructed with a storm drainage improvement project for the Playa 100 Excavation. The berms are 7-feet in height and will provide visual screening of the Facility.

Generalized building plans are included in Part III of this application. Operations of the Facility are described in Part IV of this application.

2.0 EXISTING CONDITIONS SUMMARY – 30 TAC §330.61(a)

Site-specific conditions in the immediate area of the Facility have been prepared and are presented with this application, as set forth in 30 TAC §330.61(a). Site maps illustrating the proximity of the Facility to various civic and community facilities and are presented in Section 4.0. Discussions of the Facility site and the immediate surrounding area which includes transportation, geology, soils, groundwater, surface water, abandoned oil and water wells, floodplains, wetlands, endangered or threatened species as well as coordination with the Texas Historical Commission Review (THC) is included in Sections 5.0 through 12.0. As documented in those sections, there are no known existing site-specific conditions that require special design considerations or possible mitigation.

3.0 WASTE ACCEPTANCE PLAN – 30 TAC §330.61(b)

The following sections describe the sources and characteristics of acceptable waste as well as identifying prohibited wastes for the Facility. This plan further determines the maximum allowed acceptance rate with potential growth for the initial five years following opening. All waste will be as defined in 30 TAC §330.3.

3.1 Sources and Characteristics of Waste – 30 TAC §330.61(b)(1)

It is intended that Lubbock accept waste from residential, commercial, municipal, institutional, and industrial sources. Unless a waste is specifically prohibited by Federal or state regulations or this permit, there are no anticipated additional limiting constituents, characteristics, or parameters for acceptable wastes. No special waste other than those listed in Part IV, Section 4.4 will be accepted. Special wastes must be handled as outlined in Part IV, Section 4.4.1. Acceptable wastes accepted at the TS and CCS such as those defined in 30 TAC §330.3 include:

Transfer Station Building

- Municipal solid wastes
- Class 2 and Class 3 industrial non-hazardous wastes
- Construction or demolition waste
- Yard waste and brush

Citizen Convenience Station (In designated areas only)

- Residential small quantity Municipal solid wastes
- Class 2 and Class 3 industrial non-hazardous wastes
- Construction or demolition waste
- Yard waste and brush.
- Special Waste from residential sources and with appropriate TCEQ authorization only (in accordance with Part IV, Section 4.4)
    - Lead acid batteries (accepted for recycling off-site only and in accordance with the procedures outlined in Part IV, Section 4.4.1)
    - Used residential sources motor vehicle oil (accepted for recycling off-site only and in accordance with the procedures outlined in Part IV, Section 4.4.2)
    - Used residential sources oil filters from internal combustion engines (accepted for recycling off-site and in accordance with the procedures outlined in Part IV, Section 4.4.2)
    - Whole used or scrap tires (accepted for recycling off-site and in accordance with the procedures outlined in Part IV, Section 4.4.3)
    - Refrigerators, freezers, air conditioners, and any other items containing chlorinated fluorocarbon (CFC), (only if handled in accordance with 40 Code of Federal Regulations (CFR) §82.156(f))

Prohibited Waste

The Facility is not required to accept any waste that is determined will cause, or may cause, problems with maintaining full and continuous compliance with this permit. Wastes listed below are prohibited but unlikely to be received as primarily waste sources are residential locations. Haulers of these wastes will be directed to WTRDF (MSW Permit No. 2252) for Special Waste determination:

Transfer Station Building and Citizen Convenience Station

- Regulated Hazardous waste
- Hazardous waste as defined in §330.3(155)(A) and generated by a very small quantity generator (VSQG) during a calendar month in which the VSQG did not generate hazardous waste during an episodic event that may be exempt from full regulation under Chapter 335, Subchapters A and C of this title (relating to Industrial Solid Waste and Municipal Hazardous Waste in General and Standards Applicable to Generators of Hazardous Waste, respectively)
- Class 1 industrial nonhazardous waste
- Untreated medical waste
- Municipal wastewater treatment plant sludges, other types of domestic sewage treatment plant sludges, and water-supply treatment plant sludges
- Septic tank pumpings
- Grease and grit trap wastes
- Wastes from commercial or industrial wwtp; air pollution control facilities; tanks, drums, or containers used in shipping/storing material listed as a hazardous constituent in 40 CFR Part 261, Appendix VIII, but not listed as commercial chemical product in 40 CFR §261.33(e) or (f)
- Slaughterhouse wastes
- Dead animals
- Drugs, contaminated foods, or contaminated beverages, other than those contained in normal household waste
- Pesticide (insecticide, herbicide, fungicide, or rodenticide) containers
- Discarded materials containing asbestos
- Incinerator ash
- Soil contaminated by petroleum products, crude oils, or chemicals in concentrations of greater than 1,500 milligrams per kilogram total petroleum hydrocarbons; or contaminated by constituents of concern that exceed the concentrations listed in Table 1 of §335.521(a)(1) of this title (relating to Appendices)
- Used oil from non-residential generators
- Waste from oil, gas, and geothermal activities regulated by the Texas Railroad Commission when those wastes are to be processed, treated, or disposed of at a solid waste management facility authorized under this chapter
- Waste generated outside the boundaries of Texas that contains;
    - any industrial waste and waste associated with oil, gas, and geothermal exploration, production, or development activities; or any item listed as a special waste
- Lead acid storage batteries from non-residential sources
- Used-oil filters from internal combustion engines from non-residential sources

3.2 Population Equivalent – 30 TAC §330.61(b)(1)(A)

The TS will typically accept waste generated in the City of Lubbock and collected by the City of Lubbock, as well as local, private citizens using the Citizen Convenience Station (CCS). Waste will be collected by the City of Lubbock collection services and include residential, commercial, municipal, institutional, and industrial sources.

Using 2023 data from the TCEQ publication, Municipal Solid Waste Texas: A Year in Review published in September 2024, it was found the waste generation rate was 7.20 pounds per person per day. The long-haul trailers Lubbock will use will allow an hourly loadout rate of 6 loads per hour (with two loading hoppers) for a total of 150 tons per hour (based on aluminum trailers and 25 tons per load). Although authorized to accept waste at the TS during the hours noted in Part IV, Section 17.0, the TS will normally receive waste from city collection trucks on their normal routes and operate 10 hours per day leading to a transfer capacity of 1,500 tons per day, Monday through Friday, for a total of 7,500 tons per week which is equivalent to 390,000 tons per year. The population equivalent is as follows:

1,500 tons/day * 2,000 pounds/ton / 7.20 pounds/person/day = 416,667persons

3.3 Waste Acceptance Rates – 30 TAC §330.61(b)(1)(B)

Determining the TS waste acceptance rate is based on data from the April 1, 2020, United States Census Bureau. At that time, the City of Lubbock's population was 257,141 persons. Projecting forward to 2026 by using the Texas Water Development Board's (TWDB) 2030 population projection of 300,165 persons would result in a projected 2026 population of 282,955. Using that same growth rate of 4,302 persons per year for five years to 2030 yields the population projections in Table II-1. The estimated maximum amount of solid waste to be received daily and annually is projected for five years, starting with the first year of anticipated operations.

TABLE II-1 – FIVE YEAR WASTE PROJECTION

Year	Population		
		Daily (tpd)	Annual (tpy)
2026	282,955	1,191	371,825
2027	287,257	1,210	377,669
2028	291,560	1,229	383,513
2029	295,862	1,246	388,991
2030	300,165	1,265	394,835

The daily tonnage projections in Table II-1 are estimated averages projected for the first five years of operation (based on 312 operating days per year as established in Part IV, Section 17) and are not intended to be limiting parameters. Daily waste acceptance will fluctuate. The maximum waste acceptance rate for the facility (including the TS and the CCS) is 1,500 tons per day. The TS building floor area is sized to store a maximum of 1,500 tons of MSW. In addition, the Citizen's Convenience Station is sized to store a maximum of 37.5 tons (based on ten roll off containers filled to capacity and with a conservative loose density of 250 pounds per cubic yard). The maximum time putrescible waste

will be stored onsite is 72 hours. Non-putrescible waste may be stored at the CCS for a maximum of 30 days. On average, the TS building will be emptied by the end of each operating day, and roll-offs with putrescible waste at the CCS will be emptied on average every 24 hours. Waste will not be stored in excess of the maximum of 1,500 tons of solid waste in the TS or 37.5 tons at the CCS. In the event the TS reaches maximum storage capacity, all city collection trucks that would normally bring waste to the TS will instead be re-directed to the WTRDF for disposal until such time that the TS has adequate capacity available to resume normal operations.

The intended destination for disposal of general MSW received at the facility is the WTRDF. Clean brush/yard waste (brush/yard waste that has not been mixed with municipal solid waste) may be transported to either the WTRDF or the Lubbock Caliche Canyon Landfill. The intended destination for special wastes received at the facility are listed below.

- Lead acid batteries: Jarvis Metals Recycling, Inc. or another appropriately authorized facility
- Used motor oil/used motor oil filters: Thermo Fluids or another appropriately authorized facility
- Tires: WTRDF or another appropriately authorized facility
- Appliances containing CFC: Jarvis Metals Recycling, Inc. or another appropriately authorized facility

These destinations are not intended to be a limiting parameter of the facility permit. The facility may transfer received materials to other facilities for further processing and/or disposal so long as the facility is appropriately authorized for the specific material.

4.0 MAPS

Maps depicting each of the items required by 30 TAC §330.61(c) – (g) have been included as described in the following sections.

4.1 General Location Maps – 30 TAC §330.61(c)

General location maps are provided in Appendix II.A. All features required by 30 TAC §330.61(c) are accurately shown in the figures indicated below:

- Prevailing wind direction with a wind rose (Figure II.A.8);
- All known water wells within 500 feet of the permit boundary with the state well numbering system designation for Water Development Board "located wells" (Figure II.A.4);
- All structures and inhabitable buildings within 500 feet of the Facility (Figure II.A.4);
- Schools, licensed day-care facilities, churches, hospitals, cemeteries, ponds, lakes and residential, commercial and recreational areas within one mile of the Facility (Figure II.A.6);
- The location and surface type of all roads within one mile of the Facility that will normally be used by the owner or operator for entering or leaving the Facility (Figure II.A.1);
- Latitudes and longitudes (Figure II.A.1);
- Area streams (Figure II.A.2); NOTE: There are no streams in the vicinity.
- Airports within 6 miles of the Facility (Figure II.A.5);
- Property boundary of the Facility (Figure II.A.4);
- Drainage, pipeline, and utility easements within or adjacent to the Facility (Figure II-B.1);
- Facility access control features (Figure II-B.1); and
- Archaeological sites, historical sites, and sites with exceptional aesthetic qualities adjacent to the Facility (Figure II.A.6). NOTE: There are no sites of any kind on site.

4.2 Facility Layout Maps – 30 TAC §330.61(d)

The Facility Layout Map (Figure II-B.1) is provided in Appendix II.B. This maps accurately shows all features required by 30 TAC §330.61(d):

- Outline of the units;
- General locations of main interior Facility roadways;
- Locations of monitor wells;
- Locations of buildings;
- Any other graphical representations or marginal explanatory notes necessary to communicate the proposed construction sequence of the Facility;
- Fencing;
- Provisions for the maintenance of any natural windbreaks, such as greenbelts, and where appropriate, plans for screening the Facility from public view; and
- All site entrance roads from public access roads.

4.3 General Topographic Map – 30 TAC §330.61(e)

The General Topographic Map (Figure II.A.2) is provided in Appendix II.A. The map presenting contours from the United States Geological Survey's (USGS) 7.5-minute quadrangle sheets for Lubbock West and Wolfforth. The map is presented at a scale of one-inch equals 2,000 feet as required by 30 TAC §330.61(e).

4.4 Aerial Photograph – 30 TAC §330.61(f)

An aerial photograph (Figure II.A.3) is provided in Appendix II.A. The Facility boundary is marked, and the photograph shows the areas within at least a one-mile radius of the property boundary as required by 30 TAC §330.61(f).

4.5 Land Use Map – 30 TAC §330.61(g)

The Land Use Map (Figure II.A.6) is included in Appendix II.A. In accordance with 30 TAC §330.61(g), the map shows the Facility boundary, existing land uses (such as residential, commercial, industrial, etc.), and the locations of residences, commercial establishments, schools, licensed daycare facilities, churches, cemeteries, lakes, and recreational areas within one mile of the property boundary.

5.0 IMPACT ON SURROUNDING AREA – 30 TAC §330.61(h)

The Facility will have no adverse impact on human health and the environment. There are no known cemeteries, historic structures, archaeologically significant sites, or sites having exceptional aesthetic qualities within one mile of the property boundary. The Facility property was previously used for agricultural purposes.

5.1 Local Zoning – 30 TAC §330.61(h)(1)

A majority of the existing property within a two-mile radius of the Facility lies within the city limits of Lubbock, with a portion to the west in the City of Wolfforth, and a smaller area within unincorporated Lubbock County. Figure II.A.7 shows zoning for the City of Lubbock and the City of Wolfforth. Lubbock County does not have established zoning.

. This tract is zoned in accordance with City of Lubbock approved zoning as Industrial Park (IP). This zoning district allows low-impact manufacturing, wholesaling, warehousing, and distribution activities that occur within enclosed buildings, typically within industrial park settings. The City of Lubbock Planning Department determined that a transfer station would comply with this category. The TS site will be developed to comply with this zoning code.

5.2 Surrounding Land Use – 30 TAC §330.61(h)(2)

The area surrounding the site is currently a mixture of agricultural, institutional, commercial, and residential areas. Table II-2 summarizes the approximate acreage and percentage of the area within the 1-mile radius occupied by each land use. There are residential areas both developed and planned in all directions within a one-mile distance from the site. There are also two schools and several churches within that distance as shown in Figure II.A.6.

TABLE II-2 – SURROUNDING LAND USE SUMMARY

Land Use	Area (ac)	Percentage of Total Area within 1-Mile of Site[1]
Agricultural	491	19%
Commercial	374	15%
Industrial	2	<1%
Institutional	366	14%
Recreational (Park)	5	1%
Residential	26	31%
Utility	4	<1%
Vacant	470	19%

[1]Rounded to nearest whole number

Areas to the south are separated from the site by a major highway that is TxDOT maintained. This highway is designated as US Highway 62/82 and is referred to locally as the Marsha Sharp Freeway. The Freeway acts as a major dividing feature between the north area where the site is located and

areas to the south. Only major thoroughfares such as Upland and Alcove Avenues serve as access routes across the highway.

5.3 Surrounding Growth Trends – 30 TAC §330.61(h)(3)

The area of Lubbock experiencing the most growth within five miles of the Facility is to the south and southwest. Closer to the Facility, most growth is "infill" development (that is development of pockets of undeveloped land within largely developed areas) as that property is purchased by developers. It is anticipated that this pattern of "infill" development will continue according to the current area zoning.

Table II-3 lists population growth data from 2020 to 2024 (the most current available data). Population estimates from the US Census Bureau's American Community Survey for all census tracts within five miles of the permit boundary were compiled and the population change over that period was calculated for each tract (refer to Figure II.A.9 for census tract delineation). The facility site is located within census tract 104.19, which experienced a total population growth of approximately 33% from 2020 to 2024.

TABLE II-3 – POPULATION GROWTH DATA

Census Tract	2020 Population	2024 Population	Population Change[1]
4.02	4,113	4,735	+15%
4.03	4,283	3,689	-14%
4.06	2,002	1,701	-15%
4.07	2,906	2,834	-2%
4.08	3,829	3,629	-5%
4.11	3,908	4,131	+6%
16.01	2,652	2,479	-7%
17.08	2,802	2,548	-9%
17.09	4,488	5,064	+13%
17.10	3,530	3,008	-15%
17.11	2,878	2,663	-7%
17.12	3,224	3,237	0%
17.13	3,216	3,282	+2%
17.14	5,261	6,273	+19%
17.15	1,672	1,670	0%
17.16	3,184	3,517	+10%
17.17	2,600	3,022	+16%
18.04	3,669	3,735	+2%
18.05	2,126	2,036	-4%
18.06	3,669	3,226	-12%
18.07	2,521	2,415	-4%
18.08	2,451	2,582	5%
19.04	1,644	1,464	-11%
19.05	2,689	2,265	-16%
19.06	2,431	2,789	+15%
19.07	3,252	3,398	+4%
19.08	3,575	3,580	0%
104.02	2,099	3,474	+66%
104.04	3,698	4,397	+19%
104.09	1,310	1,107	-15%
104.10	2,627	2,394	-9%

104.11	1,314	1,206	-8%
104.12	1,537	1,677	+9%
104.13	2,615	3,093	+18%
104.14	2,556	2,580	+1%
104.15	3,250	3,523	+8%
104.16	1,547	1,261	-18%
104.17	3,726	4,613	+24%
104.18	1,173	1,768	+51%
104.19	5,280	7,034	+33%
104.20	1,103	1,028	-7%
104.21	4,124	5,729	+39%
104.22	2,416	2,603	+8%
104.23	1,836	1,742	-5%
105.02	3,154	3,366	+7%
105.04	4,252	4,065	-4%
105.09	6,927	6,635	-4%
105.10	3,079	2,893	-6%
105.12	6,030	13,113	+117%

[1]Population change values rounded to nearest whole number.

5.4 Proximity to Residences and Others Listed – 30 TAC §330.61(h)(4)

As mentioned in section 5.2 above, the Marsha Sharp Freeway serves as a major physical barrier between the northern and southern portions of the area within one-mile of the site, so this section considers the areas north and south of the Freeway separately.

A review of satellite imagery and Lubbock Central Appraisal District (LCAD) records found approximately 1,960 residences and 82 commercial establishments north of Marsha Sharp Freeway and within one mile of the Facility. The nearest residences are located approximately 1,742-feet west of the permit boundary, and the nearest commercial establishments southern property lines are located approximately 60-feet north of the permit boundary.

A review of satellite imagery and LCAD records found approximately 520 residences and 209 commercial establishments south of Marsha Sharp Freeway and within one mile of the Facility. The nearest residence is located approximately 387-feet southeast of the permit boundary, and the nearest commercial establishment is located approximately 410-feet southeast of the permit boundary.

There are four schools, two day-care facilities, one hospital, and five churches within one-mile of the Facility, as shown on Figure II.A.6.

There are no known cemeteries, archaeological sites, historical sites, or sites having exceptional aesthetic quality within one-mile of the Facility.

5.5 Wells and Well Density within 500-Feet – 30 TAC §330.61(h)(5)

The Texas Water Development Board's (TWDB) water well records, the High Plains Underground Water Conservation District's (HPWD) water well records, and the Texas Railroad Commission's (RRC) oil and gas well records were reviewed to locate wells within 500-feet of the permit boundary. A total of five wells were located with these records, three outside of the 70.650-acre tract owned by the City and two are within the city owned tract.

Three water wells were documented outside of the city owned tract, but within 500-feet of the permit boundary by the TWDB's Submitted Driller's Report database. All three wells (#592670, #592897 and #600265) are located outside and north of both the permit boundary and city owned tract. The well locations and State of Texas Well Report tracking numbers are shown on Figure II.A.4. The State of Texas Well Reports for these wells are included in Appendix II.I.

Two wells located on the city owned tract (#69335 and #69342) are also shown on Figure IIA.4. Well #69335 is located outside but within 500-feet of the permit boundary as documented by the HPWD's water well records. The other well (#69342) is located within the permit boundary. These two wells were also physically located with the property survey completed for this permit application. These wells were used in the past for irrigation only and are not currently in use. These two wells are owned by an independent third-party who has indicated a desire to use these wells in the future. The wells are not a hinderance to operations. There are no drilling or other records available for the wells.

No oil and gas wells were documented within one-mile of the permit boundary by the RRC's records.

6.0 TRANSPORTATION – 30 TAC §330.61(i)

The transportation analysis includes the following:

- Data on the availability and adequacy of roads that the owner (City of Lubbock) will use to access the Facility.
- Data on the volume of vehicular traffic on the local roads and state highways within one-mile of the Facility, both existing (2026) and expected (2056), during the expected initial life of the Facility.
- Projected volume of traffic expected to be generated by the Facility on the access roads within one-mile of the Facility (2026).
- Documentation of coordination with the Texas Department of Transportation Lubbock District (TxDOT-Lubbock) for traffic and location restrictions, and coordination with Lubbock County and the City of Lubbock as these two agencies will be the agencies exercising maintenance responsibilities for the public roadways involved for the Facility entrance and exit from 76th Street east of Alcove Avenue.
- This Transportation section was prepared by: Jeryl D. Hart, Jr, licensed Texas Professional Engineer (#42546) under contract between R2M Engineering, LLC (Texas Registered Engineering Firm F-9992) and Parkhill.

6.1 Availability and Adequacy of Roads – 30 TAC §330.61(i)(1)

All local/arterial roadways are currently 2-3 lane two-way traffic. However, Upland Avenue is under construction to be widened to 5 lanes by 2026 before the Facility will be open. A portion of 76th Street (850') is currently not paved, and it will be paved to the 76th entrance of the Facility (City of Lubbock will fund these improvements to 76th Street as well as rebuilding and widening 600' of existing paved 76th Street to an Industrial Street classification- 42'-face to face with curb & gutter, sufficient for 3 lanes at the intersection of Alcove). The 66th Street Driveway (North Entrance) will be approximately 1,450' west of Upland Avenue, and 66th Street will be widened by the City of Lubbock with this project from 2 lanes to 3 lanes (1 each direction and 1 turn lane) beyond the 400' of widening currently under construction with the Upland Ave roadway widening project.

Recommended inbound traffic access to the Facility will predominately be from US 62/82 (Marsha Sharp Freeway, MSF) (93%) to two separate driveways off local arterial roadways (Upland Ave (via 66th St driveway), 66th Street (via Upland and driveway1450' west of Upland Ave on 66th St), and Alcove Ave (via 76th St), see Figure II.E.2.1). The remaining 7% of the inbound traffic will be from the north with 1% on Alcove Ave to the 76th Street driveway and 6% on Upland Ave turning right onto 66th St and then to the 66th St driveway. As noted, the primary entrance into the Facility will be the 66th Driveway. See Appendix II.E. Figure II.E.4 for pictures of existing roadways.

Figure II.E.2.3 illustrates the routes into and out of the Facility that is also described here. Recommended exit from the Facility will be predominately by the driveway onto 66th Street eastbound to Upland Avenue (91% of traffic) and then predominately southbound to MSF, with 5% of the traffic northbound at Upland Ave. A minor amount of the traffic will exit from 76th Street with westbound on 76th Street then right turn northbound on Alcove Avenue (1%); and a portion of staff traffic westbound on 76th and southbound on Alcove Avenue to MSF where it will turn right. It is intended that no exiting truck traffic will take the southbound on Alcove route.

All streets being accessed by the Facility have adequate capacity to handle the existing traffic with the improvements listed as under construction or included with the Transfer Station construction. All streets being accessed by the Facility in the future (2056 projections) will have adequate capacity with the improvements noted which will be funded by the City of Lubbock with the Facility and the 66th Street

widening bond project currently under design and scheduled to begin construction within 3 years. See existing traffic with Facility Traffic added in Table II-4 that shows adequate capacity now (2026) and in 2056. As shown in Table II-4, the percentage increase in traffic on local arterial roadways is less than 4% of the local traffic except on Alcove Avenue south of 76th Street which is only 5.5% increase in 2026 but drops to under 3% increase in 2056.

Due to the higher percentage of capacity being utilized on Upland Avenue and 66th Street (see Table II-4), a detailed Synchro Traffic Model analysis was performed for this intersection at both the am and pm peak hour times for both 2026 and 2056 traffic volumes including all turning movements for both without and with the Facility. This analysis showed similar peak hour congestion (Level of Service) as other arterial to arterial intersections in the City of Lubbock based on conversation with the City Traffic Engineer in March 2024. The additional delay per vehicle at this intersection due to the increase in traffic by the Facility at peak hours for 2026 volumes was less than 7 seconds (LOS D to E) in the am peak and less than 10 seconds (LOS F to F) in the pm peak. The additional delay per vehicle at this intersection due to the increase in traffic at this intersection due to the Facility for peak hour 2056 volumes was less than 12 seconds (LOS F to F) in the am peak and less than 11 seconds (LOS F to F) in the pm peak. The higher morning peak is due to school traffic in the area. See Appendix II.E, Figure II.E.2.2 for this information and additional details.

6.2 Access Roads Traffic Volume – 30 TAC §330.61(i)(2)

Figure II.E.2.1 in the Appendix II.E shows the existing 2026 traffic volumes and the projected 2056 traffic volumes and capacities summarized in the table below from TxDOT, Lubbock Metropolitan Planning Organization (MPO), and City of Lubbock for the surrounding streets except 76th Street, for which an estimate was made based on contacts with existing businesses (primarily sports facilities with most traffic after 5pm) accessing 76th Street and the ITE Trip Generation Manual. The largest generator has a daily volume of about 100 vehicles in and 100 out. Estimated total for all the businesses on 76th Street east is approximately 288 vehicles per day (2-way) in 2026.

TABLE II-4 – TRAFFIC VOLUMES WITH ROADWAY IMPACTS

Street	Location	2-Way, 24-Hour Traffic Volumes				Capacity	
		2026	2026+	2056	2056+	2026	2056
76th Street	East of Alcove Ave	288	354	400	493	7,400[1]	14,800[2]
	% of roadway capacity	3.9%	4.8%	2.7%	6.7%		
	% increase in volume		22.9%		23.3%		
Alcove Avenue	South of 76th St	1086	1146	3,317	3,410	7,400[1]	14,800[2]
	% of roadway capacity	14.7%	15.5%	22.4%	23.0%		
	% increase in volume		5.5%		2.8%		
Alcove Avenue	North of 76th St	1086	1092	3,317	3,325	7,400[1]	14,800[2]
	% of roadway capacity	14.7%	14.8%	22.4%	22.5%		
	% increase in volume		0.6%		0.2%		
66th Street	Alcove Ave to Upland Ave	13,473	13,959	18,727	19,402	14,800[2]	30,000[4]
	% of roadway capacity	91.0%	94.3%	62.4%	64.7%		
	% increase in volume		3.6%		3.6%		
Upland Avenue	66th St to Marsha Sharp FWY	20,784	21,239	28,890	29,523	30,000[3]	30,000[4]
	% of roadway capacity	69.3%	70.8%	96.3%	98.4%		
	% increase in volume		2.2%		2.2%		
Marsha Sharp FWY, WB Frontage	Upland Ave to Alcove Ave	11,021	11,059	19,314	19,367	36,600[5]	39,100[6]
	% of roadway capacity	30.1%	30.2%	49.4%	49.5%		
	% increase in volume		0.3%		0.3%		

For all traffic volumes except for 76th Street, refer to Table II.7 footnotes.

2026+ volumes are 2026 volumes with Facility volumes added.

2056+ volumes are 2056 volumes with Facility volumes added.

Alcove Avenue is not shown in the current Lubbock MPO model to be widened by 2050 but Lubbock County does show it to be widened in their 2019 current bond program list, so increased capacity is shown. Lubbock will be repaving the intersection at Alcove & 76th Street and adding a turn lane with the Lubbock 66th Street Improvement project under design in late 2024.

Upland Avenue from 66th to 82nd is currently under construction to be widened to 5 lanes.

[1]Existing 2-way traffic, 1-11' to 12' lane each way

[2]Proposed 2-way traffic, 1-lanes each direction and one 2-way turn lane

[3]Existing 2-way traffic, 2-11'-12' lanes each direction to railroad crossing then reduces to same as [1]

[4]Future 2-way traffic 2 lanes each direction and one 2-way turn lane see Appendix E, Figure II.E.3

[5]Existing 2 lane 1-way frontage road and 2 lane one-way freeway westbound

[6]Future 2 lane 1-way frontage road and 3 lane one-way freeway westbound

6.3 Projected Traffic Generation – 30 TAC §330.61(i)(3)

Traffic generated by the Facility will be defined by three primary categories and one minor category:

- Collection Vehicles
- Transfer Trailer Vehicles
- Facility Personnel

See detailed 15-minute projected traffic volumes by each use for all day in Appendix II.E with summary below (from 15-minute projections by Parkhill):

TABLE II-5 – DAILY TRAFFIC VOLUMES BY CATEGORY

	Collection Vehicles		Transfer Trailer Vehicles		Facility & Driver Personnel Vehicles		TOTAL	
Year	2026	2056	2026	2056	2026	2056	2026	2056
Volume	300	416	60	82	192	266	552	764

The city currently operates a fleet of approximately 50 residential collection vehicles. The collection vehicles will park overnight at the Facility, so collection trucks will start and end their day at the Facility. This study conservatively assumes each truck will make three trips back to the Facility per day. The trucks will not leave the Facility and park for the night after their final return trip. This study conservatively assumes that the traffic flow of collection vehicles will exit the Facility 150 times and enter the Facility 150 times on an average operation day which assumes 100% of the vehicle fleet is operable.

Transfer trailer vehicles will be filled prior to exiting the Facility. Transfer trailers are assumed to fill near to their capacity while maintaining equivalent single axle load (ESAL) requirements. The transfer trailers will park overnight at the Facility, so transfer trailers start and end their day at the Facility. Based on these assumptions, this study assumes that transfer trailers will exit the Facility approximately 30 times per day and enter the Facility 30 times per day.

Facility personnel will include the Facility supervisor, equipment operators, customer service representatives, waste spotters, and general labor. Facility personnel will also include Solid Waste Department office staff in the attached office space. These personnel will generally arrive in the morning and leave in the evening. This study assumes a total of 30 personnel will be at the Facility daily. Based on these assumptions, this study shows that personnel traffic will enter the Facility 30 times and leave the Facility 30 times, as well as 50 round trips during the day entering and exiting to go to other places. Collection vehicle drivers will also be parking their personal vehicles at the site during the day, which will account for 50 vehicles early in the morning inbound, and 50 vehicles late in the evening outbound. See Appendix II.E.1 for 15-minute estimated volumes by Parkhill.

Projected increase in site generated traffic counts is based on: The Texas Water Development Board projects a population increase of Lubbock County from 2026-2056 of 39%. The City of Lubbock's population was recorded as 257,719 in the 2020 US Census.

Based on these assumptions, the population of the City of Lubbock will grow to 392,751 by 2056. The quantity of 18-wheelers and trips is determined based on round trip time and queuing at the Facility. The quantity of trips for the Facility will likely increase by roughly 39% to match the growth in population/ the growth in the correlated waste volume.

TABLE II-6 – ESTIMATED TOTAL DAILY FACILITY VEHICLE TRIPS

	Estimated Trips	
Year	2026	2056
Volume	552	764

These projected traffic volumes are reflected in the Table II-4 and Table II-5, and the distribution of the traffic volumes is based on the estimated volume of traffic arriving and departing from the different directions as shown on Figure II.E.2.1 and Figure II.E.2.2 in the Appendix II.E. Table II-7 shows the estimated percentages of the total traffic generated by the Transfer Station both inbound and outbound based on current City of Lubbock collection vehicle routes and an estimate from the City of Lubbock's Solid Waste Director and concurred by this Traffic Engineer with over 25+ years of experience in Lubbock. The City of Lubbock is currently working on efficiencies to reduce the number of truck trips and thus decrease the traffic volumes generated by the Facility.

TABLE II-7 – PROJECTED TRAFFIC VOLUMES

CoL – Transfer Station	2026 Traffic Generated by TS[1]					2056 Traffic[2]		
Location of Traffic	In (%)	In	Out (%)	Out	Total	In	Out	Total
Alcove North of 66th St	1%	3	1%	3	6	4	4	8
76th St Entrance Driveway	15%	41	9%	25	66	58	35	93
Alcove Ave South of 76th St		41		25	66	58	35	93
Alcove Ave North of 76th Street	1%	3	1%	3	6	4	4	8
Exit off MSF to Right on NB Alcove Ave	14%	38	0	0	38	53	0	53
SB Alcove Ave – WB MSF (Staff)		0	8%	22	22	0	31	31
66th St, Alcove Ave to TS Driveway	0%	0	0%	0	0	0	0	0
66th St TS Driveway	85%	235	91%	251	486	326	349	675
66th St TS Driveway to Upland	85%	235	91%	251	486	326	349	675
Upland Ave North of 66th	6%	17	5%	14	31	23	19	42
Upland Ave South of 66th	79%	218	86%	237	455	303	330	633

CoL – Transfer Station	2-Way Traffic Local Roads						
Location of Traffic	2022[3]	2026[3,4]	2026[+TS]	2026[TS%]	2056[5]	2056[+TS]	2056[TS%]
Alcove Ave North of 66th St	360	451	457	1.22%	1,070	1,078	0.72%
76th St	N/A	288	354	23.00%	400	493	23.23%
Alcove South of 76th St	750	1086	1152	6.10%	3,317	3,410	2.80%
Alcove North of 76th St	750	1086	1091	0.51%	3,317	3,325	0.23%
Exit MSF to right on NB Alcove Ave	9,850	11,021	11,059	0.34%	19,314	19,367	0.27%
SB Alcove Ave to WB MSF (Staff)	750	1,086	1,108	2.03%	3,317	3,348	0.93%
66th St, Alcove Ave & TS Driveway	N/A	13,473	13,473	0.00%	18,727	18,727	0.00%
66th St TS Driveway	N/A	N/A	486	100%	N/A	675	100%
66th St TS Driveway to Upland	N/A	13,473	13,959	3.61%	18,727	19,402	3.60%
Upland Ave North of 66th St	N/A	11,834	11,865	0.26%	16,449	16,491	0.26%
Upland Ave South of 66th St	N/A	20,784	21,239	2.19%	28,890	29,523	2.19%

[1]Percentage of 2026 Total Traffic Generated by Transfer Station in each direction based on estimate from City of Lubbock Solid Waste Director based on existing routes serviced in 2024.

[2]Growth multiplier 2026-2056 = 1.39 (see Section 6.3)

[3]Alcove and MSF local streets use pro-rata from 2022-2050 for each location using MPO projected volumes.
(2050V-2022V)*4/28+2022V =2026 Volume); For 2056 volumes us MPO 2050 and use TWDB factor between 2050-2060 prorated to 2056

[4]66th St and Upland local streets volume use 2020 City of Lubbock counts, and 2018 City of Lubbock counts at Upland and MSF with 6.8% growth/year for 2024 volumes based on growth rate from 2018 to 2020. No growth 2024-2026 due to construction.

[5]2056 volumes = 2026V*1.39 growth factor (Section 6.3)

[+TS] Traffic Volume with Transfer Station traffic added from above portion of table.

[TS %]Percentage of Traffic Volume due to Transfer Station

76th Street traffic based on ITE Trip Generation Manual for 2026 and 1.39 growth factor for 2056.

6.4 Agency Coordination – 30 TAC §330.61(i)(4)

Consistent with 30 TAC §330.61(i)(4), Kylan Francis, PE, Director of Transportation Planning & Development with the TxDOT Lubbock District office, was contacted by e-mail, by phone, and by follow-up e-mail. She responded on August 18, 2022, with acceptance of this site as long as traffic exiting the site was kept to access MSF (US 62/82) at the Upland Avenue and frontage road intersection. In follow-up meeting December 4, 2023, and e-mail from her December 5, 2023, she had no objection to exiting the MSF westbound frontage road and turning right onto Alcove Avenue, but she did not want any Facility truck traffic entering from Alcove and turning right onto the MSF. Copies of the correspondence are included in Appendix II.E.7.

The City of Lubbock 2022 Street Bond Program (from letter in Appendix II.E.8) shows Upland Ave from 50th to 66th Street and over to the Marsha Sharp Freeway intersection to begin construction in 2024, and 66th Street widening to 3 lanes from Upland Avenue to Alcove to start construction in 2027, design and right-of-way acquisition began in April 2024.

The Lubbock County 2019 Street Bond Program (from their website) shows Alcove Ave from 66th St. to Marsha Sharp Freeway to begin in 2024. The City of Lubbock and Lubbock County are currently in discussions on the best way to fund roadway improvements to Alcove Avenue. The City of Lubbock in the interim is planning on repaving the intersection of Alcove & 76th Street and adding a turn lane as well.

It is anticipated that all planned street improvements will be completed before construction of the facility is completed. In the event that the street improvements are not completed prior to the facility opening, the Owner will coordinate with the appropriate authority for any necessary traffic control measures.

6.5 Airport Safety 30 TAC §330.61(i)(5), §330.545

The Facility is not a municipal solid waste landfill, therefore analysis of the impact of the Facility on airports, demonstration that unit design and operation will not pose a bird hazard to aircraft, and coordination with the Federal Aviation Administration (FAA) for compliance with airport location restrictions are not required.

7.0 GENERAL GEOLOGY AND SOILS STATEMENT– 30 TAC §330.61(j)(1)

Lubbock County is the center of the South Plains region of Texas and is a part of the Southern High Plains physiographic region of northwest Texas. The County is situated over the Ogallala Formation of the Late Miocene to Pliocene age. The Ogallala is the major aquifer of the region and through decades of heavy irrigation use, primarily for cotton farming, the quantity of water has greatly diminished. The surficial deposits overlying the Ogallala Formation consist of Quaternary alluvial and windblown clays, silts, and sands of the Blackwater Draw Formation.

As noted in the Soil Survey of Lubbock County, Texas (United States Department of Agriculture Soil Conservation Service in cooperation with Texas Agricultural Experiment Station, report issued 1979), most of the county is described in the report as a nearly level to gently undulating plain, interrupted by numerous enclosed depressions. At the bottoms of scattered localized depressions are low areas known as playa lakes that receive and retain stormwater runoff.

Soil conditions on this site are primarily “Amarillo-fine sandy loam” with smaller amounts of “Acuff-clay loam” and “Olton-clay loam”, as shown in Table II-7. These soil types are located over large sections of Lubbock County and are suitable for construction following local techniques and practices common in the area. There are no construction issues with these soil types.

TABLE II-8 – ON-SITE SOILS

Soil Type	Coverage			
	Soil Symbol	Area (ac)	Percent Slope	Percent of area within Facility Boundary
Acuff Loam	AcA	3.6	0 – 1%	15.1%
Amarillo Fine Sandy Loam	AfA	19.2	0 – 1%	80.3%
Olton Clay Loam	OcB	1.1	1 – 3%	4.6%

References: Soil Survey of Lubbock County, Texas (United States Department of Agriculture Soil Conservation Service in cooperation with Texas Agricultural Experiment Station, report issued 1979), Table 5 Range Productivity and Composition is included in Appendix II.F.

7.1 Location Restrictions – 30 TAC §330.557 & §330.559

The location restrictions in 30 TAC §330.557 (relating to Seismic Impact Zones) and §330.559 (relating to Unstable Areas) only apply to landfill units and are not applicable.

8.0 GROUNDWATER AND SURFACE WATER – 30 TAC §330.61(k)

The following sections discuss both groundwater and surface water conditions of the site.

8.1 Groundwater – 30 TAC §330.61(k)(1)

The Ogallala Aquifer is the primary aquifer underlying the site. The Ogallala is considered to be an unconfined aquifer with saturated thickness in the area of the site from 40-feet to 60-feet thick. Published data from the High Plains Underground Water Conservation District No. 1 (HPWD), located in Lubbock County, indicates groundwater flow direction is generally from northwest to southeast at a gradient of approximately 0.008 ft/ft and travel through the aquifer at about 150-feet per year under natural conditions. The base of the Ogallala in the area of the site is approximately 3,120-feet MSL with groundwater approximately 3,190-feet MSL, or 70-feet of saturated thickness. The surface elevation at the project benchmark is 3,302.74-feet MSL which means the water surface of the Ogallala is approximately 112-feet below the ground surface elevation.

References: High Plains Underground Water Conservation District No. 1 (HPWD), located in Lubbock County, Texas

8.2 Surface Water – 30 TAC §330.61(k)(2)

There are no surface water streams on or near the site. There is a small playa basin (Playa100) located northeast of the site near the intersection of 66th Street and Upland Avenue. A 100-year Flood Plain Elevation has been established for this playa, and the permit boundary elevation is above the 100-year flood elevation and therefore completely outside of the 100-year Flood Plain. The Flood Insurance Rate Map (FIRM) is shown on the attachment in Appendix II.G.2.

Generally, surface water flows across this site from the southwest to the northeast via overland sheet flow conditions. There are no channelized streams over the site.

8.3 Stormwater Permit – 30 TAC §330.61(k)(3)

The Facility has been designed to prevent the discharge of pollutants into waters of the State of Texas or the United States as defined by the Texas Water Code (TWC) and the Federal Clean Water Act (FCWA), respectively. The City of Lubbock Transfer Station will obtain appropriate coverage under the TPDES Industrial Multi-Sector General Permit No. TXR050000 for stormwater discharges associated with industrial activities. A signed statement certifying that appropriate coverage will be obtained is included in Appendix II.D. A copy of the permit coverage, once issued, will be maintained with the site records.

8.4 Groundwater Location Restrictions – 30 TAC §330.549

The Facility is not located over the recharge zone of the Edwards Aquifer, so the location restrictions in 30 TAC §330.549 do not apply.

9.0 OIL AND WATER WELLS – 30 TAC §330.61(l)

Information on oil and water wells within the property boundary is provided in the following sections.

9.1 Water Wells – 30 TAC §330.61(l)(1)

According to available TWBD and HPWD records, and as indicated in Figure II.A.4, there is one small existing well within the permit boundary. Water from this well has historically only been used for irrigation. This well is identified by the High Plains Underground Water Conservation District (HPUWD) No. 1 as well #69342. There are no drilling or other records available for this well. This well is owned by an independent third-party who has indicated a desire to use the well in the future. The well is not a hinderance to operations.

9.2 Oil and Gas Wells – 30 TAC §330.61(l)(2)

According to available RRC records, there are no known existing or abandoned crude oil or natural gas wells situated within the permit boundary.

10.0 FLOODPLAINS AND WETLANDS STATEMENT– 30 TAC §330.61(m)

According to the Federal Emergency Management Agency's (FEMA) latest Flood Insurance Rate Map (FIRM), no portion of the Facility boundary lies within or adjacent to a 100-year floodplain. The nearest floodplain located around Playa 100 north and east of the Facility is undergoing a major excavation project at this time that will increase the storage capacity of the playa and drastically reduce the horizontal extent of the floodplain. Lubbock is anticipating this excavation project to be completed near the end of December 2025.

A Waters of the U.S., Including Wetlands, Delineation Report (Delineation Report) was completed by Stantec Consultants, Inc (Stantec) in support of the project (included in Appendix II.G). The Delineation Report identified no waters of the U.S. and no wetlands within the property. This was also re-evaluated on a site visit on June 26, 2025, the results which are found in Addendum 1 to Appendix II.H.

10.1 Floodplain Location Restrictions – 30 TAC §330.547

The Facility storage and processing areas will be located outside the 100-year floodplain. The Flood Insurance Rate Map (FIRM) is shown on the attachment in Appendix II.G.2.

10.2 Wetlands Location Restrictions – 30 TAC §330.553

The Facility will not be located in any wetlands (as documented in the Delineation Report), so the location restrictions in 30 TAC §330.553 are satisfied.

11.0 ENDANGERED OR THREATENED SPECIES – 30 TAC §330.61(n)

A Threatened and Endangered Species Habitat Assessment (Assessment) was completed in 2023 and a report by Stantec Consulting Engineers (Stantec) was submitted on August 23, 2023, that evaluated the impact of the Facility on endangered or threatened species. That report is included in Appendix II.H of this permit application. A follow up site visit conducted in June 2025, to verify the original findings are still valid. The revised report issued on July 10, 2025, is included as Addendum 1 to Appendix II.H. The June 2025 revisit verified that the findings of the original Assessment remain valid.

Using data from the United States Department of Fish and Wildlife Services (USFWS) and the Texas Parks and Wildlife Department (TPWD), the Assessment found that the property does not intersect any critical habitats for any listed threatened, endangered, or candidate species, and the property does not present a potentially suitable habitat for any listed endangered or threatened species.

The original Assessment as well as the verification visit found and stated in Section 3 Summary and conclusions, that the property may affect, but not likely to adversely affect habitat for the monarch butterfly.

11.1 Endangered or Threatened Species Location Restrictions – 30 TAC §330.551

Construction and operation of the Facility shall not result in the destruction or adverse modification of the critical habitat of any endangered or threatened species, or cause or contribute to the taking of any endangered or threatened species.

12.0 TEXAS HISTORICAL COMMISSION REVIEW – 30 TAC §330.61(o)

An archaeological desktop review of the property completed by Stantec Consulting Services, Inc (Stantec), concluded that the site is unlikely to contain cultural resources. The Texas Historical Commission (THC) reviewed Stantec's findings and found no effect on identified archaeological site or other cultural resources, in concurrence with Stantec. In accordance with 30 TAC §330.61(o), the THC's review verification by email, along with documentation of Stantec's review, are included in Appendix II.C.1.

13.0 COUNCIL OF GOVERNMENTS AND LOCAL GOVERNMENT REVIEW – 30 TAC §330.61(p)

Consistent with 30 TAC §330.61(p), Parts I and II of the application were submitted for review to the South Plains Association of Governments (SPAG) to determine conformance with regional solid waste plans. Documentation of coordination with the SPAG is provided in Appendix II.C.2.

The application is submitted by the City of Lubbock and is in compliance with the City's local solid waste plans.

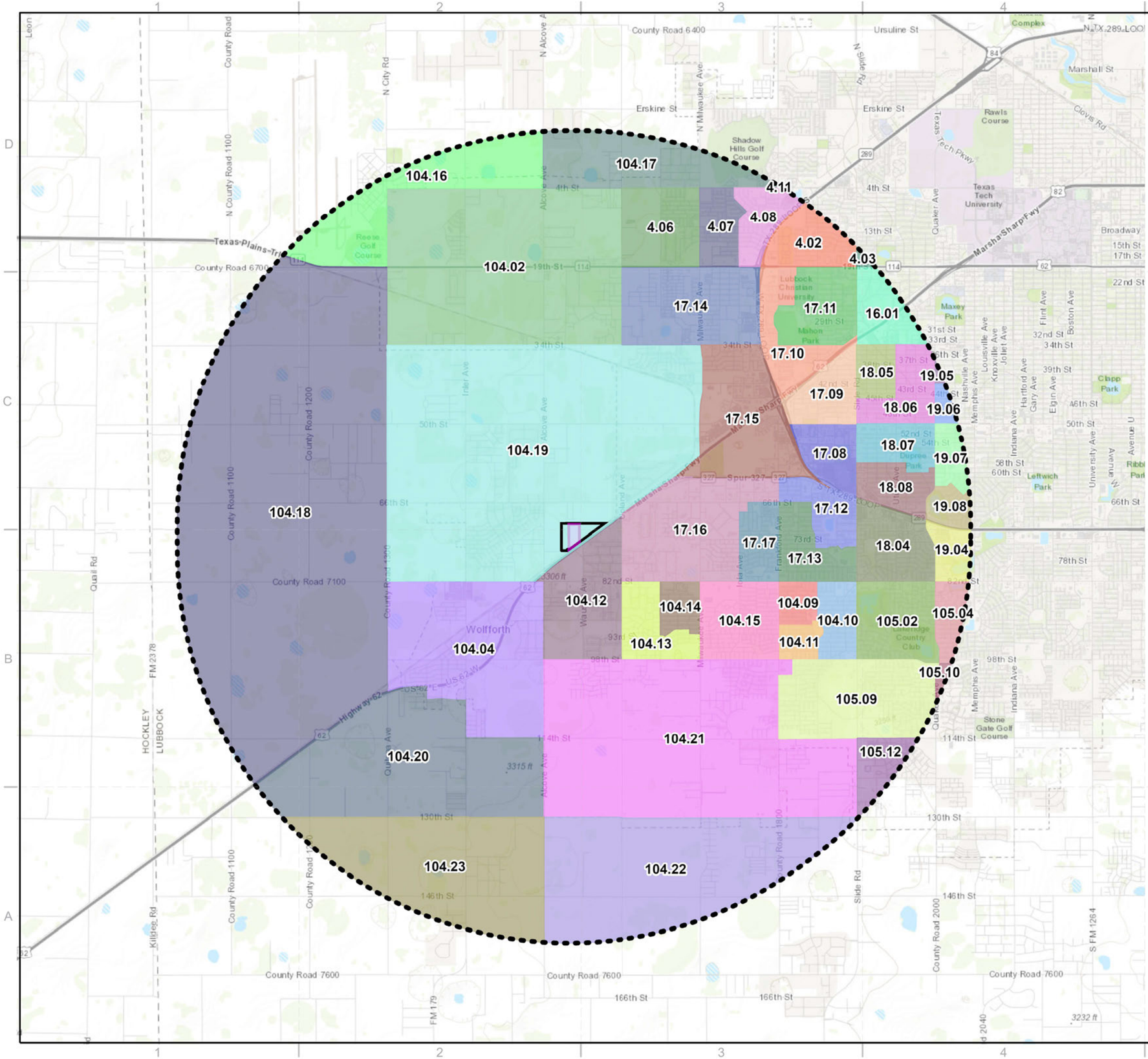
14.0 EASEMENTS AND BUFFER ZONES – 30 TAC §330.543

No solid waste unloading, storage, or processing operations will occur within any easement, buffer zone, or right-of-way.

The Facility includes a 50-foot buffer zone between the property boundary and all solid waste storage and processing areas, as shown on Figure II-B.1.

15.0 COASTAL AREAS – 30 TAC §330.561

This requirement is only applicable to landfills and the Facility will not manage Class 1 industrial solid waste, so the location restrictions in 30 TAC §330.561 do not apply to the application.



0 0.75 1.5 3 Miles

LEGEND:

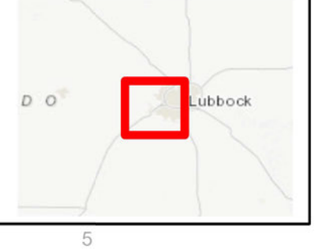
- PERMIT BOUNDARY
- PROPERTY BOUNDARY
- 5 MILE OFFSET FROM PERMIT BOUNDARY

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

Service Layer Credits: World Topographic Map: City of Lubbock, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
World Topographic Map: Esri, HERE, Garmin, FAO, USGS, EPA, NPS

Census tracts obtained from United States Census Bureau's 2025 TIGER/Line Shapefiles.

KEY PLAN



Parkhill

PARKHILL, SMITH & COOPER, INC. F-560
STATE OF TEXAS
TODD E. STIGGINS
107769
LICENSED PROFESSIONAL ENGINEER
02/16/2026

FOR PERMITTING PURPOSES ONLY

CITY OF LUBBOCK TRANSFER STATION

LUBBOCK COUNTY, TEXAS

City of Lubbock TEXAS

CLIENT
CITY OF LUBBOCK
SOLID WASTE MANAGEMENT
1314 AVENUE K
LUBBOCK, TX 79401

PROJECT NO.
5552.21

#	DATE	DESCRIPTION
1	02/16/2026	TECH NOD 1 RESPONSE

CENSUS TRACTS WITHIN 5 MILES

FIGURE II.A.9

FILE NAME: LAYOUT NAME: CENSUS TRACTS PRINTED: Tuesday, February 17, 2026 - 12:56 PM USER: afranklin

Parkhill

PART III – SITE DEVELOPMENT PLAN

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
4222 85th Street
Lubbock, Texas 79424
TBPE F-560

Rev 0 - August | 2025
Rev 1 - October | 2025
Rev 2 – February | 2026
Parkhill Project # 01555221

Parkhill

PART III – SITE DEVELOPMENT PLAN

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
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02/16/2026
FOR REVISIONS
1 & 2 ONLY

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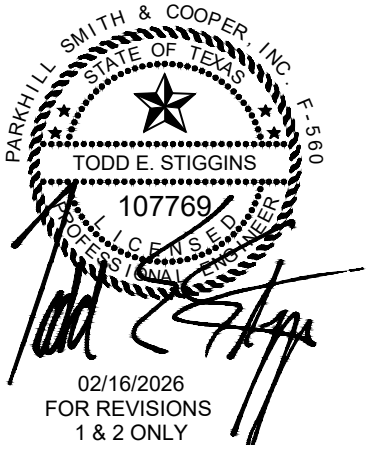

APPENDICES

PARKHILL SMITH & COOPER, INC. F-560
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1.0 INTRODUCTION

The City of Lubbock is proposing a Type V Municipal Solid Waste (MSW) Transfer Station (TS) herein referred to as “Facility”. The TS will transfer and/or provide short term storage of MSW through the TS. The Facility is located on property owned by the City of Lubbock.

The Facility will be located in southwest Lubbock just north of TxDOT Highway US 62/82 (known locally as Marsha Sharp Freeway) between Upland and Alcove Avenues in southwest Lubbock. The Facility will accept MSW from Lubbock’s normal collection routes and Texas Tech University (TTU) collection vehicles. Waste will be transferred into long-haul trailers and taken to Lubbock’s West Texas Regional Disposal Facility, TCEQ MSW Landfill Permit No.2252 (WTRDF) which is located in north Lubbock County or at other TCEQ authorized MSW disposal site(s). WTRDF is approximately 23 roadway miles north of the proposed Facility site.

Currently, Lubbock’s city-wide collection trucks haul MSW collected from individual routes across Lubbock, directly to WTRDF which increases travel time by as much as three hours for a typical collection route. These trucks must make the round trip from their collection route to the landfill, weigh, and eventually deposit waste on the landfill’s working face, then return to their assigned route where they left off. The new Facility will reduce that time by eliminating the travel time to the landfill and allow the collection routes to be completed more efficiently each day.

Once collection trucks reach the Facility, they will have an opportunity to have their undercarriage washed before the entrance scale at the wheel wash station. This will help prevent mud and debris from being tracked in the building. All waste tipping and loading operations will occur inside the building. The TS building will be approximately 150-feet in width and 240-feet in length. The tipping floor will be reinforced concrete and elevated above surrounding ground surface to direct stormwater drainage away from the building. Inside, the TS, two top load hoppers located at one end of the building will direct waste, pushed there by wheeled loaders, into transfer trailers located in the tunnels below.

The Facility building will be constructed of conventional structural steel building with metal or brick façade (as determined during design and bidding process) and have an eave height of 36-feet. This will help provide excellent air circulation and ventilation. With an enclosed building, air emissions or odors will be controlled, reducing them outside the building. Exterior paving surfaces will consist of heavy-duty reinforced concrete and asphaltic concrete paving materials that provide efficient traffic flow across the site.

The Facility site will include two inbound scales and one outbound scale, a Scalehouse building, the Citizen Convenience Station (CCS) for private citizen use and debris or recyclable material drop-off. The Facility wheel wash stations will be accessible to both inbound outbound trucks in two separate stations located near the Facility entrance. Also included will be ancillary facilities such as an administrative office/training center building, a grit/grease trap interception and an effluent sample port, perimeter fencing as well as a potable water supply connected to the City of Lubbock’s water supply system. A sewage lift station and force main that will take sewage from Facility restrooms to Lubbock’s sanitary sewer collection system for treatment in Lubbock’s TCEQ permitted wastewater treatment plant.

Generalized building plans are included in Part III of this application. Operations of the Facility are described in Part IV of this application.

2.0 GENERAL FACILITY DESIGN – 30 TAC §330.63(a) & (b)

The general design, including site access, waste movement on-site, sanitation, water-pollution control, and endangered species protection, is described in the following sections.

2.1 Adequacy of Access Roads and Highways

The primary access roads and highways are all public roads maintained by the City of Lubbock, Lubbock County, and the Texas Department of Transportation (TxDOT). Improvements to these roads and city streets is discussed in Part II, Section 6.0 of this permit application.

2.2 Facility Access Control – 30 TAC §330.63(b)(1)

Access will be controlled to prevent the entry of livestock, to protect the public from exposure to potential health and safety hazards, and to discourage the unauthorized entry and uncontrolled disposal of solid waste in accordance with 30 TAC §330.63(b)(1).

Facility access will be controlled by a perimeter fence installed along the permit boundary, with a lockable gate at the entrance where the access drive crosses the permit boundary. The perimeter fencing will consist of 6-foot tall chain-link fence and/or 4-foot tall 3-strand barbed wire fence. Soil berms from excavated soil of Playa 100 Improvement Project (began construction in October 2024 and projected to be completed in December 2025), will be constructed outside of the permitted boundary around the site. These berms will provide visual screening of the Facility and also help prevent unauthorized access onto the site. There will be no other entrances into the permit boundary other than the North and West Entrance roads.

Onsite personnel assigned to the Scalehouse will be responsible for monitoring the entrance for any unauthorized access and will notify the Site Supervisor if anyone attempts to enter Facility without permission. Signs will be posted ahead of the entrance to provide instructions on how to lawfully enter the Facility.

2.3 Waste Movement – 30 TAC §330.63(b)(2)

All incoming loads of solid waste will proceed onsite and have the option to wash vehicle undercarriage and wheels prior to entering the Facility to remove any mud or debris collected from unpaved routes. From there vehicles will proceed to the Scalehouse and weigh at the inbound scales. At the inbound scales, vehicle weight, and other pertinent route data, will be logged in the Facility's software system along with the vehicle identification number (if so equipped). Small private vehicles will be directed by on-site personnel to the CCS for unloading in the appropriate container(s) separated for non-recyclable and recyclable materials. All other loads (i.e., city collection trucks) will be directed to the TS to enter the building and then directed to unload onto the tipping floor.

Loads directed to the CCS will proceed following the counter-clockwise traffic pattern and enter the CCS from the east. Loaded vehicles will back up to an empty bay and unload into the appropriate container(s) (containers may be segregated by material type, such as brush, metals, MSW, etc., according to operational needs). Once empty, this traffic will continue west in the counter-clockwise direction and merge onto the exit road before weighing on the outbound scale to complete their transaction.

Collection truck loads will proceed to the transfer station, following the counter-clockwise traffic pattern, and enter through the designated entrance on the east side of the building. After unloading, these trucks will exit through the designated exit on the west side of the building and proceed onto the exit road to the Scalehouse. The trucks will follow a predetermined protocol as to whether the software system requires them to weigh out before leaving the site via the same entrance road. Prior to weighing on the

outbound scale, a vehicle wheel wash will be located so the trucks may be cleaned prior to exiting the Facility and entering public streets.

If any prohibited waste is observed during unloading at the TS or the onsite CCS by onsite personnel, the prohibited materials will be immediately rejected and returned to the transporter or generator if they can be identified. If the transporter or generator cannot be identified, City personnel shall segregate the prohibited materials and store in a separate location, for hauling and disposal at an approved disposal location. Clean brush/yard waste, (which is brush/yard waste that has not been mixed with municipal solid waste) may be hauled to either West Texas Regional Disposal Facility (WTRDF) (TCEQ MSW Permit No. 2252) or to Lubbock Caliche Canyon Landfill (TCEQ MSW Permit No.69).

Acceptable waste unloaded on the tipping floor will be pushed to one of two loading hoppers located at the opposite end of the building and loaded into a transfer trailer positioned beneath the hopper. Care will be taken to load the transfer trailer so that weight distribution is safe, and materials do not extend outside the trailer. Loaded transfer trailers will be hauled to WTRDF for disposal. Containers at the CCS will be managed in one of the following ways:

- Hauled into the TS and unloaded on the tipping floor to be consolidated into a transfer trailer. If the containers are segregated by material type, they will generally remain segregated throughout the transfer process. An exception would be if a segregated diverted material is inadvertently contaminated (i.e. if a resident unloads MSW into a container of cardboard) and can no longer be recycled, the material may be mixed with the general incoming waste stream in the TS.
- Hauled directly to the WTRDF or the Lubbock Caliche Canyon Landfill.
- Hauled to an appropriately authorized facility in the case of diverted material (i.e. a container of segregated recyclable material may be hauled to an appropriately authorized recycling facility).

Empty transfer trailers returning from the landfill will enter at the site entrance, follow the same counter-clockwise traffic pattern, and proceed to a queueing location (determined by onsite operations staff). Once ready to be loaded, empty trailers will be pulled by an onsite tractor down the east ramp and parked on a loading scale under one of the two hoppers. Once loaded, the transfer trailers will be pulled out of the tunnel and up the west ramp, then proceed on the counter-clockwise roadway and exit the site on the same entrance road.

2.3.1 Flow Diagram – 30 TAC §330.63(b)(2)(A)

A flow diagram indicating the storage, processing, and disposal sequences for waste received at the Facility is included as Figure III.A.1.

2.3.2 Schematic View Drawings – 30 TAC §330.63(b)(2)(B)

A schematic diagram showing the various phases of unloading, processing and disposal for wastes received at the Facility is included as Figure III.A.2.

2.3.3 Ventilation and Odor Control – 30 TAC §330.63(b)(2)(C)

The Facility will have two waste storage and processing units: the TS building and the CCS. Proposed ventilation and odor control measures for each unit are described below.

Transfer Station: The building will be a large, enclosed structure. Only two vehicle doors at grade level and two tunnel entrances below ground level will be open during operations. These openings will provide some level of passive ventilation. Each of these openings will also have operable vehicle doors that will be closed and secured when the TS is not in operation. The vehicle doors will also be capable of opening and closing as needed during periods when common high wind

events occur in this region. Rainfall will not be a factor as the roof will protect the tipping floor and working area. Waste will be stored in the building and protected by closing the vehicular entrance doors which will block the wind and prevent odors from escaping. As previously noted, although waste will routinely be removed at the end of each operating day, some waste will be stored inside the building for up to 72 hours.

The TS building will be properly ventilated for those situations where the maximum daily amount of waste (1,500 tons) is stored overnight. In accordance with Chapter 330, Subchapter U, Rule §330.991(a)(2)(B), the building will be equipped with exhaust fans located at a point 26-feet above the floor and 16-feet above the top of the waste stored inside. A total of 24 fans with an exhaust capacity of 20,000-cubic feet per minute will provide a total volume of 480,000-cubic feet per minute which exceeds the minimum required by the referenced rule of 45,000-cubic feet per minute.

Operations will be such to prevent nuisance odors from developing. Waste will be dumped and then filled into transfer trailers as quickly as possible. Once per week, the tipping floor will be washed down and cleaned to remove waste material remains on the floor to prevent odors.

Wash water from the TS will be drained over the floor into trench drains that flow to an onsite grit/grease trap separator with a sump pump that then pumps wash water to an onsite lift station and force main to Lubbock's TCEQ approved Wastewater Treatment Plant.

A misting system (using water with or without chemical deodorizer) will be used as needed for dust suppression and/or odor control within the building.

Citizen Convenience Station: The CCS will be located outdoors and as such will be naturally ventilated. Additionally, the CCS is centrally located within the site, reducing the likelihood of odor migration off-site. If nuisance odors are detected from the CCS, the specific container(s) responsible will be covered to contain the odor within the container(s) and alternatively, the container(s) may be moved inside the TS and unloaded or taken directly to the Landfill to remove odorous material.

2.3.4 Construction Details and Engineering Design – 30 TAC §330.63(b)(2)(D), (E), & (F)

Site grading on the permit property along with the area drainage plan for the site and surrounding property are shown on the figures in the Appendix for Part III. Construction details for all storage/processing units and ancillary equipment including approximate dimensions and capacities, construction materials, details of slab and subsurface supports, and engineering design details for all containment walls proposed to enclose all storage/processing components are included in Figures in Part III Attachment III.A.

Scalehouse Entrance/Exit: Located at the south end of the property near the 76th Street tie-in, the Scalehouse will be a small building with an office and restrooms for operators. Two inbound scales and one by-pass lane are located on the entrance side and one outbound scale with by-pass lane are located on the exit side. Just before the scales, two-wheel wash facilities will be located. For incoming vehicles, a wheel wash station will be located so trucks may wash off their wheels before weighing in and entering the building. Then after tipping and before exiting onto public streets, an additional wheel wash station will be located to allow vehicles to be cleaned before exiting the site.

Transfer Station: The TS will consist of a large metal building with metal walls on all four sides, with a dimension of 240-feet long by 150-feet wide. The tipping floor will be reinforced concrete floor and accessed via a large exterior sliding or rolling door. The exit will be of similar design and located opposite the entrance with a similar door. Two load-out hoppers will be located in the opposite end of the building, above the tunnel where two trailers will park to receive waste. These

trailers will sit on automatic scales in the tunnel with visible readout, so operators know when the trailer is loaded to capacity. Waste in the trailers will be compacted by permanently mounted tampers located across the hopper from the loading area.

The tunnel is located below the TS building and provides two bays for transfer trucks to drive through to position the transfer trailers beneath the hoppers (refer to Figure III.A.7 for schematic plan and section views of the tunnel). The tunnel is equipped with a scale in each bay, to monitor the weight of the transfer trailers as they are loaded. The tunnel floor is equipped with trench drains to collect any water in the tunnel. Wash water from cleaning of the tipping floor will drain into the tunnel, so these trench drains are designed to manage all collected water as contaminated water. The trenches drain by gravity to a grease/grit trap to separate any suspended solids and oils/grease. As the tunnel is located below the surrounding grade, a lift pump is necessary to pump water from the grease/grit trap up to the elevation of the sanitary sewer force main. Both the grease/grit trap and the lift station are located outside the tunnel, beneath the inbound tunnel drive.

TS Fire Protection System: An automatic fire suppression system required by City of Lubbock Unified Development Code (Effective October 1, 2023) will be installed inside each building for fire protection. Additionally, Lubbock may also elect to install a state-of-the-art remote fire monitoring system which may be used for 24/7 system observation. The system would consist of three indoor monitoring stations TS. Each monitoring station will be equipped with two remote cameras and one water cannon total of six cameras and three water cannons within the TS building. Each cannon will be connected with Lubbock's water system to provide adequate water pressure.

The cameras will each connect via the internet to the monitoring company's 24/7 monitoring office located offsite. If a fire is detected, monitoring company personnel will engage the water cannons to extinguish the suspected fire and simultaneously notify the Lubbock Fire Department and Lubbock Solid Waste personnel. Following clearance of the situation by Lubbock Fire and Solid Waste, operations will resume.

A map of the water cannon coverage system is included in the Part III, Appendix A, Figure III.A.11.

Citizen Convenience Station: The CCS includes space for up to 10 roll-off containers, situated below a reinforced concrete wall configured in an offset "sawtooth" pattern, allowing for vehicles to back up to the top of the wall and unload over the wall into the containers below. The area where roll-off containers are placed will be under a covered roof to prevent water from rainfall to come in contact with waste. Roll-off containers with MSW will be collected by the city as they are filled and either taken inside the TS building and unloaded onto the tipping floor at the end of each day or transported directly to the landfill.

Separate roll-offs for recyclable materials will be identified so customers who bring recyclables may drop those materials off. Those containers will be taken by Lubbock personnel and equipment for a contract third party for processing.

Office Building: An office building will be located adjacent to the transfer station building for onsite operators and supervisors to conduct operations. The building will have offices and full restroom and locker facilities for employees. The building will be a two-story structure and will also have a large training room on the upper floor. A walkway out of the office building will allow operations in the transfer station to be observed from an upper viewing area.

Miscellaneous Construction: The site will be accessed by both concrete and asphaltic concrete roadways. Onsite parking for trucks and employee transportation will be sited as needed. Water will be provided via an existing water main along 66th Street with access through an existing utility easement. Sanitary sewer facilities will consist of a lift station located onsite that will pump sewage via force main to existing Lubbock sanitary sewer system located on Upland Avenue north of 66th Street for discharge into Lubbock's collection system. Contaminated water from the wheel wash system will be recycled through the wheel wash system. All wheel wash water will be pumped out

and replaced with fresh water, contaminated water will be removed by a licensed vacuum truck and taken to Lubbock's wastewater treatment plant for disposal.

A rainwater collection cistern may be included to collect roof runoff water following rainfall events. Collected rainwater may then be used as onsite irrigation water to help conserve water use onsite.

Site Plans: See Figures III.A.3 through III.A.13 for drawings of the site and all appurtenances.

Site Drainage Dikes or Walls: No berms, dikes or walls will be required for stormwater management of the main building tipping floor grade elevation. The tipping floor of the main building will be located above existing grade, so runoff drains away from the building. The building will have walls on four sides and be covered by a roof that prevents stormwater from entering the building or onto the tipping floor.

Building Tunnel Stormwater Barriers: During periods when rainfall events produce more runoff than the pumps are capable of handling, (Part III, Section 3.1), portable flowing protection barriers will be employed by TS staff to prevent flooding of the tunnel floor. These barriers will be installed at the threshold of both entrance and exit tunnel floor/doors.

The barriers will be as manufactured by PS Industries, Inc. (Model, PS Flood Barriers, 4-foot flood plank XL System, Hydrodefense® FP-535™), or equivalent and consist of an 8-inch tall plank which seal the doorway and prevent water seepage into the tunnel. Each plank is stacked to achieve the required height above the flood elevation.

These barriers will be manually installed as needed to prevent rainfall runoff from entering the tunnel. Following the rainfall event runoff, accumulated stormwater will be removed by the pumping system and the barriers removed to restore to normal operations.

Contaminated Wash Water: All contaminated wash water from normal periodic cleaning required on TS floor washing, will be directed via sheet flow over the concrete floor to collection trench drains located inside the tunnel and then flow by gravity to the grit trap for solids removal with liquid effluent pumped to the onsite lift station for flow by force main into Lubbock's sanitary sewer system.

2.3.5 Grease, Oil, and Sludge – 30 TAC §330.63(b)(2)(G)

Grease and sludge will not be accepted at the Facility, so plans for storage of grease and sludge are not required.

The Facility may accept "do-it-yourselfer" used oil. Residents will deposit used oil containers directly into a used oil storage tank located at the CCS. Used oil will be removed from the tank on an as-needed basis by a registered transporter for proper recycling or disposal. The maximum amount of time that used oil will remain onsite is 90 days.

2.3.6 Effluent Disposal – 30 TAC §330.63(b)(2)(H)

As noted previously, all effluent from processing operations (contaminated water from the tipping floor and tunnel) will flow to a grit removal structure and then pumped via the onsite lift station/force main to the City of Lubbock's sanitary gravity system where it will flow to Lubbock's Wastewater Treatment Plant for disposal (in accordance with Section 6.0 of the SOP).

2.3.7 Noise Pollution Control – 30 TAC §330.63(b)(2)(I)

The site is located on a larger tract with land owned by the City of Lubbock on both sides of the permit site to the west and east. Immediately abutting the site to the south is an operating railroad track and a TxDOT major highway (US Highway 62/82 – Marsha Sharp Freeway). The nearest residence that is located on the same side of the Marsha Sharp Freeway is located approximately

1,740-feet from the permit boundary. Marsha Sharp Freeway will separate closer located residences from noise from the Facility. To the north across the drainage easement are several commercial and light industrial businesses. TS operations will be contained within fully enclosed buildings which will limit and contain any noise generated by these activities.

2.4 Sanitation – 30 TAC §330.63(b)(3)

Surface stormwater drainage in the Facility will be controlled to prevent runoff onto, into, and off the tipping floor area. The Facility site will be designed such that water from surface water runoff will be directed away from the building and operations. Concrete surfaces and other non-erodible surface material such as compacted caliche will surround the buildings and direct runoff away and prevent it from entering the buildings. Trench drains and drivable curbs at the tipping floor and tunnel entrances and exits will prevent surface water runoff from entering the buildings.

All floors inside the buildings will be reinforced concrete and will be graded to direct contaminated water to area drains and trenches (troughs). Operators will utilize pressure hoses inside the building on the tipping floor to thoroughly wash down and clean the floor as needed. The building walls will be metal with a protective coating that may also be sprayed and even scrubbed as necessary to clean off any debris that may have collected on them.

Water for all wash down operations will be available from the City of Lubbock potable water main that supplies water to the site. The City main is sufficient for wash down operations within the TS building across the tipping floor with more than adequate pressure to accomplish surface cleaning and wash down operations.

Floor drains and trench drains will be located across the interior of the TS building, within the lower areas of the tipping floor, and the TS tunnel areas to collect all wash water or incidental surface water runoff from vehicles or roll offs.

2.5 Water Pollution Control – 30 TAC §330.63(b)(4)

Wash water collected from the TS interior drains will be directed beneath the floor slab to and directing contaminated water to flow into a grit/grease collector box for solids removal. The collector box will be located on exit tunnel (west side) of the building. Effluent from the grit/grease collector will be pumped to the on-site sanitary lift station and into force main. The force main will carry all sanitary sewage from restrooms and contaminated wash water into Lubbock's sanitary sewer collection system for conveyance to Lubbock's TCEQ permitted wastewater treatment plant.

2.6 Endangered Species Control – 30 TAC §330.63(B)(5)

As noted in Part II, Section 11, Appendix II.H, a Threatened and Endangered Species Habitat Assessment (Assessment) was completed by Stantec Consulting Engineers (Stantec). In addition to the original study completed and reported on August 23, 2023, the team revisited the site on June 26, 2025, to verify findings of the original report and included those in the Memo dated July 10, 2025, which is included in Addendum 1 to the original report. The original and revised Assessment found that;

1. The property does not intersect any critical habitats for any listed threatened, endangered, or candidate species.
2. The property does not present a potentially suitable habitat for any listed endangered or threatened species.

As a result, no specific design is currently necessary to protect endangered species.

3.0 FACILITY SURFACE WATER DRAINAGE REPORT – 30 TAC §330.63(c)

A Facility Surface Water Drainage report is not required for a Type V Municipal Solid Waste (MSW) Transfer Station (TS) and is therefore not included in this application. The Facility will be designed in accordance with the City of Lubbock Drainage Criteria Manual as issued in November 2019. The site is located outside and above Playa 100, which collects all runoff in the region. As previously mentioned playa lake's 100-year flood plain elevation is well below the site property elevation and there are no floodways on the property. The Flood Insurance Rate Map (FIRM) is shown on the attachment in Part II, Appendix II.G.2 of this application.

3.1 Surface Water Drainage – 30 TAC §330.303

The Facility design will comply with both the requirements of 30 TAC §330.303, and with the City of Lubbock requirements which oversees all development within the city limits. The site will be designed, constructed, maintained, and operated to manage run-on and runoff during the peak discharge of a 25-year rainfall event, and will prevent the off-site discharge of waste and feedstock material, including, but not limited to, in process and/or processed materials. Surface water drainage in and around the Facility will be controlled to minimize surface water running onto, into, and off the processing area via site grading.

Stormwater drainage across the site will be designed and engineered in accordance with the City of Lubbock Drainage Criteria Manual as issued in November 2019. Surface grading around the building will be graded away from each building to prevent water intrusion during rainfall events. Runoff produced within the paving leading up to and away from tunnel entrance and exit ramps will be removed by the tunnel stormwater pumps in conjunction with the Hydrodefense® FP-535™ barrier planks as described in Part III, Section 2.3.4.

Pumped stormwater from the tunnel will be directed to concrete lined valley gutters that are located on the east and west sides of the Facility. Stormwater will be directed northward to the trapezoid drainage channel located north of the permitted property. This channel directs all runoff from the TS site as well as areas located west of the permitted property to the east, directly to Playa 100 and will prevent the site from being flooded during rain events.

Between the TS building and CCS drainage, a concrete valley gutter will direct runoff to the east valley gutter on the east side which will also be directed to the trapezoid drainage channel that is on the north side of the permitted site noted in the above paragraph.

Tunnel roads drainage system:

A stormwater runoff management system will be installed in front of each tunnel doorway to collect runoff from the tunnel access ramp paving. The system will begin with linear trench drains outside the building in front of each opening. These drains will be connected to stormwater lift stations located just outside of the building tunnel on the east and west tunnel trench drains. The tunnel barriers discussed in Section 2.3.4 will prevent runoff from entering the building and allow runoff to flow down the ramp and fill in front of the barrier outside of the TS building which may then be pumped out. Storm water pumps in each lift station will be sized and capable of pumping the storm water based on the following scenarios:

Scenario 1: 2-year, 24-hour storm event. Under this storm event, the pumps will be capable of handling all stormwater flow as it enters each trench drain. Storm water will be pumped up and discharged at the east and west side drainage ditches that flow northward to the main trapezoid drainage channel for the larger parent tract and development to the west. There will be no need to

install storm water barriers at either tunnel door (entrance or exit) and the TS will remain in full operation in this scenario.

Scenario 2: 25-year, 24-hour storm event. Under this storm event, the barriers will be deployed to prevent flooding of the tunnel for the duration of the storm event and eventual removal of runoff by pumping. Under this scenario a second larger pump will pump out storm water to the same ditch noted in Scenario 1. However, during the duration that water is held by the tunnel door barriers, and the TS tunnel will be out of operation. Pumps will remove stormwater within no more than 2-hours' time after which the barriers may be removed and the tunnel operation resumed.

Scenario 3: 100-year, 24-hour storm event. Under this storm event, the barriers will also have to be deployed as in Scenario 2 and the pumps used in Scenario 2 will be used to remove the water from the tunnel roads and ultimately discharge runoff into the north trapezoid drainage channel. There will be more water under Scenario 3, it therefore will take approximately 4-hours to drain the ramps and restore the tunnel to operation.

TABLE III-1 – TUNNEL STORMWATER MANAGEMENT SCENARIOS

Tunnel Location	Threshold Elevation (above MSL)	Scenario 1 Elevation (above MSL)	Scenario 2 Elevation (above MSL)	Scenario 3 Elevation (above MSL)	Required number of 8" planks(1)
Entrance	3,278.00	Does not flood	3,280.6	3,281.1	7
Exit	3,278.00	Does not flood	3,281.1	3,281.8	8

(1) Based on highest water elevation in Scenario 3 in order to achieve a 1-foot freeboard above flood elevation.

(2) See Figure III.A.14 for a section diagram of the above elevations.

Note that during the time the tunnel is out of operation due to flooding in Scenario's 2 and 3, the tipping floor will remain open as allowed by the permit conditions noted in Part III, Section 4.1.2.

Overall Site Runoff:

All runoff from the site will be directed to the north channel and eventually collected into Lubbock's storm water system that drains into Playa 100 located on property owned by Lubbock near the corner of 66th and Upland Avenue. On site drainage design will be approved through Lubbock's Site Platting process and Lubbock's Stormwater Team as well as Lubbock's Site Development approval process which is required for all projects within the city limits prior to issuance of a building permit for construction as further described below.

Site drainage will be approved by the City of Lubbock through their site development review process conducted during facility engineering review. This review process is required by Lubbock's Engineering Department. The permit property (23.928-acres) is contained within a larger parent tract (70.6-acres). The tract is currently being plated in accordance with City of Lubbock Planning and Zoning Department rules. The plat has gone through the preliminary review process and has been approved. The final plat has been prepared and is included with this application in Part I, Appendix I.B. This plat process requires a detailed drainage analysis of the entire parent property completed in accordance with the City of Lubbock Drainage Criteria Manual (Issued November 2019). This analysis is not included with this application. Additionally, Lubbock is currently improving the storage volume of Playa 100. These improvements will be capable of storing the volume produced by post development flows from a 100-year storm event runoff from the entire drainage area which includes this site, therefore, no onsite storm water detention will be required. Playa 100 Improvement project began construction in late 2024 with completion projected in December 2025 and therefore will be in place prior to opening of the Facility. A copy of the application form to Lubbock's Planning Department for this plat is also included in Part I, Appendix I.B.

4.0 WASTE MANAGEMENT UNIT DESIGN – 30 TAC §330.63(d)

4.1 Storage and Transfer Units – 30 TAC §330.63(d)(1)

The waste management unit design for the Facility is described below.

4.1.1 Rapid Processing and Minimum Detention – 30 TAC §330.63(d)(1)(A)

The Facility is sized so that the maximum design capacity will not be exceeded during operations.

At the TS Building, vehicles will enter the gate and stop at the inbound scales where the vehicle will be weighed before proceeding. After existing the scale vehicles will continue straight to the east side of the TS and enter the building. Once inside, city personnel working on the tipping floor will direct the driver where to dispose of the load. Waste, as it is placed onto the tipping floor, will be quickly pushed into the loading hoppers and compacted into the trailers. This will be a coordinated operation that will be efficient in disposing of waste onto the tipping floor and then pushing it over the loading bays and into waiting trailers below.

All solid waste, especially those loads that may be identified as a potential public health hazard or nuisance will only be stored inside the building and more importantly will be processed and transferred promptly to prevent them from becoming a nuisance or public health hazard.

At the CCS, an onsite employee will be present when anyone is disposing of waste in a roll-off containers. The onsite employee will direct all loads to the appropriate container to be certain that containers are filled in an orderly manner. Once a container becomes full, the onsite employee may notify the superintendent that a container is ready to be picked up for disposal inside the TS. The onsite employee will also determine if any material that has been disposed could become a nuisance due to odor and request the container be removed and disposed of in the TS before that container is full in order to prevent it from becoming a nuisance or public health hazard.

4.1.2 Control and Containment of Spills and Contaminated Water – 30 TAC §330.63(d)(1)(B)

The TS building is designed to maintain operations such that any spills or contaminated water from wash down water is contained and controlled within the building's underground drain system as discussed in Section 2.3.4.

The CCS, which is located outside of the building but will be constructed with an overhead roof structure over the roll-off area. This overhead structure will prevent rainfall from coming in contact with waste in the roll-offs and prevent any rainfall from becoming contaminated. Therefore, there will be no contaminated water from the CCS. As with the TS, the CCS will be designed to handle precipitation from a 25-year, 24-hour rainfall event with all site runoff will be handled within and by the City of Lubbock's drainage system previously discussed.

4.1.3 Maximum Waste Storage Period – 30 TAC §330.63(d)(1)(C)

Waste will typically not be stored in the TS building overnight. Overnight storage is only anticipated in the event that WTRDF landfill is unable to accept waste (such as periods of inclement weather including high winds or a mechanical issue at the TS). In these cases, waste may be stored on the tipping floor in the building for up to 72 hours. Additionally, long haul trailers may be filled with waste, covered and then retained overnight and located either within the tunnel, or outside the

building (so long as the trailers are tarped or otherwise covered to prevent creation of nuisance or public health hazards due to odors, fly breeding, or harborage of other vectors). This will also allow a faster turnaround of waste transfer to WTRDF once disposal operations at the landfill resume.

Typically, waste containers at the CCS will be unloaded in the building once they are full. Waste may be stored outdoors overnight in these containers so long as the container is tarped (or otherwise covered). In any case, the aggregated amount of waste on-site at any time will not exceed the design capacity, and storage of waste will not be allowed to result in nuisances or public health hazards.

5.0 GEOLOGY REPORT – 30 TAC §330.63(e)

A Geology Report is required by 30 TAC §330.63(e) for applications for MSW landfills and compost units, and if otherwise requested by the TCEQ Executive Director (ED). This application is for a Type V Transfer Station, and a Geology Report has not been requested by the ED, so 30 TAC §330.63(e) is not applicable.

6.0 GROUNDWATER SAMPLING AND ANALYSIS PLAN – 30 TAC §330.63(f)

A Groundwater Sampling and Analysis Plan (GWSAP) is required by 30 TAC §330.63(f) for applications for MSW landfills and if otherwise requested by the TCEQ Executive Director (ED). This application is for a Type V Transfer Station, and a GWSAP has not been requested by the ED, so 30 TAC §330.63(f) is not applicable.

7.0 LANDFILL GAS MANAGEMENT PLAN – 30 TAC §330.63(g)

This application is for a Type V Transfer Station, so 30 TAC §330.63(g) is not applicable.

8.0 CLOSURE PLAN – 30 TAC §330.63(h)

The following closure plan has been developed for the Facility in accordance with the applicable requirements of 30 TAC §330.63(h) and of 30 TAC §330, Subchapter K.

8.1 Closure Requirements for MSW Storage and Processing Units – 30 TAC §330.459

Prior to permanently closing the Facility, the owner or operator will complete the following closure requirements in accordance with 30 TAC §330.459.

8.1.1 Removal of On-Site Wastes – 30 TAC §330.459(a) & (b)

At the time of closure, the owner or operator will arrange for the removal of all waste, waste residues, and any remaining material on-site (incoming waste, in process and processed) to an authorized location for further processing or disposal. Inside the TS, the compacting tampers will require dismantling for removal off-site. The tipping area and tunnel will be washed down and thoroughly cleaned and disinfected. The contaminated water storage tank and any grit traps will be emptied, washed and disinfected and then disconnected from any inflow pipes and remain in place.

8.1.2 Acknowledgement of Release Investigation – 30 TAC §330.459(c)

The Facility is designed and operated to prevent any offsite release. If there is evidence of a release, the TCEQ Executive Director (ED) may require an investigation into the nature and extent of the release, and an assessment of measures necessary to correct an impact to groundwater.

8.1.3 Combustible Materials Stored Outdoors – 30 TAC §330.459(d)

30 TAC §330.459(d) applies to Recycling Facilities. This application is for a Type V Transfer Station, so the rule is not applicable.

8.2 Final Facility Closure Notice and Certification – 30 TAC §330.461

Prior to permanently closing the Facility, the owner or operator will complete the following notice and certification requirements in accordance with 30 TAC §330.461. Closure activities will begin following the last known receipt of material to be processed. At that time Lubbock will begin with the following requirements.

8.2.1 Notice of Intent to Close Facility – 30 TAC §330.461(a)

Prior to permanently closing and to complete final site closure, the owner or operator shall complete the following final closure activities:

(1) Publish a notice of final site closure in the newspaper(s) of largest circulation in the vicinity of the Facility, no later than 90 days before initiation of a final site closure. The notice shall contain:

a. Name, address, and physical location of the Facility,

b. TCEQ permit numbers, and

c. Last date of intended receipt of waste and recyclable materials.

(2) Make an adequate number of copies of the approved final closure and post-closure plans available for public access and review.

(3) Provide written notification to the ED of the intent to close the Facility and place this notice of intent in the Site Operating Record (SOR).

8.2.2 Site Sign – 30 TAC §330.461(b)

Following notification to the ED of final site closure, Lubbock shall post a minimum of one sign at the main entrance, and all other frequently used points of access for the Facility, notifying all persons who may utilize the Facility of the closing date. The sign shall further state the prohibition against further receipt of waste materials after the stated date. Suitable barriers shall be installed at all gates or access points to adequately prevent unauthorized dumping of solid waste at the closed site. Following sign posting and closure, all activities previously discussed in section 8.1.1 – Removal of On-Site Wastes – 30 TAC §30.459(a) & (b) shall begin.

8.2.3 Certification of Final Facility Closure – 30 TAC §330.461(c)(1), (2), & (3)

Within 10 days of completion of final closure activities, the owner or operator shall submit a certification, signed by an independent licensed professional engineer, verifying that final site closure has been completed in accordance with the approved closure plan and the applicable rule provisions of 30 TAC Chapter 330, Subchapter K. The submittal to the ED shall be submitted by registered mail and shall include all applicable documentation necessary for certification of final site closure.

Waste materials will not remain at the site after closure; therefore, an “affidavit to the public” is not necessary.

The Facility will not require post-closure care; therefore, the owner or operator will submit a request for voluntary revocation of the site permit with the certification of final site closure.

9.0 POST-CLOSURE PLAN – 30 TAC §330.63(i)

This application is for a Type V Transfer Station, so 30 TAC §330.63(g) is not applicable.

10.0 COST ESTIMATES FOR CLOSURE – 30 TAC §330.63(j)

During the active life of the Facility, the Owner or Operator will establish and maintain financial assurance for closure in accordance with 30 TAC Chapter 37, Subchapter R. The amount of financial assurance will be no less than the current cost estimate prepared in accordance with 30 TAC Chapter 330, Subchapter L.

Cost estimates for closure are included in Table III-1, and evidence of financial assurance is included in Appendix III-B. Cost estimates for post-closure care are not applicable to this application (refer to Section 9.0).

10.1 Closure Cost Estimates – 30 TAC §330.505(a)(1) & (2)

The closure cost estimate is based on the cost of hiring a third party (not affiliated with the owner or operator) to complete closure of the Facility, including disposition of the maximum inventories of all processed and unprocessed combustible materials stored on-site, outdoors, at any point in the remaining lifetime of the Facility. The closure cost estimate calculations are included in Table III-2.

The following paragraphs are required in accordance with 30 TAC §330, Subchapter L, and following TCEQ **Outline for Preparing Closure Cost Estimate for Financial Assurance for Type V Municipal Solid Waste Processing Facility,** TCEQ OPRR Waste Permits Division (rev. 09/22/06).

All estimates reflect the cost of work performed by an independent third-party contractor administered by TCEQ who is not affiliated with the Owner or Operator. Cost for work performed under this section for cleanup and/or dismantling are shown on the Closure Cost Estimate included in Table III-2. All costs associated with this estimate were determined through past project costs on file with PARKILL, or through contacting local contractors for pricing verification. It is anticipated that the site will be closed as is and not dismantled or removed for salvage purposes. These estimates are based on Summer 2024 pricing. Cost estimates for closure should account for the following scenarios:

1) Volume of waste or recyclables stored on site is at its maximum.
2) Processing equipment on site will not be utilized.
3) Cleanup of site and removal of waste will be complete.

10.1.1 Maximum Volume of Waste to be Removed Off-Site

Waste Clean Up Volume: The maximum number of loads to be removed offsite is based on the maximum tonnage of 1,500 tons that can be stored in the TS building, plus the maximum of 37.5 tons that could be stored in the CCS area. Therefore, the maximum volume to be removed is based on a total volume of 1,537.5 tons as it is compacted into hauling trailers with a compacted density of 500 pounds per cubic yard.

1,537.5 tons * 2000 pounds/ton / 500 pounds per cubic yard = 6,150 cubic yards

Loading by each trailer and compacted to the maximum weight per trailer of 25 tons per load will require approximately 62 long haul trailer loads.

10.1.2 Maximum Volume of Contaminated Water on Site

There will be no contaminated water stored on site.

10.1.3 Facility Closure Elements for Lubbock Transfer Station

The various Facility closure elements are noted in TCEQ cost outline as reference above and included on the following table. All costs are provided in 2025 dollars.

TABLE III-2 – CLOSURE COST ESTIMATE

Outline Item Number	Description	Quantity	Unit	Unit Cost	Extension
A	**State Administration of Site Closure**				
1	Site survey / file review to determine closure activities	1	LS	$1,500	$1,500
2	Prepare Engineering Plans and bid documents	1	LS	$5,000	$5,000
3	Obtain bids through competitive bidding	1	LS	$1,500	$1,500
4	Contract award and administration of contract	1	LS	$1,500	$1,500
B	**Cleanup and decommission of process equipment**	1	LS	$5,000	$5,000
C	**General cleanup of site and process unit**				
1	Cleanup/ removal of waste remaining on site at TS and CCS.	1,537.5	Tons	$10.00	$15,375
2	Transportation of waste by properly authorized hauler	62	Loads	$225	$13,950
3	Disposal of waste at TCEQ MSW Permit No. 2252	1,537.5	Tons	$25	$38,438
4	General clean up (wash down/ disinfection) including removal, transport, treatment, and disposal of wash down water/ media	1	LS	$2,500	$2,500
5	Removal, treatment, and disposal of any contaminated soils, concrete, stormwater, or other contaminated materials on site.	1	LS	$5,000	$5,000
6	Vector control procedures	1	LS	$1,250	$1,250
D	**Installation of closed sign and securing of all buildings and access gates**	1	LS	$1,250	$1,250
E	**Certification of abandonment and completion of cleanup**				
1	Sampling, testing, classification of waste (ash, liquids, sludge, or other waste not identifiable as solid waste). Lab reports, chain of custody, quality assurance and quality control	1	LS	$2,500	$2,500
2	Site inspection and certification of closure by Texas licensed PE	1	LS	$1,500	$1,500
				Subtotal	$96,263
				Contingency (15%)	$14,440
				Grand Total	$110,703

10.2 Changes to Closure Cost and Financial Assurance – §330.505(a)(3) & (4)

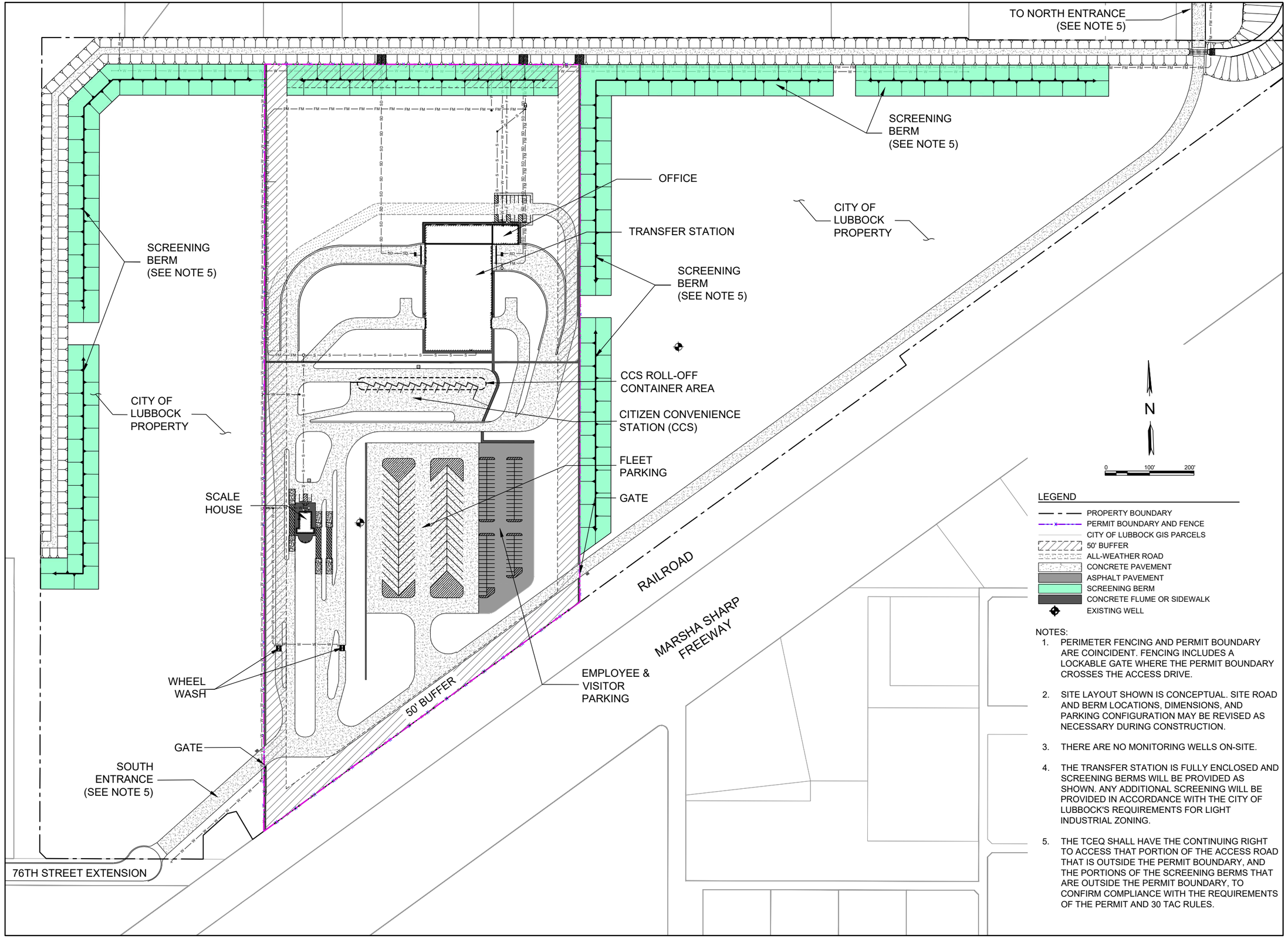
An increase in the closure cost estimate and the amount of financial assurance will be provided to TCEQ if changes to the site conditions increase the maximum cost of closure at any time during the active life of the Facility.

A decrease in the closure cost estimate and the amount of financial assurance may be approved if the cost estimate exceeds the maximum cost of closure at any time during the remaining life of the Facility, and the owner or operator provides written notice to the TCEQ Executive Director (ED) of the detailed justification for this reduction. A reduction in the cost estimate and the financial assurance must be submitted as a permit modification.

10.3 Financial Assurance Requirement – 30 TAC §330.505(b)

Continuous financial assurance for closure will be provided until all requirements of the final closure plan have been completed, and the site is determined to be closed in writing by the ED. An estimate of the total amount of financial assurance responsibility is included with the closure cost estimate in Table III-2.

Lubbock shall submit to TCEQ, 60 days prior to receipt of waste, financial assurance as specified in Chapter 37, Subchapter R relating to Financial Assurance for Municipal Solid Waste Facilities. Financial assurance documentation is included in Appendix III-B.



LEGEND

- PROPERTY BOUNDARY
- PERMIT BOUNDARY AND FENCE
- CITY OF LUBBOCK GIS PARCELS
- 50' BUFFER
- ALL-WEATHER ROAD
- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- SCREENING BERM
- CONCRETE FLUME OR SIDEWALK
- EXISTING WELL

NOTES:

1. PERIMETER FENCING AND PERMIT BOUNDARY ARE COINCIDENT. FENCING INCLUDES A LOCKABLE GATE WHERE THE PERMIT BOUNDARY CROSSES THE ACCESS DRIVE.
2. SITE LAYOUT SHOWN IS CONCEPTUAL. SITE ROAD AND BERM LOCATIONS, DIMENSIONS, AND PARKING CONFIGURATION MAY BE REVISED AS NECESSARY DURING CONSTRUCTION.
3. THERE ARE NO MONITORING WELLS ON-SITE.
4. THE TRANSFER STATION IS FULLY ENCLOSED AND SCREENING BERMS WILL BE PROVIDED AS SHOWN. ANY ADDITIONAL SCREENING WILL BE PROVIDED IN ACCORDANCE WITH THE CITY OF LUBBOCK'S REQUIREMENTS FOR LIGHT INDUSTRIAL ZONING.
5. THE TCEQ SHALL HAVE THE CONTINUING RIGHT TO ACCESS THAT PORTION OF THE ACCESS ROAD THAT IS OUTSIDE THE PERMIT BOUNDARY, AND THE PORTIONS OF THE SCREENING BERMS THAT ARE OUTSIDE THE PERMIT BOUNDARY, TO CONFIRM COMPLIANCE WITH THE REQUIREMENTS OF THE PERMIT AND 30 TAC RULES.

Parkhill

PARKHILL SMITH & COOPER, INC. F-560
STATE OF TEXAS
TODD E. STIGGINS
107769
LICENSED
PROFESSIONAL ENGINEER
02/16/2026

FOR PERMITTING PURPOSES ONLY
Parkhill.com

CITY OF LUBBOCK TRANSFER STATION

LUBBOCK COUNTY, TEXAS

City of Lubbock TEXAS

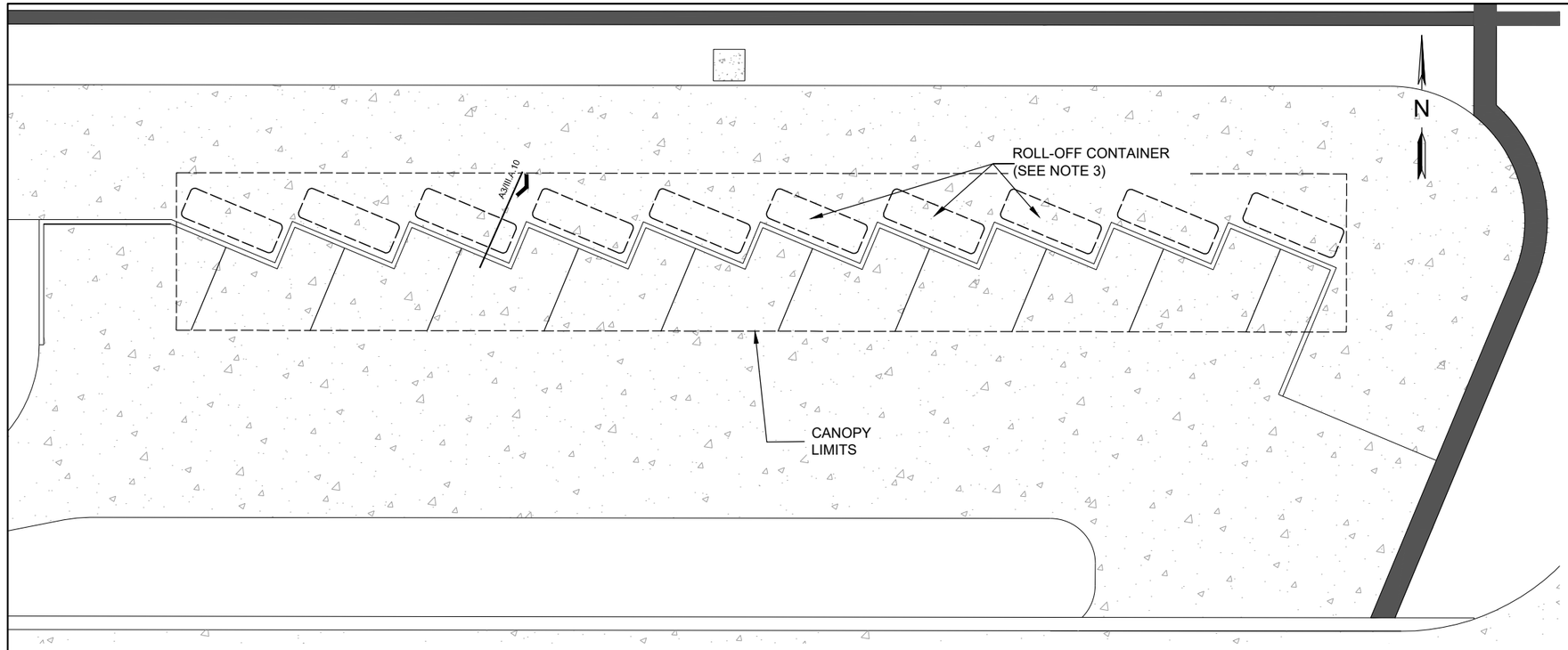
CLIENT
CITY OF LUBBOCK
SOLID WASTE MANAGEMENT
1314 AVENUE K
LUBBOCK, TX 79401

PROJECT NO.
5552.21

#	DATE	DESCRIPTION
1	02/16/2026	TECH NOD 1 RESPONSE

CONCEPTUAL FACILITY LAYOUT

FIGURE III.A.3



C1 CITIZEN CONVENIENCE STATION
1" = 30'

NOTES:

1. A CANOPY OVER THE CCS WILL PREVENT RAIN FROM CONTACTING WASTE.
2. THE CANOPY LIMITS SHOWN ARE CONCEPTUAL. THE ACTUAL AREA COVERED BY THE CANOPY MAY VARY SO LONG AS ALL ROLL-OFF CONTAINERS ARE ENTIRELY COVERED.
3. CONTAINERS MAY BE SEGREGATED BY MATERIAL TYPE (MSW, BRUSH, TIRES, METALS, ETC.) ACCORDING TO FACILITY NEEDS.
4. USED MOTOR OIL, USED MOTOR OIL FILTERS, TIRES, AND CFC CONTAINING APPLIANCES WILL BE STORED IN CONTAINERS APPROPRIATE TO THE MATERIAL TYPE, WITHIN THE LIMITS OF THE CCS.

Parkhill

PARKHILL SMITH & COOPER, INC. F-560
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TODD E. STIGGINS
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02/16/2026

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CITY OF LUBBOCK TRANSFER STATION

LUBBOCK COUNTY, TEXAS

City of Lubbock TEXAS

CLIENT
CITY OF LUBBOCK
SOLID WASTE MANAGEMENT
1314 AVENUE K
LUBBOCK, TX 79401

PROJECT NO.
5552.21

#	DATE	DESCRIPTION
1	02/16/2026	TECH NOD 1 RESPONSE

CITIZEN CONVENIENCE STATION

FIGURE III.A.9

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PART IV – SITE OPERATING PLAN

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
4222 85th Street
Lubbock, Texas 79424
TBPE F-560

Rev 0 – August | 2025
Rev 1 – October | 2025
Rev 2 – February | 2026
Parkhill Project # 01555221

Parkhill

PART IV – SITE OPERATING PLAN

CITY OF LUBBOCK TRANSFER STATION

TCEQ MSW Permit No. 2428

Lubbock County, Texas

PREPARED FOR:
City of Lubbock
1314 Avenue K
Lubbock, Texas 79401

PREPARED BY:
Parkhill
4222 85th Street
Lubbock, Texas 79424
TBPE F-560

PARKHILL SMITH & COOPER, INC. F-560
STATE OF TEXAS
TODD E. STIGGINS
107769
LICENSED PROFESSIONAL ENGINEER
02/16/2026
FOR REVISIONS
1 & 2 ONLY

PARKHILL SMITH & COOPER, INC. F-560
STATE OF TEXAS
ROBERT HOLLY HOLDER
59052
LICENSED PROFESSIONAL ENGINEER
08/25/25

Rev 0 – August | 2025
Rev 1 – October | 2025
Rev 2 – February | 2026
Parkhill Project # 01555221

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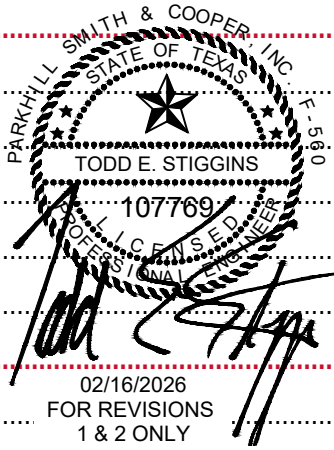

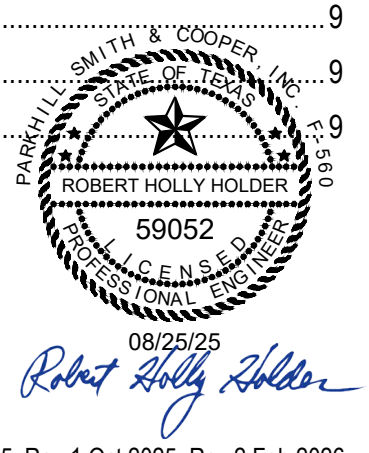

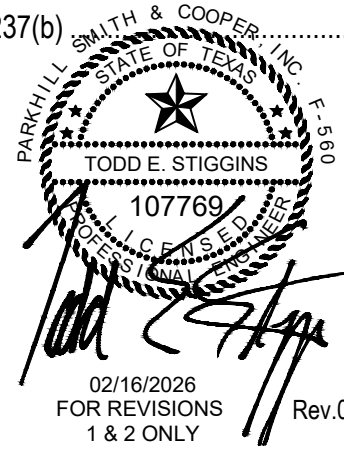

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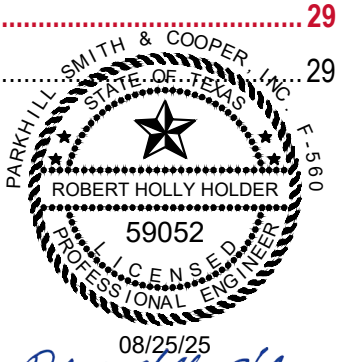

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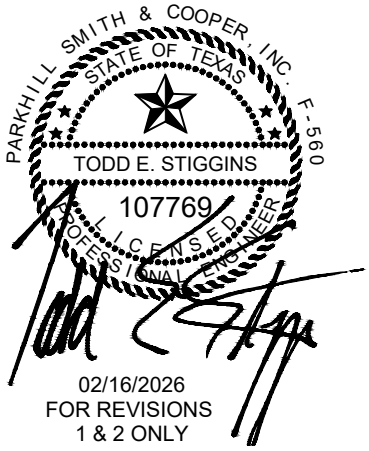
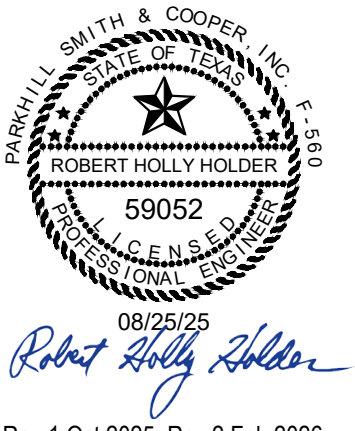
TABLES





1.0 INTRODUCTION

The City of Lubbock is proposing a Type V Municipal Solid Waste (MSW) Transfer Station (TS) herein referred to as “Facility”. The TS will transfer and/or provide short term storage of MSW through the TS. The Facility is located on property owned by the City of Lubbock.

The Facility will be located in southwest Lubbock just north of TxDOT Highway US 62/82 (known locally as Marsha Sharp Freeway) between Upland and Alcove Avenues in southwest Lubbock. The Facility will accept MSW from Lubbock’s normal collection routes and Texas Tech University (TTU) collection vehicles. Waste will be transferred into long-haul trailers and taken to Lubbock’s West Texas Regional Disposal Facility, TCEQ MSW Landfill Permit No.2252 (WTRDF) which is located in north Lubbock County or at other TCEQ authorized MSW disposal site(s) if needed. WTRDF is approximately 23 roadway miles north of the proposed Facility site.

This Site Operating Plan (SOP) is written to comply with 30 TAC Chapter 330, Subchapter B, Rule §330.65 and its supporting sections. This SOP is written to include additional requirements found in Subchapter E, Rule §330.201 through §330.249 and Subchapter P, §330.675 for required reporting. This document is in sequential order of the TCEQ regulations to address requirements included within those sections.

This SOP provides operational information outlining how Lubbock will operate the TS on a daily basis and includes identified personnel and equipment to be used in operations

2.0 PERSONNEL

The following table outlines the City of Lubbock staff who will be responsible for daily operations at the new Facility. Included is a brief description of their required activities at the Facility and are listed in order of overall responsibility at the Facility. The number of employees for each position could vary according to Facility needs.

TABLE IV-1 – TRANSFER STATION FACILITY PERSONNEL*

Facility Position	Number of Employees*	Required License or Training	Transfer Station Responsibilities
Site Supervisor	1-2	Reports to Solid Waste Director. Must hold MSW Class B License	• Daily operations oversight. • Manage equipment maintenance and repairs. • Work health and safety.
Scalehouse Attendant	2	Reports to and trained by Site Supervisor or Customer Service Supervisor.	• Operates scales and conducts fee transactions with public. • Directs load to either Transfer Station or CCS. • Maintains site records. • Initial screening of waste at entrance.
Equipment Operator	2-5	Reports to and trained by Site Supervisor	• Moves empty transfer trailers into loading tunnel to be filled. • Moves filled transfer trailers from tunnel to queueing area, to be transferred to landfill. • Moves loaded roll-off containers from CCS to Transfer Station. • Operates wheeled loaders to push waste to loading hoppers. • Operates material handlers to load waste into transfer trailers. • Assist and perform duties of Spotter according to Facility needs.
Spotter	1-2	Reports to and Trained by Site Supervisor	• Directs customers to appropriate loading hopper in Transfer Station, or appropriate roll-off container at CCS. • Monitors waste unloading for prohibited materials. • Rejects any unauthorized materials.
Miscellaneous Employees	2-5	Reports to and trained by Site Supervisor	• Pickup windblown waste • Perform weekly tipping floor and tunnel wash down. • Perform miscellaneous duties as directed by Site Supervisor

*Transferring of waste from the Transfer Station on to WTRDF will be conducted by city truck drivers who are classified as heavy equipment operators employed by City of Lubbock but are not reflected in the table above.

2.1 Training

All Facility staff will complete a training program which could consist of a combination of classroom and/or on-the-job training that covers how to perform their position's duties to ensure compliance with applicable regulations and this permit. Training will be directed by an individual who is experienced in the content of the training. All staff will receive orientation training before beginning work. Additionally, all employees will receive Health and Safety Plan training and Fire Protection Plan training. Further training will be in alignment with an employee's position responsibilities.

2.1.1 Facility Orientation Training

When hired, staff will be provided with Facility orientation training prior to beginning facility work. At a minimum, this training will cover:

- Facility processing/storage unit layouts;
- Process flow diagram;
- Facility communication and alarm systems;
- Emergency response actions;
- Personal protective equipment (PPE) requirements;
- Processing equipment operation, repair, and replacement procedures (as applicable to employee's position);
- Procedures for shutdown of Facility operations and process equipment (as applicable to employee's position).

2.1.2 Fire Protection Plan Training

Fire Protection Plan training will be conducted in accordance with Section 13.1.

2.1.3 Health and Safety Plan Training

Health and Safety Plan training will be conducted in accordance with Section 26.

2.1.4 Waste Screening Training

All employees involved with waste receiving operations will be trained to recognize unauthorized waste, regulated hazardous waste, and PCBs through observations of waste labeling, waste color, physical state, odor, ignitability, and pH. Staff will also be trained to compare characteristics of waste shipment with any required waste characterization before approval of waste for processing.

3.0 EQUIPMENT

Lubbock will equip the Facility with sufficient powered equipment capable of conducting daily operations as required by this Site Operating Plan (SOP) as well as the other sections in Part III, Site Development Plan (SDP). The equipment used will be described as used either inside or outside of the Facility building as well as the Citizen Collection Station (CCS).

3.1 Interior Transfer Station Equipment.

The TS will be equipped with two permanently mounted stationary material handlers equipped with grapple devices as needed that will be able to lift and move waste into trailers. The material handlers will either be operated by dual operators, one in each of the material handlers, or by one single operator capable of operating each material handler.

Once waste has been unloaded onto the tipping floor and the collection vehicle has departed, a wheeled loader will be used to move waste around the floor and ultimately push waste into position at the loading hopper. The mounted material handler will move the waste with the grapple loader device (or similar type equipment) into the trailers parked directly below the loading hopper in the tunnel. At that point the operator will evenly distribute waste in the trailer and then begin compacting the waste until the trailer is filled as indicated by an electronic overhead loading readout panel.

3.2 Citizen Collection Station Equipment.

Private citizens using the CCS will be directed to the appropriate location by first the Scalehouse operator and then the CCS onsite employee that will oversee dumping operations. Private vehicles such as pick-up trucks will be able to back up to the roll-off container and easily push waste out of the pickup bed and into roll-off containers that will be parked at each loading bay and provided by Lubbock.

Once a roll-off has been filled, a truck will pick the roll-off container up and take it to the TS where it will be unloaded onto the tipping floor or hauled directly to the WTRDF.

3.3 Exterior Transfer Station Equipment.

Lubbock may have a small onsite tractor known as a “mule” that will be capable of moving trailers into position in the tunnel and then pulling the loaded trailer out as it is filled. The “mule” will park the loaded trailer in position such that one of Lubbock’s long-haul tractors will be able to back up and hook up the trailer for the trip to the WTRDF. In addition, Lubbock will have various other equipment, some owned by the city, some possibly rented for use at the TS to assist in periodic operations such as mowing, road graders, backhoes or skid steers as necessary to maintain safe, efficient operations. It will be up to the Overall Site Supervisor to determine what is needed for any given operation that is not related to the general purpose of transferring waste from collection. This additional equipment will be on an as-needed basis in order to meet TCEQ operational requirements.

3.4 Miscellaneous Equipment

The site will have ample fire extinguishers throughout the Facility and in all buildings. Locations of these will be in accordance with Lubbock’s Fire Marshall who will have the final authority as to the type and location. The site will maintain first aid material and various staff will be trained to assist as the need arises. Lubbock safety protocols for personnel protection will be implemented as they are at the city’s other installations such as the landfill, wastewater treatment plant and water treatment plants.

There will be an ample supply of small water hoses for outdoor upkeep as well as larger hoses for interior washdown operations.

3.5 Interior Fire Suppression System

Each building interior will contain an automatic fire-suppression system as required by City of Lubbock, Unified Development Code. This system will activate once the internal sensors detect the presence of heat due to a fire and trigger the sprinkler system within the building to distinguish the fire.

Lubbock may also include a second firefighting system in addition to the code required automatic fire-suppression system. This system, developed by FireRover, and if included during design of the Facility, will also be a state-of-the-art remote fire monitoring system that includes 24/7 system observation. The remote fire monitoring system will be designed to stop fires in their infancy before intense fires occur. The system will consist of three monitoring stations inside the TS, with each station equipped with two remote cameras and one water. Each cannon will be connected with the Lubbock water system that provides adequate water pressure.

If the FireRover system is included, a live feed from cameras will be monitored by a 24/7 monitoring station located offsite and operated by the company that has developed the FireRover System. The system utilizes military-grade thermal detection and high-definition video cameras for monitoring purposes.

If a fire is detected by the FireRover system, monitoring personnel will engage the water cannons remotely to extinguish the suspected fire and simultaneously notify the Lubbock Fire Department and Lubbock Solid Waste personnel.

Following clearance of the situation by Lubbock Fire and Solid Waste, operations will resume.

A map of the possible water cannon coverage system is included in Appendix Part III.A, Figure III.A.11.

4.0 WASTE ACCEPTANCE PLAN – 30 TAC §330.203

The following sections provide information on the sources and characteristics of acceptable waste, prohibited waste, waste acceptance and processing rates and waste sampling and analysis requirements.

4.1 Sources and Characteristics of Waste – 30 TAC §330.203(a)

Facility authorized and unauthorized wastes are listed in the following sections.

4.1.1 Authorized Waste

It is intended that Lubbock accept waste from residential, commercial, municipal, institutional, and industrial sources. Unless a waste is specifically prohibited by Federal or state regulations or this permit, there are no anticipated additional limiting constituents, characteristics, or parameters for acceptable wastes. No special waste other than those listed below and in Part IV, Section 4.4 will be accepted. Special wastes must be handled as outlined in Part IV, Section 4.4.1. Acceptable wastes accepted at the TS and CCS such as those defined in 30 TAC §330.3 include:

Transfer Station Building

- Municipal solid wastes
- Class 2 and Class 3 industrial non-hazardous wastes
- Construction or demolition waste
- Yard waste and brush

Citizen Convenience Station (In designated areas only)

- Residential small quantity Municipal solid wastes
- Class 2 and Class 3 industrial non-hazardous wastes
- Construction or demolition waste
- Yard waste and brush
- Special Waste
    - Lead acid batteries (accepted for recycling off-site only)
    - Used motor vehicle oil from residential source (accepted for recycling off-site only)
    - Used oil filters from residential source internal combustion engines (accepted for recycling off-site or previously crushed or processed in accordance with §330.171(d)
    - Whole used or scrap tires (accepted for recycling off-site or processed prior to disposal)
    - Refrigerators, freezers, air conditioners, and any other items containing chlorinated fluorocarbon (CFC), (only if handled in accordance with 40 Code of Federal Regulations (CFR) §82.156(f))

4.1.2 Unauthorized Waste

The Facility is not required to accept any waste that is determined will cause, or may cause, problems with maintaining full and continuous compliance with this permit. Wastes listed below are prohibited but unlikely to be received as primarily waste sources are residential locations. Haulers of these wastes will be directed to WTRDF (MSW Permit No. 2252) for Special Waste determination:

Transfer Station Building and Citizen Convenience Station

- Regulated Hazardous waste
- Hazardous waste as defined in §330.3(155)(A) and generated by a very small quantity generator (VSQG) during a calendar month in which the VSQG did not generate hazardous waste during an episodic event that may be exempt from full regulation under Chapter 335, Subchapters A and C of this title (relating to Industrial Solid Waste and Municipal Hazardous Waste in General and Standards Applicable to Generators of Hazardous Waste, respectively)
- Class 1 industrial nonhazardous waste
- Untreated medical waste
- Municipal wastewater treatment plant sludges, other types of domestic sewage treatment plant sludges, and water-supply treatment plant sludges
- Septic tank pumpings
- Grease and grit trap wastes
- Wastes from commercial or industrial wwtp; air pollution control facilities; tanks, drums, or containers used in shipping/storing material listed as a hazardous constituent in 40 CFR Part 261, Appendix VIII, but not listed as commercial chemical product in 40 CFR §261.33(e) or (f)
- Slaughterhouse wastes
- Dead animals
- Drugs, contaminated foods, or contaminated beverages, other than those contained in normal household waste
- Pesticide (insecticide, herbicide, fungicide, or rodenticide) containers
- Discarded materials containing asbestos
- Incinerator ash
- Soil contaminated by petroleum products, crude oils, or chemicals in concentrations of greater than 1,500 milligrams per kilogram total petroleum hydrocarbons; or contaminated by constituents of concern that exceed the concentrations listed in Table 1 of §335.521(a)(1) of this title (relating to Appendices)
- Used oil from non-residential generators
- Waste from oil, gas, and geothermal activities regulated by the Texas Railroad Commission when those wastes are to be processed, treated, or disposed of at a solid waste management facility authorized under this chapter
- Waste generated outside the boundaries of Texas that contains:
    - any industrial waste and waste associated with oil, gas, and geothermal exploration, production, or development activities; or any item listed as a special waste
- Lead acid storage batteries from non-residential sources
- Used-oil filters from internal combustion engines from non-residential sources

4.2 Waste Acceptance and Processing Rates – 30 TAC §330.203(b)

Waste accepted at the TS and at the CCS are generally municipal solid waste, some commercial waste as well as some construction debris collected by City of Lubbock collection vehicles following their normal routing through the city.

The TS is sized to handle a throughput of up to 1,500 tons of waste per day. Normally waste will be received, each trailer loaded to capacity and then hauled to the WTRDF for disposal so at the end of the day, no waste is remaining in the TS building. Exceptions to this would include if there are no long-haul tractors available at the end of the day, mechanical breakdowns, or adverse weather conditions, in which case empty trailers will be loaded, covered and parked outside of the building. On those days that the landfill has been forced to close due to adverse weather conditions or other unforeseen circumstances, waste may be stored inside the TS building for a period not to exceed 72 hours. Also, during those times, no additional waste will be accepted at the Facility and all collection vehicles will transport waste directly to the landfill until such time as the Facility floor has been cleared of waste and normal operations resumed.

At the CCS, roll-off containers will be onsite to accept waste from residents who bring that waste to the Facility for disposal. As containers are filled, they may be taken inside the TS for further handling and ultimately taken by long-haul trailers to WTRDF (MSW # 2252). Additionally, a waste collection tank will be provided at the CCS to allow waste oil and used oil filter drop-off. Once the collection tank has been filled, a third-party contractor licensed by TCEQ to handle waste oil will be contacted to come and remove the waste oil to be reclaimed by an approved facility. In accordance with 30 TAC §328.26, used oil filters will not be stored onsite for more than 120 days.

4.3 Sampling and Analysis – 30 TAC §330.203(c)(1) - (2)

There are no solid waste processing operations proposed for the Facility and no effluent will be produced requiring special sampling and analysis therefore the requirements listed in 30 TAC §330.203(c)(1) do not apply and are not required by this Facility. Additionally, no grit trap wastes or sludges will be accepted at the Facility, therefore the requirements noted in 30 TAC §330.203(c)(2) do not apply and are not required by this Facility.

The only contaminated water collected will be wash water from the tipping floors and waste tunnel areas. These liquids will be drained into a system that is collected and transported to City of Lubbock's TCEQ permitted WWTP. Contaminated water will be routed through a grit/grease trap/oil water separator prior to the sanitary sewer and be sampled for compliance with Lubbock's industrial discharge permit. Testing this liquid waste before it is removed will be completed in accordance with the Wastewater Treatment Facility.

4.4 Special Waste Procedures

Any hauler that brings in material identified as unacceptable or Special Waste to the Transfer Station will be instructed to take the load to WTRDF (MSW Permit No. 2252) where the landfill's special waste provisions will determine how the special waste is handled.

The following special waste procedures will apply to the respective acceptable special waste at the CCS. Lead acid batteries, used oil, and used oil filters will not be accepted unless applicable authorization(s) from the TCEQ for acceptance/processing of these materials have been obtained in addition to this permit.

4.4.1 Lead Acid Batteries

The Facility will only accept lead acid batteries from residential customers only. Once a battery is brought to the scalehouse the operator will direct the customer to the appropriate location where onsite city personnel will place the battery in the appropriate storage bin. Once the bin is nearing capacity, the third party recycler will remove the storage trailer and leave an empty trailer for continued use.

4.4.2 Used Motor Oil and Used Oil Filters

The Facility will only accept "do-it-yourselfer" (DIY) used oil at the CCS. DIY used oil is defined as oil that is derived from households, such as used oil generated by individuals through the maintenance of their personal vehicles. The generator must identify the used oil at the Scalehouse and will be directed to the CCS. Used oil from individuals will only be accepted in quantities of less than 5 gallons and must be deposited directly into the used oil storage tank at the CCS.

The Facility will only accept used oil filters from residential sources only. The residential customer must identify the used oil filter(s) at the Scalehouse and will be directed to the CCS. Used oil filters must be deposited directly into the used oil filter storage bin at the CCS. The Facility must manage the filters in accordance with 30 TAC §328.26(a).

4.4.3 Whole or Used Scrap Tires

The Facility may accept whole or used scrap tires from residential customers. Tires will only be accepted for temporary storage and will not be processed on site. Tires may only be accepted if there is adequate storage space on site. Once it is verified by the scalehouse operator that there is sufficient storage space, the customer will be directed to the appropriate location for drop off. Once the tires are dropped off, city personnel will load the tires into a storage trailer where it will be retained until the trailer is filled at which time the recycler will be notified to retrieve the trailer and drop off an empty one at the site. At no times will the site store more than 500 scrap tires on the ground, or more than 2,000 scrap tires in enclosed and lockable containers (30 TAC §328.59).

4.4.4 Refrigerators, freezers, air conditioners

Refrigerators, freezers, air conditioners or any other items containing chlorinated fluorocarbon (CFC).

The Facility will only accept CFC items from residential customers only. When a customer reaches the scalehouse, they will be instructed on where to take the item for storage. The City will have a third party come and remove all CFC from the items in accordance with 40 Code of Federal Regulations (CFR) §82.156(f)). Once CFC has been removed from the item it may be recycled by third party contractor.

5.0 FACILITY GENERATED WASTES – 30 TAC §330.205(a)(b)(c)(d)

Wastes generated by Facility operations will be processed or disposed at an authorized solid waste management facility. Wastewaters generated by the Facility will be managed in accordance with §330.207, relating to Contaminated Water Management.

The Facility will only generate contaminated water or wash down water produced as a result of tipping floor and tunnel area wash water due to normal maintenance cleaning operations. Additionally, some waste from the onsite office space that will be collected and taken to the waste tipping floor. This permit application discusses these operations in Section 6.0 - Sanitation in accordance with 30 TAC §330.243. Wash down water will be collected and removed from the site via underground sanitary sewer system.

Sanitary sewer waste generated from the Facility's employee and visitor rest room facilities will be discharged into an underground sanitary sewer gravity line that flows to a small lift station onsite. There sanitary waste will be pumped via a force main operated by Lubbock's wastewater operations personnel that will periodically inspect the lift station and provide maintenance support as needed. Sanitary sewage from the lift station will be pumped via a sewer force main to a nearby manhole that is a part of Lubbock's TCEQ approved sanitary sewer collection system and gravity flow to the Lubbock's wastewater treatment plant.

No sludges will be accepted or produced by the Facility operations. Therefore, Subparagraph (d) of this section does not, apply.

6.0 CONTAMINATED WATER MANAGEMENT – 30 TAC §330.207(a), (b), (c), (e), (f), (g), & (h)

Liquids generated because of operations will be directed to a grit/grease separation box and disposed of in a manner that will not cause surface water or groundwater pollution. Liquids resulting from wash down and cleaning operations will be collected through surface inlets located in the tunnel. This water will be handled as “Contaminated Water”, will be properly controlled. All contaminated water will be collected and pumped via lift station into Lubbock’s sanitary sewer system and treated at Lubbock’s TCEQ approved WWTP. Contaminated water will be tested ahead of the lift station to verify effluent meets all requirements of the receiving facility. No contaminated water will be discharged to the WWTP without specific written authorization from the WWTP. Authorization will be obtained prior to the first discharge from the site, will be continuously maintained for the life of the site, and written documentation of the current authorization will be maintained with the SOR.

Adequate precautions in design of concrete slopes on exterior openings will be taken to prevent the intrusion of surface water runoff from rainfall events (storm water) into the wash water cleaning inlets. All storm water will be diverted away from operations through gutter systems along the roof of the building and by proper surface grading away from the building preventing any rainfall runoff contamination. Storm water termed “Uncontaminated Water “, will consist of surface runoff and will be directed away from the building and entrance areas. The building drainage system will be designed and must meet Lubbock’s Unified Development Code (based on the International Building Code) prior to a building permit being issued by Lubbock’s Permit Department. The Code requires proper floor elevations be set in such a manner to divert all storm water runoff away from the building. The building site grading plan is shown in Part III Appendix Figures.

The Facility will not accept grease trap waste, grit trap waste, or septage, mobile liquid waste processing waste.

Wastewaters discharged to a treatment facility permitted under Texas Water Code, Chapter 26 will not:

- Interfere with or pass-through the treatment facility processes or operations.
- Interfere with or pass-through the treatment facility’s sludge processes, use, or disposal.
- Otherwise, be inconsistent with the prohibited discharge standards, including 40 CFR Part 403.

The daily effluent design standard for oil and grease concentration leaving the facility and entering a public sewer system shall not exceed the concentration established in the wastewater discharge permit limit.

All areas that come in contact with any operation will be paved with impervious materials such as concrete or asphalt and will therefore prevent any groundwater pollution.

7.0 STORAGE REQUIREMENTS – 30 TAC §330.209(a), (b) & (c

All solid waste will be stored in a manner that it does not constitute a fire, safety, or health hazard, or provide food or harborage for animals and vectors, and so as not to result in litter. In the event that the landfill is unable to accept waste for disposal, the TS is sized to retain up to 1,500 tons of MSW inside the building. Waste will either be kept inside the TS building by closing off all vehicular doors or in transfer trailers (covered either by the transfer station roof, tarps, or other acceptable means of cover), or in roll-off containers in the citizen collection station (which will be covered outside of waste acceptance hours by lids, tarps or other acceptable means of cover).

Waste will only be stored in the TS for up to 72 hours. During times that waste inside the building is at the maximum level of 1,500 tons, collection trucks will be required to go directly to the landfill until such time that stored waste has been transported to the landfill and normal operations restored.

Waste from the Citizen Collection Station will be handled in accordance with Part IV, Section 9.0.

There will be no recovery operations within the TS process area, therefore, no separate storage facility for these materials.

8.0 APPROVED CONTAINERS – 30 TAC §330.211

Lubbock will utilize a variety of containers in the overall collection and loading of waste into trailers. The trailers will have a cover system that once loaded will completely cover the waste to prevent loose waste from blowing out during transport and also prevent water from rainfall from saturating the waste. The trailers, when empty are easily maintained and if needed will be washed down as needed following use. All transfer trailers or roll-offs will be leakproof, durable, and designed for safe handling of solid waste. Any solid waste that contains food waste will be placed in containers that are leakproof, durable, and designed for safe handling and easy cleaning.

8.1 Nonreusable Containers – 30 TAC §330.211(1)

Nonreusable containers will not be used to store solid waste containing food wastes.

8.2 Reusable Containers – 30 TAC §330.211(2)(A)(B)

Reusable containers, if used, will be maintained in a clean condition by thoroughly cleaning and rinsing after each use. All containers to be emptied manually will be capable of being serviced without the collector coming into physical contact with solid waste. Cleaning will be done by washing and rinsing manually the containers so that vector harborage, feeding and propagation is prevented. Containers to be mechanically handled will be designed to prevent spillage or leakage during storage, handling, and transport.

9.0 CITIZEN'S COLLECTION STATIONS – 30 TAC §330.213

A portion of the Facility will be allocated for a Citizen's Collection Station (CCS). The CCS will be opened as follows:

- Monday through Friday: 8:00AM until 6:00PM
- Saturday: 8:00AM until 5:30PM
- Sunday: CLOSED

The CCS will be located just south of the main TS building and will only serve local Lubbock citizens. Rules shall be posted governing the use of the CCS, identifying who may use it and what will be accepted and deposited in roll off containers provided by the City of Lubbock. Local citizens will enter the site and be weighed at the Scalehouse and then directed to the CCS site by the gate house attendant. An on-site attendant at the CCS will direct the incoming vehicle to one of the unloading bays where the load will be inspected and allowed to dump into the roll off container located at the unloading bay. The City of Lubbock will be responsible for regular removal of the deposited waste materials and recyclables, as well as supervising the CCS operations and maintaining it in a sanitary condition.

Sharps from single-family use may be accepted for disposal and are not considered "medical waste" as defined by §330.3.

Upon unloading, the on-site attendant will then direct the customer to the exit route to the scalehouse where the vehicle will be weighed again to establish the disposal fee owed by the user if any.

10.0 REQUIREMENTS FOR STATIONARY COMPACTORS – 30 TAC §330.215

The Facility will not include a stationary compactor, so 30 TAC §330.215 does not apply.

11.0 PRE-OPERATION NOTICE – 30 TAC §330.217

The Facility will not operate a mobile liquid waste processing unit or Type VI demonstration project for liquid waste processing facilities, so 30 TAC §330.217 does not apply.

12.0 RECORDKEEPING AND REPORTING REQUIREMENTS – 30 TAC §330.219 and §330.675

A copy of the permit, the approved permit application, and other required plans or related documents will be maintained at the Facility, at all times, in hard copy or electronic format. Upon completion of construction at the Facility, an as-built set of construction plans and specifications will be maintained at the Facility, at all times, in hard copy or electronic format. All noted documents will be available for inspection by agency representatives or other interested parties at the Facility. These plans and documents will be included as part of the Site Operating Record (SOR) for the Facility.

All information contained in the SOR will be furnished upon request to the TCEQ Executive Director (ED), agency representatives, or other interested parties, and shall be made readily available for review at all reasonable times for inspection by the ED. All information contained in the SOR and different required plans will be retained for the active life of the Facility in accordance with 30 TAC §330.219(f).

All reports will be signed by the owner or operator in accordance with §305.44(a), or by a duly authorized representative of the owner or operator as outlined in §330.219(c)(1)(A)-(C). Reports shall include the certification statement in §305.44(b). If authorization to sign is no longer accurate, a new authorization will be submitted. The ED may set alternate recordkeeping and notification requirements.

The Facility will provide all quarterly and annual reports required by 30 TAC §330.675(b) to the ED.

Additionally, the following records will be kept, maintained, and filed as part of the operating record. Logbooks and schedules will be used.

1) Access control inspection and maintenance.
2) Daily litter pickup, windblown waste and litter control operations.
3) Access roadway maintenance.
4) Fire occurrence notices, if applicable.
5) Documentation of compliance with approved odor management plan.
6) Documentation of current authorization to discharge wastewater to the WWTP.

The documentation presented in Table IV-3 shall be promptly recorded and retained in the SOR throughout the Facility operation.

TABLE IV-2 – RECORDKEEPING REQUIREMENTS

Records to be Maintained	Rule Citation
Copy of the permit, the approved permit application, and any other required plan or other related document shall be maintained at the Facility during construction. After completion of construction, an as-built set of construction plans, and specifications shall be maintained at the Facility or at an alternative location approved by the ED. This requirement shall be considered a part of the SOR.	§330.219(a)
Any/all location-restriction demonstrations.	§330.219(b)(1)
Any/all inspection records and training procedures.	§330.219 (b)(2)
Any/all closure plans and any monitoring, testing, or analytical data relating to closure requirements.	§330.219(b)(3)
Any/all cost estimates and financial assurance documentation relating to financial assurance for closure.	§330.219(b)(4)
Any/all copies of correspondence and responses relating to the operation of the Facility, modifications to the permit, approvals, and other matters pertaining to technical assistance.	§330.219(b)(5)
Any/all documents, manifests, shipping documents, trip ticket, etc., involving special waste.	§330.219(b)(6)
Other document(s) as specified by approved authorization or the ED.	§330.219(b)(7)
Record retention provisions for trip tickets as required by §312.145(b)(2).	§330.219(b)(8)
Alternative schedules and notification requirements, if applicable.	§330.219(g)
Any/all inspection and training procedures pertaining to fire protection.	§330.221
Waste unloading/prohibited waste discovery	§330.225
Any/all alternative operating dates, times, and durations.	§330.229(d)

13.0 FIRE PROTECTION – 30 TAC §330.221

In the unlikely event of a fire that is not extinguished within 10 minutes, the Facility staff will immediately notify the Lubbock Fire Department by calling 911 and reporting the fire. The Facility itself will be equipped with an automated fire suppression system required by City of Lubbock code and if later equipped, a possible additional 24-hour monitoring and suppression system.

Facility personnel, beginning with the Scalehouse attendant, will observe loads as they enter the property to determine if a fire or "hot spot" is already present. If there is a suspected load fire by either observation of smoke or a smokey odor, then the truck will not be allowed into the building but directed to a safe location away and outside where it will then be dumped on the ground and safely extinguished.

If there is no predetermination of a fire or "hot spot" and the truck enters the building but does have an internal "hot spot" or "smoldering" and begins dumping onto the tipping floor, the spotters in the building shall immediately notify all personnel of presence of a fire and stop acceptance of trucks into the building. If possible, the loading equipment shall be used to either pick up or push the fire outside of the building as quickly as possible where it can be quickly extinguished. Once the fire is confirmed to be completely extinguished and no hot spots are detected, the load will be picked up and then loaded for transport to the landfill for disposal.

The Facility site water supply will be connected into the City of Lubbock water transmission system through an 8-inch water main along the west permit boundary that connects with Lubbock's water system that connects to an existing 12-inch diameter supply main located along 76th Street to the south of the property, and an 8-inch water main north of the permit boundary. The connecting 8-inch water main, with continuous flow from the north and south, will be capable of providing an adequate supply of water at adequate pressure for general firefighting purposes. There will be exterior fire hydrants located across the site that may be used by Lubbock fire fighters once they arrive onsite. In the interim time before they arrive, the following firefighting equipment will be readily available in the event of a fire:

- Fire extinguishers will be located throughout the Facility buildings and situated as required by the City of Lubbock Fire Marshalls office. Most of these will be wall mounted, but moving equipment and tamping cranes will also have fire extinguishers inside their operational cabs.
- Facility washdown hoses at multiple locations inside the Facility tipping and loading area and also the back of the building near entrance and exit.
- Facility fire suppression and automatic fire monitoring system. There could potentially be two types of fire suppression systems located in the building. One that will be installed is an automatic fire sprinkler suppression system required by Lubbock's Uniform Development Code consisting of a conventional overhead sprinkler system. The second system that may be included is a system that monitors the area with the use of thermography and video analytics to detect "hot spots" or fires in their infancy. The second system, developed by FireRover, will consist of three monitoring stations inside the TS with each monitoring station equipped with two remote cameras and one water cannon total of six cameras and three water cannons within the TS building. Each cannon will be connected with the Lubbock water system that provides adequate water pressure. The cameras are each monitored 24/7 by a third party located offsite. If a fire is detected, monitoring personnel will engage the water cannons remotely to extinguish the suspected fire and simultaneously notify the Lubbock Fire Department and Lubbock Solid Waste personnel who will oversee the TS. Following clearance of situation by Lubbock Fire and Solid Waste, operations will resume.

Fires that are not extinguished within 10 minutes of discovery will be reported to the Regional Office of TCEQ in Lubbock. In all cases of fire not extinguished within 10-minutes, the City of Lubbock Fire Department Fire Marhsall's Office will be notified of the fire and any known cause and how the fire was extinguished.

13.1 Fire Protection Plan

The Facility will develop and maintain a Fire Protection Plan (FPP). The FPP will be established prior to commencing facility operations, and will be maintained for the life of the site. All Facility staff will be trained in the plan's contents and application. The FPP will comply with all Lubbock fire codes, and must describe, at a minimum, the following:

- The source(s) of fire protection (local fire department, fire hydrants, fire extinguishers, fire suppression system, etc.).
- Procedures for using the fire protection source(s).
- Employee training and safety procedures.

The Facility Site Supervisor shall be responsible for making fire training a requirement and seeing that all employees are trained in procedures of fire prevention and suppression. Training shall include the following:

- If a fire occurs and it is not extinguished within 10 minutes, staff shall call Lubbock Fire Department by dialing 911 and cease all operations.
- Train that all employees are knowledgeable on the types of fire protection equipment available and limitations of that equipment.
- Train all employees to know where all fire equipment is located such as fire hoses, fire hydrants, fire extinguishers, etc.),
- Scalehouse attendants should stop allowing trucks onsite and make certain incoming roadway is not blocked for fire trucks.
- Notify by use of onsite radios or other means all onsite personnel and request assistance.
- If fire is small and can be moved safely by front end loaders, immediately take it outside the building and extinguish.
- "Hot loads" coming into the site if identified will be deposited outside of the building in areas that are easily accessible by firefighting equipment.
- Once a fire has been safely extinguished, it will be inspected for any hot spots. If none are detected, then the load may then be transferred to the landfill.

14.0 ACCESS CONTROL – 30 TAC §330.223(a)(b)(c)

Public access to the Facility will be controlled by means of artificial barriers appropriate to protect human health and safety and the environment. Uncontrolled access will be prevented by the measures described in this section.

14.1 Public Access Controls – 30 TAC §330.223(a)

Public access to the Facility will be through an entrance gate as shown on Figure III.A.3 controlled by City of Lubbock employees and secured by a series of fences around the Facility to prevent unauthorized access into the site. Everyone entering the Facility will be required to pass through the Scalehouse for approval to enter. There will be no uncontrolled access points on site.

The gate will be locked except during waste acceptance hours. During waste acceptance hours, Scalehouse personnel will control all access onto the site by requiring visitors to come in and sign-in to a visitor logbook. Upon leaving, visitors will also be required to sign out.

Trucks entering the Facility will be city owned vehicles (and identified as such), or pre-approved vehicles that the city has authorized, or customers of the CCS. City owned collection vehicles may be assigned Radio Frequency Identification cards (RFID) that the onsite system will detect and then log in the vehicle along with the incoming weight. Other vehicles not equipped with RFID system will be required to weigh on the scale next to the building and then come into the Scalehouse and sign-in. Exiting the Facility will follow the same procedure as RFID trucks will be allowed to stop on the scale, weigh and proceed on while non RFID trucks will have to weigh and the driver come into the Scalehouse to complete the required transaction.

14.2 Access Road – 30 TAC §330.223(a)

Vehicles will enter the site from one of two entrances, one from 66th Street and the other off 76th Street. Both entrance roads will be constructed of either Hot-Mix Asphalt Concrete (HMAC) or Continuously Reinforced Concrete (CRC) pavement as required by Lubbock's Engineering Department. The onsite roadway widths will be 26-feet wide by all buildings for fire access, 20-feet wide for paving on-site between entrance and scales and scales to where it widens, the North Entrance roadway will be 25-feet, which allows for at least two lanes of traffic. The paving system will be designed to accommodate the expected traffic flow and vehicle sizes. The Facility design includes adequate turning radii for anticipated vehicle sizes and provides traffic circulation to allow for efficient traffic flow onsite. Sufficient vehicle parking will be provided for equipment, employees and visitors. A proactive means to control mud and dust on the access roads will be provided (as discussed in Section 21.0). The loadout hoppers will be protected by a series of reinforced concrete push walls to prohibit unauthorized access into load out area. Only professional haulers (City waste collection vehicles and Texas Tech University waste collection vehicles) will be allowed to unload inside the TS. Residents will be directed to the CCS, which will be equipped with a raised concrete edge, railing, and chains, which in combination provide a safety bumper. Inside the TS, waste will be unloaded onto the tipping floor. Under no circumstances will vehicles attempt to unload waste directly into the hoppers or in close proximity to the hoppers.

14.3 Access Control Methods – 30 TAC §330.223(c)

Access control at the Facility will include a perimeter fence around the permit boundary. Both the transfer station building, and the citizen collection station area will be contained within the perimeter fence. The perimeter fencing will consist of 6-foot tall chain-link fence and/or 4-foot tall 3-strand barbed wire fence, with lockable gates at Facility access road(s).

Access will be controlled by Scalehouse and other site staff (present during operating hours) to monitor and direct traffic flow as required. The Facility buildings will be secured by vehicular lockable doors and at all pedestrian entry points as well.

15.0 WASTE UNLOADING – 30 TAC §330.225(a)(b)(c)

Waste unloading will only occur in designated areas and will be confined to the TS tipping floor and roll-off containers in the CCS. Both locations will be monitored by on-site city employees. Loads being brought onsite will be directed by a combination of directions beginning with the Scalehouse staff who will direct haulers via paved access roads, including pavement markings, site signage, and/or portable barriers to the appropriate unloading location and prevent indiscriminate dumping. Loads will be observed at all disposal unloading areas to verify load is being dropped in the correct location. Site signage will then direct hauler to the Scalehouse and then the appropriate exit roadway before leaving.

The TS is not required to accept any waste that is determined will cause, or may cause, problems with maintaining full and continuous compliance with applicable regulations and this permit. In accordance with §330.255(b), unloading of material in unauthorized areas is prohibited. TS and CCS staff will monitor each site to be certain that any waste deposited in unauthorized areas will be promptly removed by the transporter (if they can be identified) and then taken by the transporter to an authorized location for disposal.

Any waste that is identified as unauthorized or problematic to site operations will be rejected by the onsite personnel and the hauler must remove it immediately. The TS will only knowingly accept waste authorized in the Waste Acceptance Plan (Part II, Section 3). All waste unloading will be monitored by a trained staff. Any unauthorized wastes discovered will be immediately removed and returned to the transporter in accordance with 30 TAC §330.225(c) or, if the transporter cannot be identified, disposed of at an authorized facility. All material identified as problematic or unauthorized will be noted in the daily records of the TS.

16.0 SPILL PREVENTION AND CONTROL – 30 TAC §330.227

There are no unenclosed containment areas proposed for the Facility. The TS building will be operated on constructed concrete pavement in an enclosed building under a permanent roof structure. Therefore, any contact with rainfall and or storm water with solid waste will be prevented.

The CCS roll off open tops will be covered by an overhead permanent canopy to prevent rainfall from coming in contact with materials already deposited inside. Following a rainfall event, any roll-offs with waste will be collected as soon as practical and transported inside the Facility building and emptied onto the tipping floor.

All wash water will be collected in area drains and trenches then pumped to a grit trap to separate and collect any oils/grease and sediment. From there, the wash water will be pumped up to a lift station then be pumped via a force main to the City of Lubbock sanitary collection system. Prior to the grease and grit trap becoming completely filled, a licensed liquid hauler will be contacted to remove and properly dispose of the contents at a TCEQ approved facility or Lubbock's TCEQ permitted wastewater treatment plant.

The TS tipping floor is designed to direct any contaminated water away from the interior walls of the building and toward the hoppers. Floor drains in the tunnel will collect all contaminated water that falls through the hoppers. Entrances to the tipping floor and tunnel are equipped with drive over berms to contain any contaminated water and/or spills within the building.

17.0 OPERATING HOURS – 30 TAC §330.229(a)

Normal Operating hours for the TS are as follows:

- The TS will only accept waste between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and Saturday between the hours of 7:00 a.m. and 5:00 p.m. Closed on Sunday.
- The CCS may only accept waste and recyclable materials between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday and 8:00 a.m. to noon on Saturday. Closed on Sunday.
- The operating hours for TS operating heavy equipment and transporting material off-site may be any time between the hours of 5:00 a.m. and 9:00 p.m., Monday through Saturday. Trucks may haul roll off containers from the CCS to the TS until 2:00 p.m. on Saturday.
- Other activities (i.e., cleaning operations, maintenance activities, administrative activities, etc.) do not require specific approval, and may be conducted 24 hours per day, seven days a week, as necessary.

17.1 Justification for "nonstandard" operating hours. 30 TAC §330.229(a)

Waste acceptance hours outside other hours noted in 330.229(a) for the following reasons:

- City of Lubbock waste collection vehicles run on Saturday's when a normal day's service has been interrupted and not completed.
- Prevents illegal dumping outside of the Facility entrance on Saturday mornings.
- Allows for traffic to be more evenly distributed over each week.

17.2 Alternative Operating Hours – 30 TAC §330.229(b), (c), & (d)

In addition to the hours of normal operation, the Facility may include alternative operating hours of up to five days in a calendar-year period to accommodate special occasions, special purpose events, holidays, or other special occurrences. The TCEQ's regional office may allow additional temporary operating hours to address disaster or other emergency situations, or other unforeseen circumstances that could result in the disruption of waste management services in the area. In any case, the Facility must record, in the SOR, the dates, times and duration when any alternative operating hours are utilized.

18.0 FACILITY SIGN – 30 TAC §330.231

The Facility will conspicuously display a sign (measuring at least four feet by four feet) at the entrance, through which waste is received. Facility sign(s) will include the following information (in letters measuring at least three inches in height):

- Facility name: City of Lubbock Transfer Station
- TCEQ permit number: 2428
- Type of MSW facility: Type V Municipal Solid Waste Transfer Station
- Hours and days of operation: Waste Acceptance from 7:00 am to 7:00 pm Monday through Friday, and from 7:00 am to 5:00 pm on Saturday.
- Facility rules as applicable (This may include requirements to cover loads, minimum personal protective equipment (PPE) requirements, prohibitions against smoking, prohibited waste, etc.).

Wayfinding signage will also be placed throughout the Facility to properly direct all traffic the appropriate location haulers must follow to properly dispose of waste, particularly those customers using the CCS.

19.0 CONTROL OF WINDBLOWN WASTE AND LITTER – 30 TAC §330.233

The Facility building will be fully enclosed on all four sides with a permanent roof, protecting all waste transfer activities conducted inside from the wind. The tunnel doors will be automatic and may be closed and opened as needed in the event of higher wind events. As with the landfill, if there are high winds anticipated, the CCS may be closed to prevent windblown waste and the roll offs covered.

As described in Section 20, steps will be taken to require all incoming waste loads to be in either enclosed or covered trailers or other vehicles to prevent windblown waste from occurring. Portable litter fencing may be deployed as an additional method for controlling windblown waste as necessary.

Facility staff will monitor the along the building exterior, site fences and access roads, the citizen convenience area, and the site entrance, at least once per day on days when the Facility is in operation and collect any windblown material and litter and bring it into the TS for hauling offsite.

20.0 MATERIALS ALONG ROUTE TO FACILITY – 30 TAC §330.235

Lubbock staff will require vehicles entering the Facility be enclosed or properly covered with a tarpaulin, net, or other means to effectively secure the load to prevent escape of any waste by blowing or spilling. The adequacy of containment or covers for incoming waste loads will be checked at the Scalehouse. The Facility will take actions such as posting signs, reporting offenders to proper law enforcement officers, adding surcharges or other similar measures.

On days when the Facility is in operation, the operator will be responsible for at least once per day visual inspection for waste spilled along and within the right-of-way of public access roads serving the Facility for a distance of two miles in either direction from any entrances used for the delivery of waste. Clean-up of any noted waste that has spilled from waste hauling vehicles traveling to the Facility will be completed as needed. The City of Lubbock will consult with TxDOT and Lubbock County concerning clean-up of public access roads and rights-of-way that are not maintained by the City of Lubbock.

21.0 FACILITY ACCESS ROADS – 30 TAC §330.237(a)

Site access roads will be paved to provide all-weather access. Waste hauling vehicles will only drive over HMAC or CRC paved surfaces, which will minimize the potential for mud to be tracked onto public roadways. The Facility will also have two vehicle wash facilities stationed before the Scalehouse on the entrance side and after leaving the Facility on the exit side that will clean City truck's undercarriages of any mud and debris.

21.1 Dust Control – 30 TAC §330.237(b)

The proposed vehicle undercarriage wash bays will be used as necessary to remove and capture any soils accumulated on waste collection vehicles, preventing the soils from generating dust. Additionally, most on-site roads will be paved, preventing dust emissions from the road material. Dust emissions from unpaved roads will be controlled by limiting vehicle speeds on these roads to 20 miles per hour. If needed, water from the Lubbock potable water main onsite may be used to wet down site access roads to prevent fugitive dust emissions from becoming a nuisance to surrounding properties. Appropriate equipment including but not limited to hoses, sprinklers, and/or water trucks will be used if necessary to wet down roads.

21.2 Access Road Maintenance – 30 TAC 330.237(c)

All access roadways to the Facility site are either owned by the City of Lubbock, TxDOT or Lubbock County. Each entity maintains their respective roads with funds to repair damaged pavement as needed. Site roadways will be maintained and repaired on an as needed basis to maintain safe access throughout the Facility. Any depressions, ruts, and/or potholes on paved on-site access roads will be repaired as appropriate for the pavement type. Un-paved on-site access roads will be re-graded as necessary to minimize depressions, ruts and potholes. Maintenance will be conducted by either Lubbock Solid Waste personnel and equipment, or Lubbock's Street Maintenance Department as needed.

The TCEQ shall have the right to enforce these requirements even though this is outside of the permit boundary.

22.0 NOISE POLLUTION AND VISUAL SCREENING – 30 TAC §330.239

The Facility is designed to minimize potential noise pollution and visual impacts to neighboring properties and the public. The TS building will be fully enclosed and will therefore minimize all noise related to waste transfer activities inside the building, as well as screening these activities from general view.

Berms will be constructed and maintained as shown on Figure III.A.3, providing screening for noise and adverse visual impacts for activities conducted outside the TS building. The CCS is centrally located within the property and is over 550 feet from the nearest property boundary, reducing the potential for noise pollution and adverse visual impacts. Additionally, the concrete retaining wall at the CCS between the unloading area and the waste containers provides screening against noise pollution and adverse visual impacts as well.

23.0 OVERLOADING AND BREAKDOWN – 30 TAC §330.241(a)

The design capacity of the Facility will not be exceeded during operation. The maximum amount of MSW that will be retained onsite is 1,500 tons. The Facility will not accumulate waste in quantities that cannot be processed within such time as will preclude the creation of odors, insect breeding, or harborage of other vectors. If such accumulations occur, additional waste will not be received until the adverse conditions are abated. The maximum amount of time that waste will be stored during periods of operational issues inside the Facility is 72 hours.

The Facility will not process grease trap waste, grit trap waste, or septage or process liquid waste, therefore §330.241(a)(1) & (2) do not apply.

23.1 Significant Work Stoppage – 30 TAC §330.241(b)

If a significant work stoppage at the Facility should occur (due to a mechanical breakdown or other cause) the Facility will accordingly restrict the receipt of waste. All City Collection trucks will be notified and directed to divert collected waste directly to Lubbock's WTRDF. If the work stoppage is anticipated to last long enough to create objectionable odors, insect breeding, or harborage of vectors due to any accumulated waste, steps will be taken to remove the waste from the Facility and haul to WTRDF.

23.2 Alternative Procedures – 30 TAC §330.241(c)

In the event that the TS becomes inoperable for a period longer than 24 hours, all incoming waste will be diverted away from the TS and directed to WTRDF.

24.0 SANITATION – 30 TAC §330.243

All working surfaces inside the TS building that come into contact with waste will be washed down on a weekly basis. The TS tipping floor will be sloped so that wash water will not be allowed to accumulate on site in a manner that promotes creation of odors or an attraction to vectors. All wash water will be collected and disposed of in an authorized manner, as described in Section 6.0.

25.0 VENTILATION AND AIR POLLUTION CONTROL – 30 TAC §330.245(a)

The Facility buildings and air handling systems will be designed in such manner that emissions from the Facility will not cause or contribute to the condition of air pollution as defined in the Texas Clean Air Act. Generally, waste will be received in the Facility, loaded into trailers and then as soon as the trailer is filled taken directly to the landfill for disposal, so the waste is only inside the building for a minimal amount of time. All weekly washdowns will maintain the floors and equipment in a level of cleanliness that prevents nuisance odor from developing. Also, the vehicular doors may be opened and closed to further reduce and prevent nuisance odors from leaving the building.

Lubbock will also maintain the outside Facility to prevent nuisance odors from developing. Ponded water will be prevented through proper site grading. Wash water from the tipping floor will be removed via an underground sanity sewer system.

Air handling equipment inside the building that exhausts air outside will have liquid atomized spray devices that will help prevent nuisance odor from leaving the building at each exhaust location. If the atomizer is down for maintenance, then that external fan will be disconnected and not exhausted until the atomizer is back functioning properly.

25.1 Authorization – 30 TAC §330.245(b)

Authorization from the Air Permits Division of TCEQ under 30 TAC Chapter 116 or Subchapter U (relating to Standard Air Permits for Municipal Solid Waste Landfill Facilities and Transfer Stations), as applicable, will be obtained from the Air Permits Division prior to commencing Facility operations.

25.2 Odor-Retaining Containers – 30 TAC §330.245(c)

All waste will be stored in odor-retaining containers and vessels, including the enclosed TS, transfer trailers within the enclosed TS, or covered roll-off containers in the citizen drop-off area. Any roll-off container that accepts putrescible waste will be taken to the tipping floor at the end of each day and loaded onto transfer trailers for shipment to WTRDF each day.

25.3 Odor Control – 30 TAC §330.245(d) & (f)

The Facility has been designed and will be operated to provide adequate ventilation for odor control and employee safety. The Facility will prevent nuisance odors from leaving the boundary of the Facility through mechanical blowers that will reduce all odor causing particulates. If nuisance odors are found to be passing the Facility boundary, the Facility may be required to suspend operations until the nuisance is abated.

In addition to the odor control methods described throughout Section 25.0, the Facility will employ the following measures:

- A minimum 50’ buffer will be maintained between the TS building/CCS drop off area and the property boundary.
- Routine washing of the tipping floor (as described in Section 24.0) and proper management of wash waters (as described in Section 6.0).

Additional odor control measures may be implemented by the Facility on an as needed basis.

25.4 Air Pollution Control Measures – 30 TAC §330.245(e)

If implemented, any air pollution emission capture and abatement equipment or equivalent technology will be maintained and operated according to the manufacturer's recommendations. Cleaning and maintenance of such equipment will be performed as recommended by the manufacturer and as necessary so that the equipment efficiency can be adequately maintained.

25.5 Material Recovery from Putrescible Wastes – 30 TAC §330.245(g)

The Facility will not recover materials from solid waste that contains putrescibles, so 30 TAC §330.245(g) does not apply.

25.6 Liquid Waste – 30 TAC §330.245(h) & (i)

Other than used oil, the Facility will not accept liquid waste, nor operate a mobile waste processing unit, so 30 TAC §330.245(h) & (i) do not apply.

25.7 Reporting of Emission Events – 30 TAC §330.245(j)

If applicable, reporting of emission events will be made in accordance with 30 TAC §101.201 (relating to Emissions Event Reporting and Recordkeeping Requirements) and reporting of scheduled maintenance will be made in accordance with §101.211 (relating to Scheduled Maintenance, Startup, and Shutdown Reporting and Recordkeeping Requirements).

25.8 Ponded Water – 30 TAC §330.245(k)

The Facility is designed, and will be maintained, to provide positive drainage and prevent odors associated with stagnant ponded water. In the event that objectional odors due to ponded water does occur, the ponded water will be removed and appropriate measures will be taken to alleviate the conditions that contributed to the ponded water (such as filling/re-grading the area). Wash waters will not be allowed to accumulate on the tipping floor and will be managed as described in Section 6.0.

26.0 HEALTH AND SAFETY – 30 TAC §330.247

The Facility will develop and maintain a Health and Safety Plan. All Facility staff will be trained in appropriate sections of the Health and Safety Plan. Additionally, the City of Lubbock has internal Health and Safety regulations that each city employee is trained to comply with before beginning work onsite.

27.0 EMPLOYEE SANITATION FACILITIES – 30 TAC §330.249

The Facility will provide permanent potable water and sanitary facilities (including toilets and sinks) for all Facility employees and visitors. There will be a locker room onsite that includes showers for City of Lubbock employees.

28.0 DISEASE VECTOR CONTROL

The Facility will be operated in such a manner to prevent vectors from becoming a nuisance such as flies, rodents, and mosquitos. The Facility building is designed so there are no locations that provide opportunities for vectors to find food or shelter. Lubbock will prevent an issue from developing proactively by adding the Facility to the contracted services of a local pest control company the City utilizes to routinely treat vectors as needed.

29.0 SALVAGING, SCAVENGING AND WHITE GOODS

The Facility will not allow salvaging or scavenging by outside individuals of incoming waste. Lubbock may remove white metal goods and appliances that arrive and are disposed onto the tipping floor. These will be removed and handled separately as they could prove problematic in dumping and compacting in the trailers which could lead to damage of the Facility equipment or trailers. Any refrigerator or air conditioner that is found will be removed and inspected in accordance with 40 CFR §82.156(f)(2) that addresses items with possible chlorinated fluorocarbons. These items will be removed and placed in a secure location in the Facility until a licensed technician can verify the presence and then removal.

Scavenging will not be allowed and will be monitored by onsite personnel.

30.0 VISUAL SCREENING OF WASTE

The Facility is inside of a fully enclosed building, so there will be no need to provide any additional visual screening. The site is isolated in an area north of the Seagraves, Whiteface & Levelland Railroad that is parallel to the Marsha Sharp Freeway. The CCS will be in the middle of the site just south of the building and not visible due to the building. Lubbock, in conjunction with the Playa 100 Excavation Project, has already constructed screening berms from excavated material around the perimeter of the entire City property. These berms are shown on drawings in Part III of this application.