



Mr. Stan Ketchum, Principal Planner
Resource Management Agency of San Benito County
2301 Technology Pkwy.
Hollister, CA 95023

January 26, 2022

SUBJECT: SECOND BUDGET AUGMENT REQUEST FOR REVIEW OF THE DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE JOHN SMITH ROAD LANDFILL
EXPANSION PROJECT

Dear Mr. Ketchum;

This letter is requesting a budget augment to our February 23, 2021 contract (\$136,595), as previously amended by our May 19 Augment request (\$46,005) for the review of the administrative draft Environmental Impact Report (ADEIR) for the John Smith Road Landfill Expansion Project (Project). Grassetti Environmental Consulting (GECO) and our subconsultants have spent, and anticipate spending, considerable additional hours beyond those detailed in our original spreadsheet and previous contract augment supporting our contracted budget.

ADDITIONAL WORK SCOPE

The additional effort is required due to the following:

- a) Additional consulting and coordination required to respond to new organics diversion regulations and proposed/potential new diversion/transfer facilities.
- b) Additional editing, review, and coordination required to address inconsistencies and omissions in the second version of the ADIS.
- c) Coordination with consultants and County staff to revise alternatives and to address haul route issues.

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d) Revisions in our approach to this version of the document under which the GECO team is now directly implementing any feasible revisions to the sections prior to requesting additional work from the EIR consultants. These include edits to the biological resources, air quality, noise, cultural resources, hydrology, project description, and aesthetics sections.

e) Conduct additional traffic studies for the four potential access routes, specifically:

Based on the study scope as indicated by San Benito County staff, Pang Ho and Associates Transportation Consultants (PHA) will focus on project trip generation, traffic (truck) impact on pavement and safety on current and proposed haul routes, vehicle queuing at the landfill access gate, vehicle miles travel (VMT). The study will evaluate current conditions and the project condition (expansion). Cumulative and long-term traffic conditions are part of this study. Intersection analyses are not included unless need to do the safety evaluations. Below is the scope:

- Overall length of each route (starting from Shore Road/SR 25) to the site - and VMT for each route.
- Any road geometry, road width, or sight distance issues on each route.
- Collision history/impacts on each route starting at SR 25.
- Queuing hazard impact assessment on JS Road at landfill entrance.
- Any intersection turning impacts/hazards that might be exacerbated by the project trucks, particularly on/off of SR 25 (and possibly including McCloskey/Fairview) for each route.
- Pavement TI impacts assessment for each route, identifying both County and
- Caltrans areas of responsibility.
- An overall comparison of each route in terms of the above.

The four haul-routes to be evaluated in the study are described below.

1. SR 25 to Landfill via Fairview Road and John Smith Road (Existing haul route-inbound and outbound for out of County trucks)

2. SR 25 to Landfill via McCloskey Road, Fairview Road, and John Smith Road.
(Proposed project haul route inbound and outbound for out of county/in county and self-haul traffic.

3. SR 25 to Landfill via South Fairview Road and John Smith Road for inbound truck. Outbound traffic will travel via John Smith Road North Fairview Road, Shore Road and SR 25. (This route assumes the Fairview Road and John Smith Road intersection will be upgraded to accommodate right-turn trucks traveling from South Fairview Road to John Smith Road, in County and self-haul traffic will use McCloskey Road and Fairview Road route as in the proposed project).

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4. SR 25 to landfill via Best Road and John Smith Road. (All out of County trucks would travel to and from SR 25 to landfill via Best Road. In-county and self-haul traffic would use the proposed project route via Fairview Road and McCloskey Road).

Please note that this traffic scope assumes that traffic counts will be conducted by the applicant's traffic consultants, under direction of PHA.

After completion of this study, GECO will prepare the updated transportation section of the EIR.

BUDGET AUGMENT REQUEST

Therefore, we are requesting an additional budget augment of \$46,090 for completion of Task 3 in our contract. This request does not alter our budget for subsequent tasks in our existing contract. Our budget augment is detailed in attachment A to this request.

Sincerely

A handwritten signature in cursive script, appearing to read "Richard Grassetti".

Richard Grassetti, Principal
Grassetti Environmental Consulting

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**SECOND BUDGET AUGMENT REQUEST: JSR LANDFILL EXPANSION PROJECT
ENVIRONMENTAL IMPACT REPORT PEER REVIEW**

**Task 3a-1: Additional management Coordination and Work on Project Description,
Objectives, and Alternatives**

R. Grassetti	20 hrs @ \$175/hr	\$3,500
P. Miller (RCH Group)	8 hrs @ \$170/hr	\$1,360
Total Task 3a-1:		<u>\$4,860</u>

Task 3b-1: Additional Round of Review for Third ADEIR

R. Grassetti	24 hrs @ \$175/hr	\$4,200
P. Miller (RCH Group)	8 hrs @ \$170/hr	\$1,360
D. Jones (RCH Group)	24 hrs @ 120/hr	\$2,880
P. Hudson (Sutro Sciences)	8 hrs @ \$165/hr	\$1,320
J. Taplin (Sutro Sciences)	8 hrs @ \$165/hr	\$1,320
Pang Ho Associates (PHA)	24 hrs @ \$180/hr	\$4,320
Total Task 3b-1:		<u>\$15,400</u>

Task 3b-2: Additional Transportation Analysis/EIR Section

Pang Ho Associates (PHA)	20,600+5% overhead	\$21,630
R. Grassetti/P. Miller	24 hrs @ \$175/hr.	\$4,200
Total Task 3b-2:		<u>\$25,830</u>

Total Additional Budget Requested **\$46,090**