Yuba County Planning Department
Notice Preparation of Draft Environmental Impact Report/Environmental Assessment and Notice of Scoping Meeting

March 29, 2013

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

RE: Notice of Preparation of an integrated Draft Environmental Impact Report and Environmental Assessment ("Draft EIR/EA") for the Recology Ostrom Road Green Rail and Permit Amendment Project (the "Project"); Notice of Additional Scoping Meeting in San Francisco.

The Yuba County Planning Department ("Yuba County") is planning to prepare an integrated Draft Environmental Impact Report and Environmental Assessment ("Draft EIR/EA") for the Project, as described in detail below. The Draft EIR/EA will meet the requirements of the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA"). The CEQA and NEPA analysis is being integrated into a single document because the local and federal components of the Project are interrelated. (32 CFR §989.7(c), 40 CFR §1506.5(b) and 14 Cal. Code Regs. §15222.)

Yuba County previously issued a Notice of Preparation ("NOP") for the Project on April 20, 2012. Subsequent to issuance of the NOP, on November 26, 2012, San Francisco and Recology terminated the following two agreements that had been entered into by those parties on July 28, 2011: (a) the Landfill Disposal Agreement, under which San Francisco designated the Recology Ostrom Road Landfill in Yuba County and the Recology Hay Road Landfill in Solano County as the exclusive sites for disposal of solid waste from San Francisco, once San Francisco’s existing landfill disposal agreement expires; and (2) the Amended and Restated Facilitation Agreement, under which Recology agreed to operate a transfer station in San Francisco and to transport solid waste from the transfer station to the Recology Ostrom Road Landfill or the Recology Hay Road Landfill. San Francisco asked Recology to terminate these two agreements, and Recology agreed to do so, to enable San Francisco to participate in the environmental review process that Yuba County had begun for the Project and to conduct CEQA review of San Francisco’s proposal to enter into one or more new agreements with Recology for disposal and transportation of San Francisco’s solid waste. On March 28, 2013, Yuba County San Francisco entered into a Cooperative Agreement to designate Yuba County as the lead agency for the proposed Project and to outline their cooperative efforts concerning environmental review of the proposed Project.

PUBLIC SCOPING MEETING: An additional public scoping meeting on the Draft EIR/EA will be held on April 17, 2013 between 6:30 and 8:30 p.m., in Room 431 of the San Francisco Planning Department, 1650 Mission Street, in San Francisco, California. The purpose of the Draft EIR/EA public scoping meeting is to solicit the views of interested parties requesting notice, responsible agencies, agencies with
jurisdiction by law, trustee agencies, involved federal agencies, San Francisco, and Yuba County, as to the appropriate scope and content of the Draft EIR/EA. Representatives from Recology, San Francisco and Yuba County will be present to offer a summary of and answer questions regarding the Project.

Because the scope of the Project in Yuba County remains substantially unchanged since the previous NOP was issued, and in light of the scoping meeting held in Marysville on May 16, 2012, an additional scoping meeting will not be held in Yuba County. However, comments on this NOP regarding the appropriate scope and content of the Draft EIR/EA will be accepted from all interested parties, as noted below. Comments submitted in response to the previous NOP will be considered in addition to any new comments submitted in response to this NOP.

NOTICE OF PREPARATION COMMENT PERIOD: This Notice of Preparation ("NOP") initiates the CEQA/NEPA scoping process. The comment period for this NOP will run from April 4, 2013 to May 3, 2013. Please address comments, questions, and responses to:

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Date: March 29, 2013

Signature: [Signature]
Wendy Hartman, Planning Director

PROJECT DESCRIPTION:

This Project has two primary components: (1) the construction of a rail spur from the Recology Ostrom Road Landfill to an existing rail spur on Beale Air Force Base ("AFB") property, which would be repaired, replaced, and upgraded, and would connect to the main north-south rail line near the intersection of State Route ("SR") 65 and South Beale Road, as well as amendments to the Conditional Use Permit ("CUP") and possibly modification or revision to the Solid Waste Facility Permit ("SWFP") for the Recology Ostrom Road Landfill regarding the transportation of solid waste to the Landfill by rail; and (2) amendments to the CUP and possibly modification or revision to the SWFP for the Recology Ostrom Road Landfill to include truck trips (in addition to the 170 trips currently allowed under the existing SWFP for refuse only) such as trucks transporting beneficial re-use material ("BRM," one type of which is Alternative Daily Cover or "ADC"), and to clarify that the maximum daily waste tonnage intake permit limits apply only to waste disposed of in the Recology Ostrom Road Landfill ("Refuse") and not to BRM (including ADC), the use of which is governed by regulation.
As discussed below in detail, other components of the Project will be constructed in various other jurisdictions, including, San Francisco, Brisbane, and Oakland, and would require approvals by other jurisdictions, including agreements between San Francisco and Recology for the disposal and transportation of San Francisco’s solid waste.

**Green Rail**

The first primary component of the Project is the “Green Rail” component whereby Recology seeks the necessary approvals to: (a) construct a new rail-to-truck staging and unloading facility (“Unloading Facility”) on Recology’s property adjacent to the Recology Ostrom Road Landfill in Yuba County and new a rail spur from the Unloading facility to an existing rail spur on property owned by Beale AFB, and (b) replace, repair and upgrade the existing Beale AFB rail spur to complete a rail spur from the Unloading Facility adjacent to the landfill to the Union Pacific Railroad Company main north-south rail line (near the intersection of SR-65 and South Beale Road). Recology also seeks to enter into one or more agreements with San Francisco for the disposal and transportation of San Francisco’s solid waste, once San Francisco’s existing landfill disposal agreement expires, in approximately 2015. Recology proposes to dispose of San Francisco’s solid waste at the Recology Ostrom Road Landfill and to transport such waste to the Recology Ostrom Road Landfill by a combination of truck and rail, as discussed below. However, under its proposal to San Francisco, Recology would have the option to transport the waste by truck alone and/or to dispose of some or all of the waste at the Recology Hay Road Landfill in Solano County.

If the new spur and Unloading Facility and repair, replacement, and upgrade to the existing Beale AFB rail spur were approved and constructed, and if San Francisco and Recology were to enter into one or more agreements for the disposal and transportation of San Francisco’s solid waste, the new spur, Unloading Facility, and Beale AFB rail spur may be used to transport waste originating in San Francisco, starting in approximately 2015. The waste – which is currently collected and transported by truck to the Recology San Francisco Solid Waste Transfer and Recycling Center located at 501 Tunnel Avenue in San Francisco (“SF Center”) – would be: (1) loaded into steel containers and lidded and sealed at the SF Center, (2) transported by truck to the Union Pacific Rail Road (“UPRR”) Oakland Rail Yard at 5th Avenue (“Rail Yard”), (3) loaded onto a train, (4) sent by rail to the Unloading Facility, (5) unloaded at the Unloading Facility, and (6) hauled by truck from the Unloading Facility across Recology property (i.e., without using any public road) to the Landfill. The then-empty steel containers would be (a) transported by truck from the Landfill back to the Unloading facility, (b) loaded onto a train, (c) sent by rail back to the UPRR Oakland Rail Yard at 5th Avenue, (d) unloaded at the UPRR Oakland Rail Yard at 5th Avenue, and (e) transported by truck back to the SF Center. (Figure 1.)

The Recology Ostrom Road Landfill already has the entitlements necessary to accept the types and quantities of waste anticipated, and, if the waste stream were to come on line today, Recology could – under its existing entitlements – transport it to the Recology Ostrom Road Landfill by truck. The Project would be designed to facilitate the
construction of the facilities necessary to transport the waste by rail to the Recology Ostrom Road Landfill.

Construction would include the following improvements:

- **Recology Ostrom Road Rail Spur and Unloading Facility (Yuba County):** Construction of (i) an Unloading Facility to allow for the delivery and unloading of sealed steel containers of waste and the reloading of empty containers, (ii) a proposed 1.8-mile long new rail spur line and staging area to access the Unloading Facility, and (iii) an at-grade railroad crossing at Jasper Lane.

- **Beale Air Force Base (“AFB”) Rail Spur:** Replacement of 100 feet of former rail spur track and repairs to 2.8 miles of existing rail spur track on Beale AFB property.

- **UPRR Rail Wye near SR-65 at South Beale Road (Yuba County):** Improvements to the existing wye, replacement of 500 feet of former rail spur track connecting the Beale AFB Rail Spur to the UPRR main rail line, installation of a UPRR mainline switch and signalization on UPRR right of way by UPRR.

- **UPRR Oakland Rail Yard at 5th Avenue:** Construction by UPRR of facilities at the rail yard for transferring containers from trucks to rail-cars.

- **SF Center:** Modification of loading bays and a new girded building housing a container lidding station.

Recology anticipates seeking the following approvals and entitlements in connection with the Green Rail component of the Project, which is discussed further under Project Location, below: (1) amendment of the CUP for the Recology Ostrom Road Landfill by Yuba County; (2) approval by the Yuba Sutter Local Enforcement Agency, and concurrence by Cal Recycle, of an amendment to the Report of Facility Information/Joint Technical Document, or possibly modification or revision to the SWFP, for the Recology Ostrom Road Landfill; (3) a 404 permit from the United States Army Corps of Engineers; (4) a 401 permit from the Central Valley Regional Water Quality Control Board; (5) an approval from the California Public Utilities Commission (“CPUC”) for construction of an at-grade crossing at Jasper Lane; (6) an easement from the United States Air Force for improvements to and use of a rail spur controlled by Beale AFB; (7) an encroachment permit from Yuba County to construct within a flood plain; (8) an encroachment permit from Caltrans for improvements on SR-65; (9) a grading permit from Yuba County; (10) a permit from Yuba County to abandon the three wells on the Project site; (11) one or more agreements with San Francisco for the disposal and transportation of San Francisco’s solid waste; (12) approval by San Francisco of Recology’s rate application associated with the transportation and disposal of San Francisco’s waste; (13) possible approvals needed for any facilities modifications at the SF Center; (14) possible approvals by the City of Oakland for any improvements needed at the Rail Yard; and (15)
any other permits or entitlements as may be required by law or the conditions of approval.

Recology Ostrom Road Landfill Vehicle Traffic Amendments

The second primary component of the Project proposes amendments to the Recology Ostrom Road Landfill CUP No. 92-06 (as previously amended) and possibly modification or revision to the related SWFP No. 58-AA-0011, to: (1) include all truck trips necessary for service as well as trucks transporting BRM, including ADC, to the Landfill, and to clarify that the existing limit of 170 trucks per day applies only to trucks transporting Refuse for disposal in the Landfill; and (2) clarify that the existing tonnage limit (3,000 tons per day) in the permit applies only to Refuse disposed of in the Landfill, and to provide new truck trip limits for BRM truck trips. The Draft EIR/EA will analyze any new impacts associated with BRM’s, including ADC, transportation to and acceptance at the Recology Ostrom Road Landfill.

PROJECT LOCATION:

Recology Ostrom Road Rail Spur and Unloading Facility Site

The Recology Ostrom Road Rail Spur and Unloading Facility would be constructed adjacent to the Recology Ostrom Road Landfill on (a) property owned by Recology that is currently used for grazing and storage and (b) Jasper Lane. The Recology Ostrom Road Landfill is located in the southern portion of unincorporated Yuba County approximately 10 miles east-southeast of the City of Marysville and approximately 3.5 miles north of the City of Wheatland city limits. The site is located immediately south of the Beale Air Force Base and north of Best Slough. Access to the site is provided via SR-65 to South Beale Road and then Ostrom Road. (Figure 2.)

The Recology Ostrom Road Rail Spur and Unloading Facility site is designated in the Yuba County 2030 General Plan as “Natural Resources” and zoned as “AE-80” Exclusive Agricultural (80-acre minimum lot size). Surrounding land uses in the area of this site include agriculture, the Recology Ostrom Road Landfill, and the Beale Air Force Base. A landfill gas-to-electricity plant is located on the Recology Ostrom Road Landfill site. The plant uses collected methane to power generators that produce electricity for distribution to the surrounding power grid. The power plant is operated in conjunction with a landfill gas flare to ensure that the site has sufficient plant capacity to meet landfill gas control requirements. A single-family residence (mobile home) owned by Recology and leased to a tenant is also located immediately north of the Unloading Facility site on parcel 015-080-018 at the “S” turn on Ostrom Road. The Yuba County Water Agency recently constructed a water canal along the south and west sides of parcel 015-070-011 to convey irrigation water to southern Yuba County.

The proposed improvements at the Recology Ostrom Road Rail Spur and Unloading Facility site would include construction of the proposed Unloading Facility, which would be located at 5900 Ostrom Road on portions of three parcels totaling 723 acres (APNs
015-070-011, 015-070-088, and 015-080-018) that are owned by Recology. The proposed improvements would also include construction of the proposed portion of the rail spur extending from the Unloading Facility westward (parallel to and south of Ostrom Road) across Recology property, across Jasper Lane, and across another portion of Recology property to the existing Beale AFB spur at the intersection of South Beale Road and Ostrom Road.

Beale Air Force Base Rail Spur Site

The Beale AFB Rail Spur site extends from the intersection of South Beale Road and Ostrom Road southwest (parallel to and on the southeast side of South Beale Road) to the UPRR Wye adjacent to the UPRR valley main rail line (that runs parallel to and northeast of SR-65). (Figure 2.) The Beale AFB rail spur is an existing, lightly-used, rail line servicing Beale AFB. A portion of the rail at the southeastern junction of the wye is in disrepair and the tracks are incomplete such that currently, the Beale AFB rail spur can only be accessed from the north on the UPRR valley main rail line. Part of the Project would entail repairing and upgrading these existing rail segments, as well as constructing new rail segment to complete a rail spur from the Unloading Facility to the main north-south rail line near the intersection of SR-65 and South Beale Road. Thus, there will be rail improvements on the Recology property, Beale AFB, and the UPRR segment at the wye. The Beale AFB Rail Spur site is located in unincorporated Yuba County and is designated in the Yuba County 2030 General Plan as “Natural Resources” and zoned as “AE-80” Exclusive Agricultural (80-acre minimum lot size). Surrounding land uses in this area include single-family residences, agriculture, UPRR tracks, SR-65, South Beale Road, and Dry Creek.

UPRR Rail Wye Site

The UPRR Rail Wye site is an approximately 500-foot segment of rail right-of-way connecting the UPRR valley main rail line (which parallels SR-65) and the Beale AFB rail spur. The UPRR Rail Wye site also includes access roads to service the rail and support infrastructure. Property located between the northwest and southeast junction of the wye area is developed with a communications tower and support equipment. (Figure 2.)

The UPRR Rail Wye site is located approximately three miles southwest of the Recology Ostrom Road Rail Unloading Facility site. It lies approximately three miles northwest of the City of Wheatland on SR-65. The UPRR Rail Wye site is located in unincorporated Yuba County and is designated in the Yuba County 2030 General Plan as “Natural Resources” and zoned as “AE-80” Exclusive Agricultural (80-acre minimum parcel size). Surrounding land uses in this area include single-family residences, agriculture, UPRR tracks, SR-65, South Beale Road, and Dry Creek. Access to the UPRR Rail Wye site is provided via SR-65 to South Beale Road. Improvements to the Wye would include replacement and repair of existing rail segments.

UPRR Oakland Rail Yard at 5th Avenue
The UPRR Oakland Rail Yard at 5th Avenue is located north of and adjacent to I-880 roughly between 5th Avenue and the 16th Avenue exit overpass in the City of Oakland. (Figure 3.) The entire site and connected rights-of-way are all owned and operated by UPRR. The site is zoned M40/S-4 heavy industrial. The rail yard contains up to 14 parallel tracks and is located southeast of the Port of Oakland on the UPRR main rail line running through the City of Oakland. Surrounding land uses in this area include the Port of Oakland, a residential neighborhood and Laney College to the north, marinas, other industrial facilities and industrial parks, a Bay Area Rapid Transit (“BART”) facility and rail line, and a hotel to the south and southeast. Improvements to or near the UPRR Oakland Rail Yard at 5th Avenue would include minor improvements to access to the Yard and construction of additional UPRR facilities (e.g., track and crane) for transferring containers from trucks to railcars.

Recology San Francisco Solid Waste Transfer and Recycling Center (“SF Center”)

The SF Center site is located in the City and County of San Francisco and the City of Brisbane (in San Mateo County) at 501 Tunnel Avenue in San Francisco. (Figure 4.) The 22-acre site is comprised of 17 parcels and is owned by Recology. The site is bounded by US-101 and Alana Way on the east, Beatty Road/Avenue on the south (except for San Mateo County APN 005-152-330, which is adjacent to and south of Beatty Road), Tunnel Avenue on the west, and Lathrop Avenue, Little Hollywood Park and a residential neighborhood on the north. The primary access roads to the site are Beatty Road/Avenue, Alana Way, and Tunnel Avenue. Dump Road and Recycle Road, off of Beatty Avenue and Tunnel Avenue, respectively, are two private roads that are also used to enter the property. In general, the SF Center site is comprised of the following APNs: San Francisco County Assessor Parcel Nos. 4991-007, 4991-008, 4991-009, 4991-082, 5091-010, 5091-011, 5099-002, 5104-001 and 5104-004 and San Mateo County Assessor Parcel Nos. 005-152-020, 005-152-030, 005-152-040, 005-152-220, 005-152-280, 005-152-290, 005-152-310, 005-152-330 and 005-152-340.

The site is zoned as light industrial and heavy industrial within San Francisco, and heavy commercial and commercial mixed use within the City of Brisbane. Surrounding land uses in the SF Center area include single-family residences, the Bayshore Caltrain Station, a PG&E electrical substation, and a former Southern Pacific Railroad maintenance yard, now primarily vacant land to the west. US-101 lies to the east and across that, a townhome community, Candlestick Park, Bay View Park, and an office park. Little Hollywood Park and a mixed single-family and multi-family residential neighborhood lie to the north.

Improvements to the SF Center would include modification of loading bays and construction of a new girded building housing a container lidding station.
Figure 1. Project Locations and Routes
Figure 2. Ostrom Road Rail Spur and Unloading Facility Sites, Beale AFB Rail Spur and UPRR Rail Wye
Figure 3. UPRR Oakland Rail Yard Facility at 5th Avenue

![Map of UPRR Oakland Rail Yard Facility at 5th Avenue with proposed routes and facility highlighted.](image-url)
Figure 4. SF Center
PROBABLE ENVIRONMENTAL EFFECT TOPICS:

As required by CEQA and NEPA, the Draft EIR/EA will identify and evaluate any potentially significant adverse impacts, whether direct or indirect, that may result from the Project. The Draft EIR/EA will also determine whether mitigation measures and/or alternatives can be implemented that will mitigate those impacts to a level that is less than significant. All impacts will be evaluated against existing conditions in the vicinity of each of the Project’s components as of the date of the issuance of this NOP. Each section will analyze the impacts associated with (1) Project construction and (2) the anticipated transport of waste from the SF Center to the Recology Ostrom Road Landfill.

The Draft EIR/EA will address the following environmental issues as to the Project as a whole, including, but not limited to:

- Aesthetics
- Agricultural Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Zoning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Socioeconomic and Environmental Justice
- Transportation and Circulation

March 29, 2013
Notice of Preparation
- Utilities