

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Governor's Office of Planning & Research

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January 22, 2020

STATE CLEARINGHOUSE

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Nedzlene Ferrario

Solano County Department of Resource
Management

675 Texas Street, Suite 5500

Fairfield, CA 94533

Recology Hay Road Landfill – Draft Subsequent EIR (DSEIR)

Dear Nedzlene Ferrario:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Recology Hay Road Landfill. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2019 DSEIR.

Project Understanding

The project site, adjacent to State Route (SR)-113, is owned and operated by Recology, an integrated resource recovery company. The Recology Hay Road (RHR) landfill provides solid waste disposal services to both municipal and commercial customers in the San Francisco Bay Area and the Sacramento Valley. The site primarily serves San Francisco as well as Solano County, specifically the cities of Vacaville and Dixon. The County is considering amending the existing Conditional Use Permit (CUP) to reflect changes requested by Recology. The proposed project would include an expansion of the existing municipal solid waste (MSW) disposal area within the RHR property boundary; a modification to the boundary of the Jepson Prairie Organics (JPO) facility; a correction to disposal footprint of existing Disposal Module-1; temporary storage of baled recyclable materials; a modification to landfill peak tonnage limits; authorization for construction and demolition (C&D) sorting operations; a change in location of friable asbestos disposal; deepening and widening the existing soil borrow pit; and the addition of an enclosed landfill gas

flare.

Hydraulics

The Project site is located in zone A of FEMA FIRM. Changes in post-project grading and onsite drainage should not surcharge 25-year, 50-year and 100-year event flood elevations in the channel running parallel to East of SR-113. The Right of Way (ROW) boundary (Figure 3-3 in the DSEIR) is inaccurate. Please provide pre- and post-project calculations to demonstrate that the impact would be less than significant for drainage patterns or stormwater runoff.

Landscape Architecture

Page 4.1 – 2, Landscape Character of the Project Site and Surrounding Area:

- To take into account that the large disposal mounds are manmade and can appear to have a rolling hill effect at a distance but not up close, please specify the distance at which the hills appear this way. For example: *The majority of views to the site consist of large mounds of inactive disposal modules that are now covered by a soil cap and **from a distance** resembles rolling hills.*

Page 4.1 – 10, Long-Term Adverse Changes in Visual Character:

- Provide simulations of built stockpiles and the new flare location with set views from SR-113. The simulations will provide a clear understanding of visual impact regarding size, color, texture and continuity from SR-113.

Lead Agency

As the Lead Agency, the County of Solano is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Nadzene Ferrario, Solano County Dept of Resource Management

January 22, 2020

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at 510-286-5614 or laurel.sears@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

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