

Appendix A. DEIR Public Outreach Summary Report

The Capitol Corridor Joint Powers Authority is committed to ensuring that information is available in appropriate formats to meet the requirements of persons with disabilities. Should you require one of the referenced documents or need a file in an alternative format, please email info@SouthBayConnect.com.

OCTOBER 2024

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) OUTREACH SUMMARY REPORT



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 - b. Summary Form for Electronic Document Submittal
 - c. Notice of Completion & Environmental Document Transmittal
- B. Public Notice Newspaper Advertisements
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- D. Media Advisory
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INTRODUCTION

The South Bay Connect Project (Project) proposes to relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark, which is a more efficient and reliable passenger rail route. The proposed Project also includes constructing a new passenger rail station at the existing Ardenwood Park-and-Ride on the Coast Subdivision to serve southern Alameda County passengers and create new transbay transit connections to the San Francisco Peninsula. The service relocation will result in improved rail operations, efficiency, and reliability while reducing rail congestion on the rail network in the East Bay.

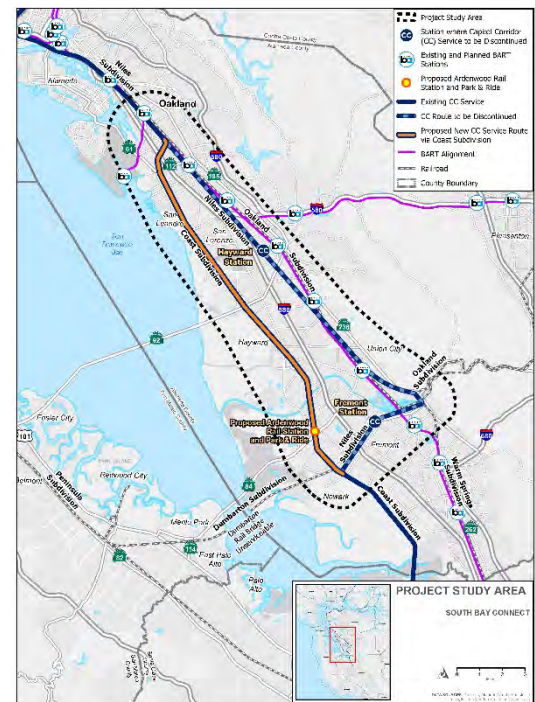
Background

The Capitol Corridor is an intercity passenger rail service that connects the San Francisco Bay Area and the greater Sacramento region. South Bay Connect is a key project identified within numerous local, regional, and statewide studies as one of several transportation improvement projects that would improve the Northern California 21-County Megaregional rail transportation network, including freight and passenger rail safety and efficiency.

Led by the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor service, the Project proposes to relocate the Capitol Corridor passenger rail service from Union Pacific Railroad's Niles and Oakland subdivisions to the Coast Subdivision between Oakland and Newark in Northern California. In addition, the proposed Project would include upgrades to the Coast Subdivision and construction of a new passenger rail station at the existing Ardenwood Park-and-Ride in Fremont, California.

The Project is not proposing an increase in Capitol Corridor passenger rail service, nor would it change existing freight rail operations between Oakland and Newark. However, it would:

Figure 1: Study Area



- limit rail conflicts between passenger and freight rail use on the freight-heavy Niles Subdivision,
- increase Capitol Corridor passenger rail reliability and improve operations between Oakland and Newark Junction,
- reduce air quality and greenhouse gas emissions by transitioning commuters from auto to rail due to reduced travel times between Oakland and San Jose, and
- enhance economic vitality within Northern California by linking residents to jobs, commerce, and recreation.

Project Need & Objectives

The proposed Project Need and Objectives are to:

- Reduce passenger rail travel time between Oakland and San Jose, and throughout the megaregion, to increase ridership on transit, ease congestion on the Bay Area's stressed roadways, and reduce lengthy auto commutes.
- Advance a Project that is consistent with current and projected freight and passenger operational needs and timeframes for existing operators and owners, with no change to existing freight operations.
- Diversify and enhance rail network integration by reducing duplicative capital investments and differentiating Capitol Corridor's intercity rail service from commuter rail and other transit services, including BART's extension to San Jose.
- Support economic vitality by permitting enhanced rail movement and the preservation of freight rail capacity in the Northern California market through the reduction of conflicts between freight rail operations and passenger rail service.
- Improve service between megaregional markets by enhancing connections between high demand destinations, overcoming existing geographic service gaps between job centers and affordable housing projects on the San Francisco Peninsula and along the Capitol Corridor route.
- Promote environmental sustainability by lowering greenhouse gas (GHG) emissions through a reduction in auto traffic.

NOTICE OF AVAILABILITY

On June 29, 2020, CCJPA, the California Environmental Quality Act (CEQA) lead agency, initiated the proposed Project's public environmental scoping process with the preparation and distribution of a Notice of Preparation (NOP), which was posted at the State Clearinghouse (SCH#2020060655) and circulated to public agencies and other interested parties in compliance with Section 15082(a) of the CEQA Guidelines. Following

the proposed Project’s public scoping period from June 29 to August 13, 2020, comments were documented, reviewed, and an environmental analysis was initiated and performed.

A Notice of Availability (NOA) of the draft Environmental Impact Report (EIR) was later released on May 29, 2024, announcing the commencement of the 45-day public review and comment period that ended on July 15, 2024. All interested parties were encouraged to provide input on the draft EIR, which was supplemented by two virtual public meetings and a public CCJPA Board Meeting. The NOA, Summary Form for Electronic Document Submittal, and Notice of Completion & Environmental Document Transmittal can be found in **Attachment A**.

PUBLIC NOTIFICATION & PROMOTION

The wide range of promotional tactics deployed to build awareness about the proposed Project, the availability of the draft EIR, subsequent public review and an extended¹ comment period, the virtual public meetings, and the CCJPA Board Meeting were all designed with equitable access in mind and modeled what was done during Project scoping, which complied with CEQA noticing requirements.

Using the established Project website (southbayconnect.com) and Capitol Corridor’s social media following, the Project team posted key information online to direct viewers to the Project website and launched a social media campaign to promote Project activities and environmental milestones. Along with these established tools, the team reached out to local and regional media publications, mailed to a large corridor-wide property owner/stakeholder database, sent multiple electronic notices, and conducted public and stakeholder engagement (i.e. public agencies, North American tribal communities, and other interested parties, etc.). Further below are details on each outreach tool used. A separate formal tribal consultation process was also conducted.

To ensure equitable access for the communities in the proposed Project area, outreach materials and public notifications were translated into Simplified Chinese and Spanish, when available. Further below are details on each outreach tool used.

¹ Note: the standard public review and comment period for CEQA documents is 30 days; however, CCJPA extended to 45 days for the proposed Project’s draft EIR.

PUBLIC NOTICE NEWSPAPER ADVERTISEMENTS

Public notice advertisements for the proposed Project's draft EIR and public review and comment period were published in the following newspapers:

- East Bay Times: May 29 & June 10
 - Ads were published in English, Simplified Chinese, and Spanish
- News for Chinese: June 1 & June 15
 - Ads were published in Simplified Chinese
- Vision Hispana: June 7 & June 21
 - Ads were published in Spanish

The notices also included information about the two virtual meetings and the CCJPA Board meeting. Copies of the public notice newspaper advertisements are included in **Attachment B**.

DIRECT MAILER

To announce the availability of the draft EIR, the 45-day public review and comment period, and promote the virtual public meetings, a multilingual (English, Simplified Chinese, and Spanish) notice was mailed on May 28 to 560 regional stakeholders and over 15,900 property owners within 500 feet of the proposed Project's corridor. A copy of the mailer and database methodology are included in **Attachment C**.

REPOSITORIES

To provide extra opportunities for the public to review and comment on the draft EIR, copies of the document were placed at the following locations via hardcopy and/or digital copy on a USB flash drive. These repositories were listed on the Project website during the 45-day public review and comment period.

PRINTED COPY

- Capitol Corridor Joint Powers Authority Office (located at BART Headquarters) – 2150 Webster St., 3rd Floor, Oakland
- Oakland Public Library (81st Ave.) – 1021 81st Ave., Oakland
- Alameda County Public Library (Main) – 2400 Stevenson Blvd., Fremont

DIGITAL COPIES ON USB FLASH DRIVE

- Oakland Public Library (Elmhurst) – 1427 88th Ave., Oakland
- Alameda County Public Library (Union City) – 34007 Alvarado-Niles Rd., Union City

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- Alameda County Public Library (Newark) – 37055 Newark Blvd., Newark
- San Leandro Public Library (Main) – 300 Estudillo Ave., San Leandro
- San Leandro Public Library (Manor) – 1241 Manor Blvd., San Leandro
- San Leandro Public Library (Mulford-Marina) – 13699 Aurora Dr., San Leandro
- Hayward Public Library (Main) – 888 C St., Hayward
- Hayward Public Library (Weekes) – 27300 Patrick Ave., Hayward

The Project team also considered placement at local colleges and universities; however, their libraries have limited hours of operation which made it more difficult for the public to access the draft EIR. They were also not suitable for digital placement due to IT policies and placing printed copies was not a recommended use of resources.

The libraries that did not have a printed copy of the draft EIR were provided with three USB flash drives containing the document, and the two libraries that received a printed copy were provided a backup USB flash drive. A total of three printed copies and 26 USB flash drives are distributed. Libraries hosted computers for public use to allow for access of the draft EIR and appendices on the USB drives.

MEDIA ADVISORY

CCJPA issued a media advisory on May 29 to local and regional media contacts in the surrounding area. The advisory notified the media about the draft EIR and the subsequent public review and comment period as well as the virtual public meetings. A copy of the media advisory is included in **Attachment D**.

INTERESTED PARTIES ELECTRONIC NOTIFICATIONS (E-BLAST)

Six electronic notifications were sent to the proposed Project's email list (upwards of 1,140 contacts) providing a brief Project update and notifications/reminders of the 45-day public review and comment period and virtual public meetings. The email list was developed during Project inception and initially contained a smaller group of interested parties, but has since grown exponentially through key milestones via the website comment/sign-up form, public meetings, social media, etc.

- E-blast #1: South Bay Connect - Notice of Availability of Draft Environmental Impact Report (May 29)
- E-blast #2: Mark Your Calendars – Upcoming Virtual Public Meetings (June 11)
- E-blast #3: In Case You Missed It - Second Virtual Public Meeting on Thursday! (June 17)

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- E-blast #4: Missed the Virtual Public Meetings? Join us at the CCJPA Board Meeting on June 26! (June 25)
- E-blast #5: South Bay Connect Project Draft EIR – One Week Left to Submit Comments! (July 8)
- E-blast #6: Thank You for Your Input During the Public Review and Comment Period! (July 17)

Copies of the e-blasts are included in **Attachment E**.

POSTER

An English poster was developed and attached to E-blast #2 asking interested parties to help promote the draft EIR and public meetings by sending the poster to friends, neighbors, colleagues, and constituents, or posting it on social media pages, websites, or at public offices. It was also shared with members of the Community Working Groups to share with their members and constituents. The poster included QR codes for other language options in Simplified Chinese and Spanish. Copies of the poster is included in **Attachment F**.

SOCIAL MEDIA

Throughout the 45-day public review and comment period, an extensive social media strategy was developed and implemented to educate the public about the proposed Project, draft EIR public comment period, and virtual meetings. The campaign included use of Facebook, X, and Instagram. Facebook provides an option for boosted posts (which creates ads from existing posts) to help get more messages, video views, leads, or calls on the post and possibly reach new people who are interested in a page or business but don't currently follow them. The Project team took advantage of this option and boosted the first post on May 29 (see key performance indicators on the right).

- Week 1: Notice of Availability of draft EIR (May 29)
- Week 2: Virtual Public Meeting – Mark Your Calendar (June 3)
- Week 3: Virtual Public Meeting Reminder #1 (June 10)
- Week 4: Virtual Public Meeting Reminder #2 (June 17)
- Week 5: CCJPA Board Meeting (June 24)
- Week 6: Comments Submittal Reminder (July 1)
- Week 7: Public Comment Reminder (July 8)
- Week 8: Thank you! (July 15)

Key Performance Indicators:	
Budget	\$84.93
Impressions	9,464
Link Clicks	338
Cost Per Click	\$0.25

A copy of the social media schedule with post graphics can be found in **Attachment G**.

WEBSITE

The draft EIR was made available on the Project’s website (southbayconnect.com) throughout the comment period. Additionally, copies of notification materials were posted on the website and updates were made throughout the public review and comment period to provide timely information on outreach and engagement activities such as providing an updated Frequently Asked Questions handout and posting recordings of the virtual public meetings. The table below describes what edits were made to the Project’s website prior to the issuance of the draft EIR. All materials are Americans with Disabilities Act (ADA) compliant and translated when appropriate.

Snapshot of Analytics

2,341 users

1,557 visits

1,140 direct access

Page	Website Edits
Homepage	Added call to action button at the top of page “Draft EIR Now Available. Public Comment Period: May 29 – July 15, 2024” that hyperlinked to the Resources page Added new image to the rotating panel: Your input is important! Review and provide comments on the draft EIR through July 15, 2024
Environmental	Updated intro paragraph and CEQA process steps
Engagement	Added information about the draft EIR virtual public meetings, CCJPA Board Meeting, and how to review/comment on the draft EIR
Resources	Uploaded draft EIR and outreach materials, including: Draft Environmental Impact Report <ul style="list-style-type: none"> • Title Page and Table of Contents • Executive Summary • 1 – Introduction • 2 – Project Alternatives • 3 – Existing Conditions, Environmental Impacts, and Mitigation Measures

Individual Resource Sections for Chapter 3:

- 3.1 Introduction
- 3.2 Aesthetics
- 3.3 Agriculture and Forestry
- 3.4 Air Quality
- 3.5 Biological Resources
- 3.6 Cultural Resources
- 3.7 Energy
- 3.8 Geology, Soils, and Paleontological Resources
- 3.9 Greenhouse Gas Emissions
- 3.10 Hazards and Hazardous Materials
- 3.11 Hydrology and Water Quality
- 3.12 Land Use Planning
- 3.13 Mineral Resources
- 3.14 Noise and Vibration
- 3.15 Population and Housing
- 3.16 Public Services
- 3.17 Recreation
- 3.18 Transportation
- 3.19 Tribal Cultural Resources
- 3.20 Utilities and Service Systems
- 3.21 Wildfire
- 4 – Sea Level Rise
- 5 – Other CEQA Considerations
- 6 – Public Outreach and Agency Consultation
- 7 – List of Preparers
- 8 – References
- Full Draft Environmental Impact Report

Appendices

- Appendix A – Alternative E (Proposed Project) and Other Project Alternatives
 - Appendix B – Air Quality
 - Appendix C – Biological Resources
 - Appendix D – Cultural Resources
 - Appendix E – Hazards and Hazardous Materials
 - Appendix F – Hydrology and Water Quality
-

- Appendix G – Noise and Vibration
- Appendix H – Public Services and Transportation Analysis
- Appendix I – Cumulative Utilities Analysis
- Appendix J – Sea Level Rise
- Appendix K – Other CEQA Considerations_Environmental Justice Impacts
- Appendix L – Scoping-Outreach-Agency Consultation

Outreach Materials

- Virtual Public Meeting Recording - June 12, 2024
- Public Notice Advertisement (English)
- Public Notice Advertisement (Spanish)
- Public Notice Advertisement (Chinese)
- Community Poster (English)
- Community Poster (Chinese)
- Community Poster (Spanish)
- Direct Mailer

Contact

Added comment review period and link to draft EIR

All inquiries and comments that came through the website were documented and recorded as part of the draft EIR public review and comment period.

WEBSITE ANALYTICS:

- Total Users (Visitors): 2,341
- Total Engaged Sessions (Visits): 1,557
- Users by Acquisition Type
 - Direct Access: 1,140 (47%)
 - Organic Social: 567 (23.4%)
 - Organic Search: 449 (18.5%)
- Total Views: 5,802
- Average Session Duration: 1:13
- Users by Device Type
 - Mobile: 1,309 (55.8%)
 - Desktop: 952 (40.6%)
 - Tablet: 84 (3.6%)

GET ON BOARD! BLOG

In addition to the Project website, information from the NOA was posted on Capitol Corridor’s [Get on Board!](#) blog on May 29. A copy of the blog post can be found in **Attachment G**.

STAKEHOLDER MEETINGS

JOINT COMMUNITY WORKING GROUP MEETING

Leading up to the 45-day public review and comment period, the Project team held a joint meeting with the Corridor and Fremont Community Working Groups (CWG) to share project updates regarding the draft EIR, inform stakeholders of the upcoming NOA, and answer questions. The joint CWG meeting took place on Thursday, May 16, from 4:30-6 p.m. via Zoom. Six CWG members attended the meeting along with the Project team, including:

- Cindy Torres, Cherryland Community Association
- Flavio Poehlmann, Fremont Mobility Task Force
- Kathy Kimberlin, Centerville Business Community Association
- Michael Freed, Cherryland Community Association
- Michelle Powell, City of Fremont Community Working Group
- Yonggang Zhang, Fremont Planning Commission Chair

The CWG meeting summary can be found in **Attachment H**.

INTERAGENCY MEETING

In addition to the CWG meeting, the Project team hosted an Interagency meeting during the 45-day public review and comment period to share project updates regarding the draft EIR, review the engagement process, and answer questions. It was noted that questions asked during this meeting were not recorded as part of the official public record. The Interagency meeting took place on Thursday, June 6, from 10-11:30 a.m. via Zoom. At peak, 39 stakeholders from various agencies attended the meeting. The Interagency meeting summary can be found in **Attachment H**.

PUBLIC MEETINGS

For public convenience, two virtual public meetings were conducted via Zoom during the 45-day public review and comment period. The virtual public meetings provided an overview of the Project and hosted important project information including an environmental update (CEQA process, draft EIR, and engagement opportunities), public comment session, and next steps. In addition, the public were also able to submit comments at a CCJPA Board Meeting.

VIRTUAL PUBLIC MEETINGS

The first virtual public meeting occurred on Wednesday, June 12, and the second virtual public meeting on Thursday, June 20. Both meetings took place from 6-8 p.m. via Zoom and had a court reporter present to capture public comments. In total, 107 community members and stakeholders attended the two virtual public meetings along with the Project team. The PowerPoint presentation can be found in **Attachment I** and the virtual meeting recordings can be found on the Project [website](#).

CCJPA BOARD MEETING

Another option for public participation was at the CCJPA Board Meeting on Wednesday, June 26, as required under CEQA guidelines. The Board received a presentation on the proposed Project and draft EIR and members of the public were invited to provide verbal comments. The meeting agenda can be found in **Attachment I** and the meeting recording can be viewed on [YouTube](#). *Note: the agenda file has been condensed to include items related to South Bay Connect draft EIR only.*

COMMENTS SUBMITTAL

To provide convenience to interested participants, comments could be submitted through a number of different mediums during the draft EIR 45-day public review and comment period. Comments submittal was established electronically through the website, Project email, hotline, mail, virtual public meetings, and CCJPA Board Meeting. The goal was to provide a feasible solution for all interested audiences for comments submittal. Overall, 311 unique comment letters were submitted during the proposed Project's draft EIR public review and comment period. All public comments and input received will be included in the final EIR and appendices, anticipated to be released and approved in late November 2024.

Comment Origin

- 159 emails/letters to info@southbayconnect.com, including the following agencies and organizations:
 - Alameda County
 - Alameda County Water District (ACWD)
 - Alameda Creek Alliance
 - Bay Area Rapid Transit (BART)
 - Brower-Dellums Institute for Sustainable Policy Studies and Action (ISPSA)

- California State Lands Commission
 - Cities of Newark, San Leandro, and Union City (via Ed Grutzmacher, Redwood Public Law)
 - Citizens Committee to Complete the Refuge (CCCR)
 - City of Fremont
 - City of Hayward
 - Communities for a Better Environment (CBE)
 - East Bay Dischargers Authority (EBDA)
 - East Bay Municipal Utility District (EBMUD)
 - Eden Area United Democratic Campaign
 - Hayward Area Shoreline Planning Agency (HASPA)
 - Niles for Environmentally Safe Trains (NEST)
 - Niles Main Street Association (NMSA)
 - San Francisco Bay Conservation and Development Commission (BCDC)
 - San Francisco Bay Regional Water Quality Control Board
 - San Francisco Public Utilities Commission (SFPUC)
 - Transbay Coalition
 - Tri-City Ecology Center
- 94 Website Comments
 - 3 hotline calls
 - 1 letter via FedEx and 1 letter submitted to and forwarded by Fremont City Council
 - 53 public meeting comments
 - 37 virtual public meeting comments via Court Reporter
 - 16 comments submitted to CCJPA Board Meeting

NEXT STEPS

CCJPA is currently reviewing all public comments and input received during the draft EIR public review and comment period to prepare the final EIR, which is anticipated to be released and approved in late November 2024.

ATTACHMENT A

Notice of Availability (NOA) Package

South Bay Connect – Draft DED Public Notice/Ad (May 7, 2024)

Size: Quarter Page (dimension varies on publication)

Distribution: Newspaper ad will be posted twice in the East Bay Times (May 29 and June 10), Vision Hispana (June 7 and June 21), and News for Chinese (June 1 and June 15)

Note: Ads will be translated in Spanish and Simplified Chinese



NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT & VIRTUAL PUBLIC MEETINGS FOR THE SOUTH BAY CONNECT PROJECT

Capitol Corridor Joint Powers Authority (CCJPA), the lead agency for the California Environmental Quality Act (CEQA), announces the availability of a draft Environmental Impact Report (EIR) and virtual public meetings for the proposed South Bay Connect Project (Project). The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the "No Project" alternative.

PUBLIC COMMENT PERIOD: MAY 29 - JULY 15, 2024

PROJECT OVERVIEW

The proposed Project would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark for improved operational efficiency and reliability. The proposed Project also includes constructing a new passenger rail station on the Coast Subdivision at the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and facilitate connections to existing transbay transit connections between the East Bay and the San Francisco Peninsula.

The proposed Project is a critical component to enhancing both passenger and freight rail operations between Oakland and San Jose and has been identified in multiple rail transportation planning documents, including the 2018 California State Rail Plan, Alameda County Transportation Commission Rail Strategy, as well as CCJPA's 2014 Vision Plan Update and 2016 Vision Implementation Plan. The proposed Project aims to improve operations for both uses of rail in supporting the economic vitality of the Northern California Megaregion.

POTENTIAL ENVIRONMENTAL EFFECTS

The draft EIR assesses the potential environmental impacts of the proposed Project on the physical, social, and natural environments. A wide variety of resource areas have been studied during the environmental review to identify potential impacts, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards & hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise and vibration, population/housing, public services, recreation, sea level rise, transportation, tribal cultural resources, utilities/service systems, community impacts, environmental justice and wildfire. Measures to avoid, minimize, and mitigate any potential adverse impacts have been identified and evaluated in the draft EIR.

VIRTUAL PUBLIC MEETINGS

A 45-day public scoping process is being initiated with this notice. Responsible and Trustee Agencies, interested groups, and members of the public are invited to attend an upcoming virtual public meeting to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 | 6-8 P.M.

Zoom: [bit.ly/SBC EIR Meeting](https://bit.ly/SBC_EIR_Meeting)

Telephone: (669) 900-6833

Meeting ID: 948 0626 0719

Passcode: 609064

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: [bit.ly/SBC EIR Meeting2](https://bit.ly/SBC_EIR_Meeting2)

Telephone: (669) 900-6833

Meeting ID: 966 2867 9863

Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA BOARD MEETING

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

SUBMITTING COMMENTS

Written comments must be received by **5 p.m. PDT July 15, 2024**, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2020060655

Project Title: South Bay Connect

Lead Agency: Capitol Corridor Joint Powers Authority

Contact Name: Shirley Qian

Email: shirleyq@capitolcorridor.org

Phone Number: (510) 874-7491

Project Location: Oakland, San Leandro, Hayward, Fremont, Newark
City

Alameda
County

Project Description (Proposed actions, location, and/or consequences).

The proposed Project is located in Alameda County between the Capitol Corridor Oakland Coliseum Station to the north and Newark Junction to the south. Currently, CCJPA operates Capitol Corridor passenger rail service along the Niles Subdivision (owned by Union Pacific Railroad (UPRR)) between Oakland and Fremont/Newark. Key components of the proposed South Bay Connect Project include:

- " Relocation of Capitol Corridor passenger rail operations to the Coast Subdivision (owned by UPRR);
- " Upgrades to the Coast Subdivision to accommodate additional passenger rail service; and
- " Construction of a new passenger rail station at the existing Ardenwood Park & Ride in Fremont that would connect rail service with express buses, private shuttles, and the surrounding bicycle and pedestrian network.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Proposed Project has no unmitigable adverse effects. Mitigated potential adverse effects include the following:

- Have a substantial adverse effect on a scenic vista, substantially degrade the existing character of public views, or conflict with zoning and ordinances governing aesthetic treatments: MM AES- 1 through MM AES-7
- Create new source of substantial light/glare which would adversely affect views in the area: MM AES-2, MM AES-8
- Result in cumulatively considerable net increase for a criteria pollutant for which the project region is non-attainment and/or expose sensitive receptors to substantial pollutant concentrations: MM AQ-1 and MM AQ-2
- Substantially and adversely effect candidate/sensitive/special-status diverse species, their associated habitats, their movement or migration integral to life cycle, or local plans or ordinances: MM BIO 1 through MM BIO-21
- Substantial adverse impact to historical/archaeological resources or disturb human remains: MM CUL-1 to MM CUL-6
- Destruction of a unique paleontological resource or geological feature: MM GEO-1
- Substantially degrade surface or ground water quality/supplies/recharge or substantially increase rate/amount of runoff causing an increase in flooding: MM HYD-1, MM HYD-2
- Cause generation of substantial increase in ambient noise levels exceeding relevant standards: MM NOI-1, MM NOI-2
- Include or require the construction or expansion of recreational facilities, which could impact environment: MM REC-1
- Cause a substantial adverse change in the significance of a Tribal Cultural Resource according to CRHR, Local, Lead Agency, and as defined in Public Resource Codes: MM CU-1 through MM CUL-5

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Areas of communicated controversy related to the proposed Project or identified in the EIR scoping process include, but are not limited to:

- large financial costs and potential negative environmental impacts for relocation of passenger rail service with minimal passenger travel time improvement.
- noise, vibration, property value, and safety concerns for rail corridor residents.
- Pandemic resulted in reduced ridership, less freeway congestion, and more businesses migrating to telecommuting.
- Is there still a need for improved passenger rail operations and an increase in ridership in a post-COVID-19 environment?
- Loss of current Capitol Corridor access in Hayward and Fremont downtown areas.

Provide a list of the responsible or trustee agencies for the project.

California Department of Fish and Wildlife
Regional Water Quality Control Board (#2)
San Francisco Bay Conservation & Development Commission
State Water Resources Control Board

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2020060655
Project Title: South Bay Connect

Lead Agency: Capitol Corridor Joint Powers Authority

Contact Person: Shirley Qian

Mailing Address: 300 Lakeside Drive, 14th Floor East

Phone: (510) 874-7491

City: Oakland

Zip: 94612

County: Alameda

Project Location: County: Alameda City/Nearest Community: Oakland, San Leandro, Hayward

Cross Streets: various Zip Code: various

Longitude/Latitude (degrees, minutes and seconds): _____ ° _____ ' _____ " N / _____ ° _____ ' _____ " W Total Acres: _____

Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: I-880, I-238, SR-92, SR-84, SR-238, SR-112, SR-185

Waterways: San Francisco Bay, Alameda Creek

Airports: Oakland International

Railways: UPRR

Schools: various

Document Type:

CEQA: ☐ NOP ☒ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) _____ ☐ Draft EIS ☐ Other: _____
☐ Mit Neg Dec Other: _____ ☐ FONSI _____

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Transportation

Development Type:

☐ Residential: Units _____ Acres _____ ☒ Transportation: Type Rail
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Waste Treatment: Type _____ MGD
☐ Educational: _____ ☐ Hazardous Waste: Type _____
☐ Recreational: _____ ☐ Other: _____
☐ Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☒ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☒ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: Sea Level Rise, Environmental Justice

Present Land Use/Zoning/General Plan Designation:

Various

Project Description: (please use a separate page if necessary)

The proposed Project is located in Alameda County between the Capitol Corridor Oakland Coliseum Station to the north and Newark Junction to the south. Currently, CCJPA operates Capitol Corridor passenger rail service along the Niles Subdivision (owned by Union Pacific Railroad (UPRR)) between Oakland and Fremont/Newark. Key components of the proposed South Bay Connect Project include:

- Relocation of Capitol Corridor passenger rail operations to the Coast Subdivision (owned by UPRR);
- Upgrades to the Coast Subdivision to accommodate additional passenger rail service; and
- Construction of a new passenger rail station at the existing Ardenwood Park & Ride in Fremont that would connect rail service with express buses, private shuttles, and the surrounding bicycle and pedestrian network.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input checked="" type="checkbox"/> Parks & Recreation, Department of
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # <u>4</u>	<input checked="" type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # <u>2</u>
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input checked="" type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input checked="" type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # <u>3</u>	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input checked="" type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date May 29, 2024 Ending Date July 15, 2024

Lead Agency (Complete if applicable):

Consulting Firm: <u>HDR Engineering, Inc.</u>	Applicant: <u>Capitol Corridor Joint Powers Authority</u>
Address: <u>1 Capitol Mall Suite 500</u>	Address: <u>300 Lakeside Drive, 14th Floor East</u>
City/State/Zip: <u>Sacramento, CA 95814-3245</u>	City/State/Zip: <u>Oakland, CA 94612</u>
Contact: <u>Dawn Edwards</u>	Phone: <u>(510) 874-7491</u>
Phone: <u>(360) 460-9581</u>	

Signature of Lead Agency Representative: James R. Allison

Digitally signed by James R. Allison
Date: 2024.05.23 15:30:58 -0700

Date: 5/23/2024

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

ATTACHMENT B

Public Notice Newspaper Advertisements

Glam

FROM PAGE 1

a call for volunteers, and dozens of beauty professionals from across the state heeded the call — styling hair, doing makeup, and taking pictures of the women.

Quincy Gonzalez, a makeup artist from Sacramento, was one of those volunteers. She said that last year she had one client break down into tears after seeing herself in the mirror. “She was like ‘I’ve never felt so beautiful in my life,’” she said. “It was at that moment where I (realized) makeup can be something that empowers someone to see themselves in a different light.”

The experience inspired Gonzalez to come back and help run this year’s event in San Juan Bautista, along with another previous volunteer, Oakland-based Madge McCulloch.

Together, they gathered beauty professionals from Los Angeles to Sacramento — makeup artists, barbers, skin care specialists, hair stylists, clothing stylists, a massage therapist, and photographers. They also found companies to donate clothes, makeup, hair care and skin care products to give out to the farmworkers so that they could enjoy some self care after the retreat.

For McCulloch, the event goes above and beyond what nonprofits usually can offer their clients. “It’s so often just like the bare minimum — what you’re getting is like shelter, food, clothes,” said McCulloch. “But actually providing pampering sessions — giving people the gift of relaxation — there’s nothing I love more than bringing that to people.”

According to Califor-



JOSE CARLOS FAJARDO — STAFF PHOTOGRAPHER

Paola Villanueva, of Soledad, holds her 1-year old son, Ulises, as he sleeps while she receives a haircut from stylist Maria Gonzalez during the farmworkers gathering.

nia’s Employment Development Department, an average farm worker makes \$42,753 every year, which is considered “Extremely Low Income” for a family of four living in Santa Clara and Santa Cruz counties.

This means that many of the women Glam Squad is pampering are more often concerned with affording food and rent, and the opportunity to indulge is a rare gift, said Tenes.

“It’s very expensive to get beauty services done. It’s just not a luxury they can afford,” she said. “And what woman doesn’t wanna be pampered, right?”

Maria Catalán, for one, certainly does. She has worked for 37 years as a

farmworker, and currently owns a small organic farm near Hollister. Last year was her first time ever getting her makeup done, and this year she smiles and laughs while her eyelids shimmer in gold. Working on the field is just as dignified as being a doctor, she said, but the stresses of work, children, and married life often take precedence over her time for herself. So today, she enjoys the opportunity to finally let others care for her.

“There’s never money or time for us to do something good for ourselves as women — as people,” she said in Spanish. “It’s something phenomenal to feel beautiful at least once a year.”



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NOTICIA PÚBLICA

AVISO DE DISPONIBILIDAD DE UN BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y REUNIONES PÚBLICAS VIRTUALES PARA EL PROYECTO SOUTH BAY CONNECT

Capitol Corridor Joint Powers Authority (CCJPA), la agencia líder de la Ley de Calidad Ambiental de California (CEQA), anuncia la disponibilidad de un borrador de Informe de Impacto Ambiental (EIR) y reuniones públicas virtuales para el propuesto Proyecto South Bay Connect (Proyecto). El borrador del EIR describe el Proyecto propuesto y evalúa los posibles impactos ambientales asociados tanto con el Proyecto como con la alternativa de “no proyecto”.

PERÍODO DE COMENTARIOS PÚBLICOS: DEL 29 DE MAYO AL 15 DE JULIO DE 2024

RESUMEN DEL PROYECTO

El Proyecto propuesto reubicaría el servicio ferroviario de pasajeros de Capitol Corridor a la Subdivisión de la Costa existente de Union Pacific Railroad entre Oakland y Newark para mejorar la eficiencia operativa y la fiabilidad. El Proyecto propuesto también incluye la construcción de una nueva estación de tren de pasajeros en la Subdivisión de la Costa en el actual Ardenwood Park-and-Ride para prestar servicio a los pasajeros del sur del Condado de Alameda y facilitar las conexiones con las de tránsito transbahía existentes entre el Este de la Bahía y la Península de San Francisco.

El Proyecto propuesto es un componente crítico para mejorar las operaciones ferroviarias tanto de pasajeros como de carga entre Oakland y San Jose y ha sido identificado en múltiples documentos de planificación de transporte ferroviario, incluido el Plan Ferroviario Estatal de California 2018, la Estrategia Ferroviaria de la Comisión de Transporte del Condado de Alameda, así como la Actualización del Plan de Visión 2014 de la CCJPA y el Plan de Implementación de la Visión 2016. El Proyecto propuesto pretende mejorar las operaciones para ambos usos del ferrocarril en apoyo de la vitalidad económica de la Megarregión del Norte de California.

POSIBLES EFECTOS AMBIENTALES

El borrador del EIR evalúa los posibles impactos ambientales del Proyecto propuesto sobre los entornos físico, social y natural. Durante la revisión ambiental se ha estudiado una amplia variedad de áreas de recursos para identificar posibles impactos, incluyendo la estética, los recursos agrícolas y forestales, la calidad del aire, los recursos biológicos, los recursos culturales, la energía, la geología/suelos, las emisiones de gases de efecto invernadero, los peligros y materiales peligrosos, la hidrología/calidad del agua, el uso del suelo/planificación, los recursos minerales, el ruido y las vibraciones, la población/vivienda, los servicios públicos, el ocio, el aumento del nivel del mar, el transporte, los recursos culturales tribales, los servicios públicos/sistemas de servicios, los impactos en la comunidad y los incendios forestales. En el borrador del EIR se han identificado y evaluado medidas para evitar, minimizar y mitigar cualquier posible impacto adverso.

REUNIONES PÚBLICAS VIRTUALES

Con este anuncio se inicia un proceso de consulta pública de 45 días. Se invita a los Organismos Responsables y Fideicomisarios, a los grupos interesados y al público en general a asistir a una próxima reunión pública virtual para obtener más información sobre el Proyecto propuesto y proporcionar comentarios formales sobre el borrador del EIR. Habrá intérpretes de español y chino mandarín disponibles, así como un taquígrafo judicial para tomar sus comentarios. A las personas se les asignarán tres minutos para hacer comentarios verbales.

MIÉRCOLES, 12 DE JUNIO DE 2024 | 6-8 P. M.

Zoom: bit.ly/SBC_EIR_Meeting
Teléfono: (669) 900-6833
ID de la reunión: 948 0626 0719
Código de acceso: 609064

JUEVES, 20 DE JUNIO DE 2024 | 6-8 P. M.

Zoom: bit.ly/SBC_EIR_Meeting2
Teléfono: (669) 900-6833
ID de la reunión: 966 2867 9863
Código de acceso: 280963

Para adaptaciones de accesibilidad, llame al (510) 244-3667 o envíe un correo electrónico a info@southbayconnect.com. Los usuarios sordos, con problemas de audición o del habla pueden comunicarse con el Servicio de Retransmisión de California TTY/TDD y/o la Línea de Voz al 1-800-735-2929 o al 711.

REUNIÓN DE LA JUNTA DIRECTIVA DE CCJPA

El público también puede proporcionar comentarios verbales en la reunión de la Junta Directiva de CCJPA el 26 de junio de 2024, a partir de las 10 a. m. en la sede de BART (2150 Webster St, Oakland, CA). Se dispondrá de una opción para la participación del público a través de teleconferencia. Visite capitolcorridor.org/ccjpa-board para obtener información sobre la reunión.

ENVÍO DE COMENTARIOS

Los comentarios por escrito deben recibirse antes de las 5 p. m. PDT del 15 de julio de 2024, a través de las siguientes opciones:

Sitio web: southbayconnect.com

Correo electrónico: info@southbayconnect.com

Teléfono: (510) 244-3667

Correo: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

PUBLIC NOTICE

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT & VIRTUAL PUBLIC MEETINGS FOR THE SOUTH BAY CONNECT PROJECT

Capitol Corridor Joint Powers Authority (CCJPA), the lead agency for the California Environmental Quality Act (CEQA), announces the availability of a draft Environmental Impact Report (EIR) and virtual public meetings for the proposed South Bay Connect Project (Project). The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the “no project” alternative.

PUBLIC COMMENT PERIOD: MAY 29 - JULY 15, 2024

PROJECT OVERVIEW

The proposed Project would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark for improved operational efficiency and reliability. The proposed Project also includes constructing a new passenger rail station on the Coast Subdivision at the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and facilitate connections to existing transbay transit connections between the East Bay and the San Francisco Peninsula.

The proposed Project is a critical component to enhancing both passenger and freight rail operations between Oakland and San Jose and has been identified in multiple rail transportation planning documents, including the 2018 California State Rail Plan, Alameda County Transportation Commission Rail Strategy, as well as CCJPA’s 2014 Vision Plan Update and 2016 Vision Implementation Plan. The proposed Project aims to improve operations for both uses of rail in supporting the economic vitality of the Northern California Megaregion.

POTENTIAL ENVIRONMENTAL EFFECTS

The draft EIR assesses the potential environmental impacts of the proposed Project on the physical, social, and natural environments. A wide variety of resource areas have been studied during the environmental review to identify potential impacts, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards & hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise and vibration, population/housing, public services, recreation, sea level rise, transportation, tribal cultural resources, utilities/service systems, community impacts, and wildfire. Measures to avoid, minimize, and mitigate any potential adverse impacts have been identified and evaluated in the draft EIR.

VIRTUAL PUBLIC MEETINGS

A 45-day public scoping process is being initiated with this notice. Responsible and Trustee Agencies, interested groups, and members of the public are invited to attend an upcoming virtual public meeting to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting
Telephone: (669) 900-6833
Meeting ID: 948 0626 0719
Passcode: 609064

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting2
Telephone: (669) 900-6833
Meeting ID: 966 2867 9863
Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA BOARD MEETING

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

SUBMITTING COMMENTS

Written comments must be received by 5 p.m. PDT July 15, 2024, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor | Oakland, CA 94612

通告

关于 SOUTH BAY CONNECT 环境影响报告草案和线上公开会议的通知

作为《加州环境质量法》(California Environmental Quality Act, CEQA)的牵头机构，Capitol Corridor Joint Powers Authority (CCJPA) 宣布就拟议的 South Bay Connect Project (简称“项目”) 发布环境影响报告草案 (Environmental Impact Report, EIR) 并举行线上公开会议。环境影响报告草案介绍了拟议项目，并评估了与项目和“无项目”替代方案相关的潜在环境影响。

公众意见期：2024 年 5 月 29 日至 7 月 15 日

项目概述

拟议项目将把 Capitol Corridor 客运铁路服务迁至 Oakland 和 Newark 之间现有的联合太平洋铁路海岸分区 (Union Pacific Railroad Coast Subdivision)，以提高运营效率和可靠性。拟议项目还包括在现有 Ardenwood Park-and-Ride 的 Coast Subdivision 上建造一个新的客运铁路站，为 Alameda County 南部的乘客提供服务，并促进 East Bay 与 San Francisco Peninsula 之间现有跨湾运输的连接。

拟议项目是加强 Oakland 和 San Jose 之间客运和货运铁路运营的关键组成部分，已在多个铁路运输规划文件中得到确认，包括 2018 年加州铁路计划 (California State Rail Plan)，交通委员会铁路战略 (Alameda County Transportation Commission Rail Strategy)，以及 CCJPA 的 2014 年愿景计划更新和 2016 年愿景实施计划，以支持北加州大区的经济。

潜在的环境影响

EIR 草案评估了拟议项目对物理环境、社会和自然环境的潜在环境影响。在环境审查过程中，对各种资源领域进行了研究，以确定潜在的影响，包括美学、农业和林业资源、空气质量、生物资源、文化资源、能源、地质/土壤、温室气体排放、危害和危险材料、水文/水质、土地使用/规划、矿产资源、噪声和振动、人口/住房、公共服务、娱乐、海平面上升、交通、部落文化资源、公用事业/服务系统、山火以及社区影响。在 EIR 草案中，已经确定并评估了避免、最大限度减少和减轻任何潜在不利影响的措施。

线上公开会议

这项通知将开始为期45天的公开调研程序。负责机构、受托机构、相关团体和公众均可参加即将举行的线上公开会议，以了解有关拟议项目的更多信息，并就 EIR 草案提出正式意见。届时将提供西班牙语和中文普通话口译员，并有一名法庭记录员记录您的意见。个人将有三分钟时间发表口头评论。

2024 年 6 月 12 日，星期三

下午 6 点至 8 点

Zoom : bit.ly/SBC_EIR_Meeting
电话 : (669) 900-6833
会议 ID : 948 0626 0719
密码 : 609064

2024 年 6 月 20 日，星期四

下午 6 点至 8 点

Zoom : bit.ly/SBC_EIR_Meeting2
电话 : (669) 900-6833
会议 ID : 966 2867 9863
密码 : 280963

如需无障碍咨询服务，请致电 (510) 244-3667 或发送电子邮件至 info@southbayconnect.com。失聪、听力障碍或语言障碍用户可拨打 1-800-735-2929 或 711 联系加利福尼亚州中继服务 (California Relay Service) TTY/TDD 和/或语音热线 (Voice Line)。

CCJPA 董事会会议

公众还可在 2024 年 6 月 26 日上午 10 点开始在 BART Headquarters (2150 Webster St, Oakland, CA) 举行的 CCJPA 董事会会议上发表口头意见。公众可通过电话会议参与讨论。请访问 capitolcorridor.org/ccjpa-board 了解会议信息。

提交评论

书面意见必须在太平洋夏令时 2024 年 7 月 15 日下午 5 点之前通过以下方式提交：

网站: southbayconnect.com

电子邮件: info@southbayconnect.com

电话: (510) 244-3667

邮寄地址：
Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612



老中間聊集

作者/劉暢

李明東校長掛冠求去



城門失火，殃及池魚。這句中國古話，這幾天在舊金山灣區，再次得到印證。

金門大橋往北、位於北灣的索諾瑪州立大學（Sonoma State University），校長是來自台灣的華裔李明東（Ming-Tung 'Mike' Lee）。李校長前些日子突然宣佈退休，實際上就是辭職。事件引發各界關注，中英文媒體也紛紛報導。

李校長是台東人，他家在當地經營水餃店，這家水餃店有很大的知名度，就是故總統蔣經國到台東必定前往品嚐的「同心居」。李校長也因此被稱為「水餃店第二代」。

李明東畢業於台灣東海大學外文系，後來在美國肯塔基大學獲得國際商務碩士和工商管理博士。

本來李明東校長做得好好的，他才63歲，去年8月1日接任現職，正是大幹一番事業的好時光，不料掛冠求去，究其原因，竟然是舊金山灣區萬里之外發生的以色列與哈馬斯的武裝衝突。

李明東擔任索諾瑪州大校長之前，曾任沙加緬度州大副校長，任內最重要的事項，是負責耗資近三億元的教學設施Ernest E. Tschannen Science Complex，該項目2019年啟用。他在負責這項工程中展現的能力，很可能促使總校董會任命他擔任索諾瑪州大校長。他也可能是1986年吳家瑋擔任舊金山州大校長之後，州大系統的第二位華裔校長。

以哈衝突非本文討論的內容，大家都知道的是，以色列對哈馬斯去年10月7日的突襲作出武裝反擊後，全美多所大學爆發抗議行動，索諾瑪州大也未置身事外，校園內學生抗議行動不斷。抗議的一個重要內容，是指責以色列對遭受的襲擊反應過度，殃及許多無辜的巴勒斯坦老百姓。

李明東的一些言論，顯然比較同情抗議以色列的學生，他說：「當人類遭受大規模屠殺和毀滅時，任何人都不能袖手旁觀。」

更重要的是，李明東與抗議學生溝通之後，稱與學生達成多項協議，包括成立「巴勒斯坦正義學生」諮詢委員會、在學術方面抵制以色列機構、索諾瑪州大基金會檢討投資對象（是否涉及以色列）和撤資（與以色列有關的公司），並呼籲以哈停火等。

州大總校長以李明東未經總校同意，擅自與抗議者達成協議為由，決定李明東「行政休假」，即被強制停職。「行政休假」第二天，李明東壯士斷腕，對老闆說，我即日起退休。

李明東這位台東「水餃店第二代」，從台灣到美國求學，在全美最大公立大學系統擔任副校長、校長，可以想像，過程中付出很多努力甚至艱辛。本來正是大展拳腳、在事業上爭取更上層樓之際，其大學校園生涯卻嘎然而止，令人遺憾。

早些時候，哈佛大學、賓州大學和康奈爾大學三所長春藤大學校長，因類似的原因而辭職，李明東可能不是最後一位。

以哈衝突以來，美國許多大學受到很大的影響，或許，學生更是遭受池魚之殃者。

通告

关于 SOUTH BAY CONNECT 环境影响报告草案和线上公开会议的通知

作为《加州环境质量法》(California Environmental Quality Act, CEQA) 的牵头机构，Capitol Corridor Joint Powers Authority (CCJPA) 宣布就拟议的 South Bay Connect Project (简称“项目”) 发布环境影响报告 (Environmental Impact Report, EIR) 草案并举行线上公开会议。环境影响报告草案介绍了拟议项目，并评估了与项目和“无项目”替代方案相关的潜在环境影响。

公众意见期：2024 年 5 月 29 日至 7 月 15 日

项目概述

拟议项目将把 Capitol Corridor 客运铁路服务迁至 Oakland 和 Newark 之间现有的 Union Pacific Railroad Coast Subdivision，以提高运营效率和可靠性。拟议项目还包括在现有 Ardenwood Park-and-Ride 的 Coast Subdivision 上建造一个新的客运铁路站，为 Alameda County 南部的乘客提供服务，并促进 East Bay 与 San Francisco Peninsula 之间现有跨湾运输的连接。

拟议项目是加强 Oakland 和 San Jose 之间客运和货运铁路运营的关键组成部分，已在多个铁路运输规划文件中得到确认，包括 2018 California State Rail Plan、Alameda County Transportation Commission Rail Strategy 以及 CCJPA 的 2014 Vision Plan Update 和 2016 Vision Implementation Plan。拟议项目旨在改善两种铁路用途的运营，以支持 Northern California Megaregion 的经济活力。

潜在的环境影响

EIR 草案评估了拟议项目对实体、社会和自然环境的潜在环境影响。在环境审查过程中，对各种资源领域进行了研究，以确定潜在的影响，包括美学、农业和林业资源、空气质量、生物资源、文化资源、能源、地质/土壤、温室气体排放、危害和危险材料、水文/水质、土地使用/规划、矿产资源、噪声和振动、人口/住房、公共服务、娱乐、海平面上升、交通、部落文化资源、公用事业/服务系统、社区影响以及野火。在 EIR 草案中，已经确定并评估了避免、最大限度减少和减轻任何潜在不利影响的措施。

线上公开会议

本通知启动了为期 45 天的公开范围调研程序。我们邀请负责机构、受托机构、相关团体和公众参加即将举行的线上公开会议，以了解有关拟议项目的更多信息，并就 EIR 草案提出正式意见。届时将提供西班牙语和中文普通话口译员，并有一名法庭记录员记录您的意见。个人将有三分钟时间发表口头评论。

2024 年 6 月 12 日，星期三
下午 6 点至 8 点

Zoom: bit.ly/SBC_EIR_Meeting
电话: (669) 900-6833
会议 ID: 948 0626 0719
密码: 609064

2024 年 6 月 20 日，星期四
下午 6 点至 8 点

Zoom: bit.ly/SBC_EIR_Meeting2
电话: (669) 900-6833
会议 ID: 966 2867 9863
密码: 280963

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CCJPA 董事会会议

公众还可在 2024 年 6 月 26 日上午 10 点开始在 BART Headquarters (2150 Webster St, Oakland, CA) 举行的 CCJPA 董事会会议上发表口头意见。公众可通过电话会议参与讨论。请访问 capitolcorridor.org/ccjpa-board 了解会议信息。

提交评论

书面意见必须在太平洋夏令时 2024 年 7 月 15 日下午 5 点之前通过以下方式提交：

网站: southbayconnect.com

电子邮件: info@southbayconnect.com

电话: (510) 244-3667

邮寄地址：

Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612



Migrantes forman una fila para ingresar a los EE. UU. y solicitar asilo a través del puerto de entrada de El Chaparral en San Diego, en la frontera con México. Foto: Carlos A. Moreno

Biden restringe las solicitudes de asilo en la frontera entre Estados Unidos y México

La acción ejecutiva del presidente Biden podría permitir a los agentes fronterizos devolver inmediatamente a los migrantes a México sin considerar sus solicitudes de asilo. Si bien la Casa Blanca dice que las nuevas medidas traerán orden, los defensores de los inmigrantes dicen que podrían causar más caos y peligro.

Las acciones ejecutivas largamente previstas por el presidente Biden que restringen las solicitudes de asilo en la frontera entre Estados Unidos y México podrían entrar en vigor a medianoche en zonas remotas de California, donde algunos inmigrantes se reúnen en campamentos al aire libre a la espera del procesamiento federal.

Los funcionarios de la Casa Blanca argumentan que las nuevas medidas anunciadas traerán un orden muy necesario a la frontera, mientras que los defensores de los migrantes argumentan que los cambios podrían causar que la frontera de California se vuelva más caótica y mortal a medida que los migrantes buscan áreas cada vez más remotas para cruzar ilegalmente sin ser detectados.

Los cruces fronterizos ya están superando el promedio de 2,500 diarios durante un período de siete días lo que activa las nuevas reglas. Eso significa que la orden y la regla interina del Departamento de Seguridad Nacional que la compañía podrían permitir inmediatamente a los agentes fronterizos devolver instantáneamente a los migrantes a México o deportarlos a sus países de origen en cuestión de horas o días, sin considerar sus solicitudes de asilo.

Las nuevas medidas están destinadas a disuadir a los inmigrantes

tes de cruzar la frontera de forma irregular o ilegal. “Va a cambiar el cálculo de quienes intentan cruzar”, dijo a los periodistas un alto funcionario de la Casa Blanca.

Si los inmigrantes saben que es probable que sean devueltos a México o deportados en lugar de que se les permita ingresar a Estados Unidos mientras se procesa su solicitud de asilo, es menos probable que le paguen a un coyote miles de dólares para hacer el peligroso viaje, argumentó el funcionario.

Pero los defensores de los inmigrantes dicen que la orden de Biden deshace acuerdos internacionales que permiten a cualquiera que ponga un pie en suelo estadounidense el derecho a buscar seguridad mediante una solicitud de asilo.

Las rutas de tráfico de migrantes se han desplazado hacia el oeste en los últimos meses, hacia California, a medida que Texas utiliza la fuerza militarizada con agentes estatales y la Guardia Nacional de Texas para asegurar su frontera, y el calor se ha cobrado la vida de al menos cuatro migrantes cerca de El Paso, según la Oficina de Protección de Aduanas y Fronteras de EE.UU.

Si bien los alcaldes y legisladores de California estuvieron notablemente ausentes en el anuncio de la Casa Blanca, el alcalde de San Diego, Todd Gloria,

emitió un comunicado apoyando la decisión de Biden. Al igual que el presidente, destacó la falta de acción del Congreso sobre el tema político candente en un año de elecciones presidenciales.

Durante varias semanas este año, San Diego se convirtió en el lugar de mayor afluencia de inmigrantes a lo largo de la frontera sur por primera vez en 25 años. Por ejemplo, 8,303 inmigrantes fueron detenidos en la primera semana de mayo, según la Patrulla Fronteriza. En comparación, los agentes de la Patrulla Fronteriza del área de San Diego detuvieron a 3,311 personas durante todo el mes de mayo de 2020.

Aunque algunos enmarcaron la acción ejecutiva de Biden como un “cierre de la frontera”, no se aplica a los millones de personas que viven legalmente en comunidades fronterizas, ni a las unas 150,000 personas que diariamente cruzan de ida y vuelta entre Baja California y California para trabajar, ir a la escuela, atención médica o compras.

“El presidente Biden ha socavado los valores estadounidenses y abandonado las obligaciones de nuestra nación de brindar a las personas que huyen de la persecución, la violencia y el autoritarismo la oportunidad de buscar refugio en Estados Unidos”, dijo el senador Alexa Padilla en un comunicado.

Según Adam Isacson, director del programa de supervisión de la defensa de la Oficina de Washington para América Latina, el umbral de 2,500 se ha superado en 110 de los últimos 296 meses, y en todos los meses desde febrero de 2021.

El derecho a buscar asilo entre puertos de entrada no se restabl-

ecería hasta que las detenciones de migrantes caigan por debajo de un promedio diario de 1,500 por día, lo que no ha sucedido desde julio de 2020. La Unión Americana de Libertades Civiles dijo inmediatamente que planeaba impugnar la orden en los tribunales, como lo hizo con éxito cuando Trump emitió una orden

similar bajo la misma autoridad legal, conocida como 212f, que permite al presidente “suspender la entrada de todos los extranjeros o cualquier clase de extranjeros” siempre que “la entrada de cualquier extranjero o de cualquier clase de extranjeros a los Estados Unidos sea perjudicial para los intereses de los Estados Unidos”.

NOTICIA PÚBLICA

AVISO DE DISPONIBILIDAD DE UN BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y REUNIONES PÚBLICAS VIRTUALES PARA EL PROYECTO SOUTH BAY CONNECT

Capitol Corridor Joint Powers Authority (CCJPA), la agencia líder de la Ley de Calidad Ambiental de California (CEQA), anuncia la disponibilidad de un borrador de Informe de Impacto Ambiental (EIR) y reuniones públicas virtuales para el propuesto Proyecto South Bay Connect (Proyecto). El borrador del EIR describe el Proyecto propuesto y evalúa los posibles impactos ambientales asociados tanto con el Proyecto como con la alternativa de “no proyecto”.

PERÍODO DE COMENTARIOS PÚBLICOS: DEL 29 DE MAYO AL 15 DE JULIO DE 2024

RESUMEN DEL PROYECTO

El Proyecto propuesto reubicaría el servicio ferroviario de pasajeros de Capitol Corridor a la Subdivisión de la Costa existente de Union Pacific Railroad entre Oakland y Newark para mejorar la eficiencia operativa y la fiabilidad. El Proyecto propuesto también incluye la construcción de una nueva estación de tren de pasajeros en la Subdivisión de la Costa en el actual Ardenwood Park-and-Ride para prestar servicio a los pasajeros del sur del Condado de Alameda y facilitar las conexiones con las de tránsito transbahía existentes entre el Este de la Bahía y la Península de San Francisco.

El Proyecto propuesto es un componente crítico para mejorar las operaciones ferroviarias tanto de pasajeros como de carga entre Oakland y San Jose y ha sido identificado en múltiples documentos de planificación de transporte ferroviario, incluido el Plan Ferroviario Estatal de California 2018, la Estrategia Ferroviaria de la Comisión de Transporte del Condado de Alameda, así como la Actualización del Plan de Visión 2014 de la CCJPA y el Plan de Implementación de la Visión 2016. El Proyecto propuesto pretende mejorar las operaciones para ambos usos del ferrocarril en apoyo de la vitalidad económica de la Megaregión del Norte de California.

POSIBLES EFECTOS AMBIENTALES

El borrador del EIR evalúa los posibles impactos ambientales del Proyecto propuesto sobre los entornos físico, social y natural. Durante la revisión ambiental se ha estudiado una amplia variedad de áreas de recursos para identificar posibles impactos, incluyendo la estética, los recursos agrícolas y forestales, la calidad del aire, los recursos biológicos, los recursos culturales, la energía, la geología/suelos, las emisiones de gases de efecto invernadero, los peligros y materiales peligrosos, la hidrología/calidad del agua, el uso del suelo/planificación, los recursos minerales, el ruido y las vibraciones, la población/vivienda, los servicios públicos, el ocio, el aumento del nivel del mar, el transporte, los recursos culturales tribales, los servicios públicos/sistemas de servicios, los impactos en la comunidad y los incendios forestales. En el borrador del EIR se han identificado y evaluado medidas para evitar, minimizar y mitigar cualquier posible impacto adverso.

REUNIONES PÚBLICAS VIRTUALES

Con este anuncio se inicia un proceso de consulta pública de 45 días. Se invita a los Organismos Responsables y Fideicomisarios, a los grupos interesados y al público en general a asistir a una próxima reunión pública virtual para obtener más información sobre el Proyecto propuesto y proporcionar comentarios formales sobre el borrador del EIR. Habrá intérpretes de español y chino mandarín disponibles, así como un taquígrafo judicial para tomar sus comentarios. A las personas se les asignarán tres minutos para hacer comentarios verbales.

MIÉRCOLES, 12 DE JUNIO DE 2024 | 6-8 P. M.
Zoom: bit.ly/SBC_EIR_Meeting
Teléfono: (669) 900-6833
ID de la reunión: 948 0626 0719
Código de acceso: 609064

JUEVES, 20 DE JUNIO DE 2024 | 6-8 P. M.
Zoom: bit.ly/SBC_EIR_Meeting2
Teléfono: (669) 900-6833
ID de la reunión: 966 2867 9863
Código de acceso: 280963

Para adaptaciones de accesibilidad, llame al (510) 244-3667 o envíe un correo electrónico a info@southbayconnect.com. Los usuarios sordos, con problemas de audición o del habla pueden comunicarse con el Servicio de Retransmisión de California TTY/TDD y/o la Línea de Voz al 1-800-735-2929 o al 711.

REUNIÓN DE LA JUNTA DIRECTIVA DE CCJPA

El público también puede proporcionar comentarios verbales en la reunión de la Junta Directiva de CCJPA el 26 de junio de 2024, a partir de las 10 a. m. en la sede de BART (2150 Webster St, Oakland, CA). Se dispondrá de una opción para la participación del público a través de teleconferencia. Visite capitolcorridor.org/ccjpa-board para obtener información sobre la reunión.

ENVÍO DE COMENTARIOS

Los comentarios por escrito deben recibirse antes de las 5 p. m. PDT del 15 de julio de 2024, a través de las siguientes opciones:

Sitio web: southbayconnect.com
Correo electrónico: info@southbayconnect.com
Teléfono: (510) 244-3667

Correo: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor | Oakland, CA 94612

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Montgomery St.
Martes 11 de junio | 7:00 – 9:30am


12th St./Oakland City Center
Martes, 18 de junio | 7:00 – 9:30am


Richmond
Miércoles 12 de junio | 3:00 – 6:00pm

Berryessa/North San Jose
Jueves 20 de junio | 3:00 – 6:00pm

Downtown Berkeley
Jueves 13 de junio | 7:00 – 9:30am

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Race

FROM PAGE 1

eral Rob Bonta, both Democrats, said they are considering gubernatorial bids but were not ready to commit.

“It is a wonderful question to get to contemplate,” Becerra said when pressed by KQED politics editor Scott Shafer about his plans.

As the son of immigrants and blue-collar workers, Becerra said, he never thought he would hold such titles as secretary of Health and Human Services, California attorney general and congressman.

Becerra, a Sacramento na-

ive, said he labored briefly in construction and was tempted to stay. Instead, he became the first in his family to graduate from college and went on to work as a lawyer and deputy attorney general before entering politics in 1990.

After his appearance, Becerra said his next career move depends in some part on the 2024 presidential election.

“If the president is given a chance to serve a second time, I certainly hope I have conversations with him” about whether to remain in Biden’s Cabinet, he said.

He told The Sacramento Bee that when considering his next move, he thinks about where he can have the

biggest impact.

“I want to have an opportunity to do something big,” he said. “I always say, I don’t care what position you put me in, just put me on the field. I’ll throw, I’ll catch, I’ll block. And if I can make a bigger difference in a different place, I’ll consider it.”

Attorney General Rob Bonta has also said he is “seriously considering” a bid for the state’s highest office — and also declined to make an official announcement Thursday.

“It’s something I will make a decision on at some point. That time is not now,” Bonta said during an on-stage interview with CalMatters reporter Nigel Duara. “Now is to be the best attor-

ney general I can be. It’s a consequential job.”

Bonta previously told The Bee that he would not make an announcement until after the November election.

Former State Controller Betty Yee announced her candidacy for the state’s highest office in March. In a Thursday morning appearance at the conference, Yee said the state’s affordability crisis would be a top priority.

She also emphasized the need for a “reset” for more accountability over state spending.

“I hope we can get into a framework where we’re not afraid of inviting strict accountability,” she said. “We are working in an era of finite resources, so we have

to be smarter about the resources we have.

Also Thursday, allies launched an effort to draft Riverside County Sheriff Chad Bianco as a Republican candidate for governor in 2026. The coalition includes “law enforcement leaders, legislators, local elected officials, and community leaders from across California,” according to a news release.

“We need a strong, capable candidate to run for governor in 2026 and present a real alternative for California voters,” Dennis Hollingsworth, a former state senator from the area, said in a prepared statement. “In the face of Sacramento’s failures on issues like crime and homelessness, Sheriff Bian-

co’s leadership has been an example for other communities to follow across the state.”

Bianco this week came under fire after posting a video of himself saying “it’s time we put a felon in the White House,” referring to former President Donald Trump, who was convicted May 30 by a New York jury on 34 felony counts of falsifying business records.

The two-term sheriff has also criticized Newsom and the Legislature’s handling of criminal justice issues. He is supporting a ballot measure to roll back portions of Prop. 47, a 2014 initiative that lowered criminal penalties for low-level drug and property crimes.

Immigrants

FROM PAGE 1

ive services that’s becoming more expensive for the state to provide. The average hourly wage for caregivers has gone up 6% since 2014. And starting this year, with some emergency federal funding provided during the pandemic expired, there have been cost increases of about \$200 million.

Once people qualify for the program, they get to hire their own caregiver. It’s often a relative, meaning the program often acts as financial assistance for

families.

Marvin Estela Pineda, a 42-year-old woman originally from El Salvador who now lives in California’s Central Valley, lost her eyesight at 30 because of glaucoma. She started getting in-home supportive services earlier this year.

Her daughter, Mayde Pineda, said the government has been paying her \$16.50 per hour for a total of 84 hours a month to care for her mother, which includes things like cooking, cleaning and laundry. Mayde Pineda, 22, said the money helped stabilize the family financially while she finished college.

“Without (this program) I

won’t be able to care for her without significant hardships,” Mayde Pineda said.

The California Department of Social Services, which administers the program, said it would work “to mitigate any negative impact to currently assisted individuals,” which includes helping them find other government-funded programs that could provide similar services. One option would be Medi-Cal’s community-based adult services program, which pays for things like personal care, food and professional nursing services.

Asked for comment on his proposal, the governor’s office pointed to remarks

Newsom made earlier this month when he announced his budget plan that included an array of painful cuts.

“We don’t find any joy in this — but we’ve got to do it, we have to be responsible. We have to be accountable. We have to balance the budget,” Newsom said.

Newsom for much of his tenure has basked in the praises of progressives as he used a string of historic surpluses to expand government services. But back-to-back multibillion-dollar deficits are forcing Newsom to make some hard choices that have put him on a collision course with some of his most vocal supporters.

Navigating these conflicts will be critical for Newsom, who has been building his national profile ahead of a potential presidential campaign. So far, Newsom has been moving quickly to address them. When the state’s largest teachers union ran ads criticizing him for his proposed cuts to education, Newsom struck a deal with them that resolved much of their concerns. That deal still must be approved by the state Legislature.

Other negotiations will be more difficult. Newsom’s health care proposal for immigrants is just one of many proposed cuts across the state’s wide array of social

services programs.

The state Legislature, which is controlled by Democrats, plans to pass their own version of the budget by June 15 that would restore nearly all of those cuts, including the health care cuts for some immigrants.

“We have ensured that the budget is not balanced on our most vulnerable populations,” said Assemblymember Corey Jackson, a Democrat from Moreno Valley.

Newsom and legislative leaders will negotiate over the next few weeks on a final spending plan, with the goal of passing a budget around the start of the new fiscal year on July 1.



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STEP 3

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PUBLIC NOTICE

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT & VIRTUAL PUBLIC MEETINGS FOR THE SOUTH BAY CONNECT PROJECT

Capitol Corridor Joint Powers Authority (CCJPA), the lead agency for the California Environmental Quality Act (CEQA), announces the availability of a draft Environmental Impact Report (EIR) and virtual public meetings for the proposed South Bay Connect Project (Project). The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the "no project" alternative.

PUBLIC COMMENT PERIOD: MAY 29 - JULY 15, 2024

PROJECT OVERVIEW

The proposed Project would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark for improved operational efficiency and reliability. The proposed Project also includes constructing a new passenger rail station on the Coast Subdivision at the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and facilitate connections to existing transbay transit connections between the East Bay and the San Francisco Peninsula.

The proposed Project is a critical component to enhancing both passenger and freight rail operations between Oakland and San Jose and has been identified in multiple rail transportation planning documents, including the 2018 California State Rail Plan, Alameda County Transportation Commission Rail Strategy, as well as CCJPA's 2014 Vision Plan Update and 2016 Vision Implementation Plan. The proposed Project aims to improve operations for both uses of rail in supporting the economic vitality of the Northern California Megaregion.

POTENTIAL ENVIRONMENTAL EFFECTS

The draft EIR assesses the potential environmental impacts of the proposed Project on the physical, social, and natural environments. A wide variety of resource areas have been studied during the environmental review to identify potential impacts, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards & hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise and vibration, population/housing, public services, recreation, sea level rise, transportation, tribal cultural resources, utilities/service systems, community impacts, and wildfire. Measures to avoid, minimize, and mitigate any potential adverse impacts have been identified and evaluated in the draft EIR.

VIRTUAL PUBLIC MEETINGS

A 45-day public scoping process is being initiated with this notice. Responsible and Trustee Agencies, interested groups, and members of the public are invited to attend an upcoming virtual public meeting to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting

Telephone: (669) 900-6833

Meeting ID: 948 0626 0719

Passcode: 609064

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting2

Telephone: (669) 900-6833

Meeting ID: 966 2867 9863

Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA BOARD MEETING

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

SUBMITTING COMMENTS

Written comments must be received by **5 p.m. PDT July 15, 2024**, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority

Attn: South Bay Connect DEIR

2150 Webster St, 3rd Floor | Oakland, CA 94612

WEATHER

Higher temperatures coming for some cities

A heat advisory is in place for parts of the Bay Area and the interior Central Coast on Tuesday

By Ryan Macasero
rmacasero
@bayareanewsgroup.com

Hotter temperatures are on the way again. Although it's not expected to be as intense as last week's heat wave, the National Weather Service issued another heat advisory early Sunday morning, with inland areas of the South Bay, East Bay and North Bay possibly hitting the upper 90s to the triple digits later in the week. "Today's kind of our last day of normal tempera-

tures for this time of year," said Dylan Flynn of the National Weather Service-Bay Area. "Tomorrow will be a few degrees above normal, then Tuesday is going to be our hottest day of the week." Coastal areas along the Pacific and the Bay Area are expected to be around the 60s to 70s. "By Tuesday afternoon, most places that are touching the coast or the bay are going to be in the 60s, while inland areas will be in the mid-90s," Flynn said. By Tuesday, tempera-

tures for this time of year," said Dylan Flynn of the National Weather Service-Bay Area. "Tomorrow will be a few degrees above normal, then Tuesday is going to be our hottest day of the week." Coastal areas along the Pacific and the Bay Area are expected to be around the 60s to 70s. "By Tuesday afternoon, most places that are touching the coast or the bay are going to be in the 60s, while inland areas will be in the mid-90s," Flynn said. By Tuesday, tempera-

smaller fuels," Flynn said. He noted that while nighttime humidity will be high and onshore winds are expected, reducing the fire risk, the danger increases during hot afternoons. "When the temperature gets up in the afternoon, that is going to cause low humidity during the day. And that's enough for the grass to dry out," Flynn said. In an X post, NWS reminded the public to "practice heat safety by staying hydrated and never leaving kids or pets in cars."

CONCORD

Pedestrian killed in crash on State Route 242

By Ryan Macasero
rmacasero@bayareanewsgroup.com

CONCORD » A pedestrian was fatally struck by a vehicle on State Route 242 in Concord early Sunday morning, the California High Patrol said in a news release. CHP officers responded to a vehi-

cle-pedestrian crash on State Route 242 southbound, south of Clayton Road around 5 a.m. A burgundy Tesla Model 3 traveling in the fast lane struck a pedestrian in the roadway. The pedestrian was pronounced dead at the scene. The driver of the Tesla, who re-

mained at the scene and is cooperating with police, was not injured. The crash is currently under investigation. Anyone who witnessed the incident or has further information is urged to contact the CHP's Contra Costa area office at (925) 646-4980 or email 320Investigations@chp.ca.gov.

EAST BAY

Police say 12-year-old was accomplice in robbery spree

A second arrest comes as 13-year-old is charged in fatal shooting of store clerk

By Nate Gartrell
ngartrell
@bayareanewsgroup.com

OAKLAND » Three months after a 13-year-old boy was arrested and charged with killing a clerk during a robbery spree, authorities have revealed they're investigating a then-12-year-old boy as his possible accomplice. All told, police are investigating the boys for possible involvement in a total of five East Bay robberies, all com-

mitted within a five-hour span on the evening on Jan. 6, authorities said. Last February, the older boy — who was 13 at the time — was charged with murder in the death of 46-year-old Maged Alazzani, a clerk at Orlando Market in West Oakland. He was also charged with committing a second armed robbery that occurred 40 minutes after Alazzani was killed. The second, younger suspect, who turned 13 roughly

six weeks after the robbery spree, was arrested last month in connection with the robberies. But he has been released pending further investigation after a review by Alameda County prosecutors, authorities said. According to police, both suspects entered the Orlando Market on Linden Street, told Alazzani, "Give me the money" and "I'm not joking," and then the elder boy allegedly shot him in the chest. Then the boy allegedly passed the gun to the second suspect, who was seen brandishing it in the second store robbery roughly 40 minutes

later. The three other robberies that evening include one at the Target in Emeryville, police said. The robbers wore masks during the convenience store robberies, according to authorities. After they arrested the elder boy, police searched his electronic devices and found pictures of him and the younger boy posing with large amounts of cash during the same time frame as the robberies, authorities said. They also reviewed audio from surveillance cameras at the stores and compared that to both suspects.

FREMONT

Fired Tesla employee threw Molotov cocktail at a van in company's parking lot, police say

By Nate Gartrell
ngartrell
@bayareanewsgroup.com

FREMONT » A 24-year-old Discovery Bay man has been charged with hurling a Molotov cocktail into a van parked at the Tesla factory, though police say he was adamant that he didn't know an employee was asleep inside at the time. The suspect, identified in court records as Kyle Desterke, was charged with arson and vandalism, both felonies. He is being held in lieu of \$50,000 bail at Santa Rita Jail in Dublin, court records show. According to police, Desterke is a former Tesla employee who was fired last year. He allegedly showed up to the factory in Fremont shortly after midnight on May 21 with two Molotov cock-

tails. The employee whose van was torched told officers he was taking a nap inside when he was startled awake by shattered glass and a fire. The man escaped the van without injury. Police said Desterke is also a suspect in a vandalism incident a week prior in which two dozen cars in the Tesla parking area had their tires slashed. No charges have been filed in connection with that incident, records show. Desterke was identified as a suspect based on a license plate reader's capture of a Honda registered to him leaving the scene. He confessed during a police interview but was "adamant" that he believed the van was unoccupied at the time, police said in court papers. His next court date has been set for June 14.



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Expires: 6/30/24

NOTICIA PÚBLICA

AVISO DE DISPONIBILIDAD DE UN BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y REUNIONES PÚBLICAS VIRTUALES PARA EL PROYECTO SOUTH BAY CONNECT

Capitol Corridor Joint Powers Authority (CCJPA), la agencia líder de la Ley de Calidad Ambiental de California (CEQA), anuncia la disponibilidad de un borrador de Informe de Impacto Ambiental (EIR) y reuniones públicas virtuales para el propuesto Proyecto South Bay Connect (Proyecto). El borrador del EIR describe el Proyecto propuesto y evalúa los posibles impactos ambientales asociados tanto con el Proyecto como con la alternativa de "no proyecto".

PERÍODO DE COMENTARIOS PÚBLICOS: DEL 29 DE MAYO AL 15 DE JULIO DE 2024

RESUMEN DEL PROYECTO

El Proyecto propuesto reubicaría el servicio ferroviario de pasajeros de Capitol Corridor a la Subdivisión de la Costa existente de Union Pacific Railroad entre Oakland y Newark para mejorar la eficiencia operativa y la fiabilidad. El Proyecto propuesto también incluye la construcción de una nueva estación de tren de pasajeros en la Subdivisión de la Costa en el actual Ardenwood Park-and-Ride para prestar servicio a los pasajeros del sur del Condado de Alameda y facilitar las conexiones con las de tránsito transbahía existentes entre el Este de la Bahía y la Península de San Francisco.

El Proyecto propuesto es un componente crítico para mejorar las operaciones ferroviarias tanto de pasajeros como de carga entre Oakland y San Jose y ha sido identificado en múltiples documentos de planificación de transporte ferroviario, incluido el Plan Ferroviario Estatal de California 2018, la Estrategia Ferroviaria de la Comisión de Transporte del Condado de Alameda, así como la Actualización del Plan de Visión 2014 de la CCJPA y el Plan de Implementación de la Visión 2016. El Proyecto propuesto pretende mejorar las operaciones para ambos usos del ferrocarril en apoyo de la vitalidad económica de la Megarregión del Norte de California.

POSIBLES EFECTOS AMBIENTALES

El borrador del EIR evalúa los posibles impactos ambientales del Proyecto propuesto sobre los entornos físico, social y natural. Durante la revisión ambiental se ha estudiado una amplia variedad de áreas de recursos para identificar posibles impactos, incluyendo la estética, los recursos agrícolas y forestales, la calidad del aire, los recursos biológicos, los recursos culturales, la energía, la geología/suelos, las emisiones de gases de efecto invernadero, los peligros y materiales peligrosos, la hidrología/calidad del agua, el uso del suelo/planificación, los recursos minerales, el ruido y las vibraciones, la población/vivienda, los servicios públicos, el ocio, el aumento del nivel del mar, el transporte, los recursos culturales tribales, los servicios públicos/sistemas de servicios, los impactos en la comunidad y los incendios forestales. En el borrador del EIR se han identificado y evaluado medidas para evitar, minimizar y mitigar cualquier posible impacto adverso.

REUNIONES PÚBLICAS VIRTUALES

Con este anuncio se inicia un proceso de consulta pública de 45 días. Se invita a los Organismos Responsables y Fideicomisarios, a los grupos interesados y al público en general a asistir a una próxima reunión pública virtual para obtener más información sobre el Proyecto propuesto y proporcionar comentarios formales sobre el borrador del EIR. Habrá intérpretes de español y chino mandarín disponibles, así como un taquígrafo judicial para tomar sus comentarios. A las personas se les asignarán tres minutos para hacer comentarios verbales.

MIÉRCOLES, 12 DE JUNIO DE 2024 6-8 P. M. Zoom: bit.ly/SBC_EIR_Meeting Teléfono: (669) 900-6833 ID de la reunión: 948 0626 0719 Código de acceso: 609064	JUEVES, 20 DE JUNIO DE 2024 6-8 P. M. Zoom: bit.ly/SBC_EIR_Meeting2 Teléfono: (669) 900-6833 ID de la reunión: 966 2867 9863 Código de acceso: 280963
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Para adaptaciones de accesibilidad, llame al (510) 244-3667 o envíe un correo electrónico a info@southbayconnect.com. Los usuarios sordos, con problemas de audición o del habla pueden comunicarse con el Servicio de Retransmisión de California TTY/TDD y/o la Línea de Voz al 1-800-735-2929 o al 711.

REUNIÓN DE LA JUNTA DIRECTIVA DE CCJPA

El público también puede proporcionar comentarios verbales en la reunión de la Junta Directiva de CCJPA el 26 de junio de 2024, a partir de las 10 a. m. en la sede de BART (2150 Webster St, Oakland, CA). Se dispondrá de una opción para la participación del público a través de teleconferencia. Visite capitolcorridor.org/ccjpa-board para obtener información sobre la reunión.

ENVÍO DE COMENTARIOS

Los comentarios por escrito deben recibirse antes de las 5 p. m. PDT del 15 de julio de 2024, a través de las siguientes opciones:

Sitio web: southbayconnect.com	Correo: Capitol Corridor Joint Powers Authority Attn: South Bay Connect DEIR 2150 Webster St, 3rd Floor Oakland, CA 94612
Correo electrónico: info@southbayconnect.com	
Teléfono: (510) 244-3667	

通告

关于 SOUTH BAY CONNECT 环境影响报告草案和线上公开会议的通知

作为《加州环境质量法》(California Environmental Quality Act, CEQA) 的牵头机构, Capitol Corridor Joint Powers Authority (CCJPA) 宣布就拟议的 South Bay Connect Project (简称“项目”) 发布环境影响报告草案 (Environmental Impact Report, EIR) 并举行线上公开会议。环境影响报告草案介绍了拟议项目, 并评估了与项目和“无项目”替代方案相关的潜在环境影响。

公众意见期: 2024 年 5 月 29 日至 7 月 15 日

项目概述

拟议项目将把 Capitol Corridor 客运铁路服务迁至 Oakland 和 Newark 之间现有的联合太平洋铁路海岸分区(Union Pacific Railroad Coast Subdivision), 以提高运营效率和可靠性。拟议项目还包括在现有 Ardenwood Park-and-Ride 的 Coast Subdivision 上建造一个新的客运铁路站, 为 Alameda County 南部的乘客提供服务, 并促进 East Bay 与 San Francisco Peninsula 之间现有跨湾运输的连接。

拟议项目是加强 Oakland 和 San Jose 之间客运和货运铁路运营的关键组成部分, 已在多个铁路运输规划文件中得到确认, 包括 2018 年加州铁路计划(California State Rail Plan), 交通委员会铁路战略(Alameda County Transportation Commission Rail Strategy),以及 CCJPA 的 2014 年愿景计划更新和 2016 年愿景实施计划,以支持北加州大区的经济。

潜在的环境影响

EIR 草案评估了拟议项目对物理环境、社会和自然环境的潜在环境影响。在环境审查过程中, 对各种资源领域进行了研究, 以确定潜在的影响, 包括美学、农业和林业资源、空气质量、生物资源、文化资源、能源、地质/土壤、温室气体排放、危害和危险材料、水文/水质、土地使用/规划、矿产资源、噪声和振动、人口/住房、公共服务、娱乐、海平面上升、交通、部落文化资源、公用事业/服务系统、山火以及社区影响。在 EIR 草案中, 已经确定并评估了避免、最大限度减少和减轻任何潜在不利影响的措施。

线上公开会议

这项通知将开始为期45天的公开调研程序。负责机构、受托机构、相关团体和公众均可参加即将举行的线上公开会议, 以了解有关拟议项目的更多信息, 并就 EIR 草案提出正式意见。届时将提供西班牙语和中文普通话口译员, 并有一名法庭记录员记录您的意见。个人将有三分钟时间发表口头评论。

2024 年 6 月 12 日, 星期三 下午 6 点至 8 点 Zoom: bit.ly/SBC_EIR_Meeting 电话: (669) 900-6833 会议 ID: 948 0626 0719 密码: 609064	2024 年 6 月 20 日, 星期四 下午 6 点至 8 点 Zoom: bit.ly/SBC_EIR_Meeting2 电话: (669) 900-6833 会议 ID: 966 2867 9863 密码: 280963
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如需无障碍咨询服务, 请致电 (510) 244-3667 或发送电子邮件至 info@southbayconnect.com。失聪、听力障碍或语言障碍用户可拨打 1-800-735-2929 或 711 联系加利福尼亚州中继服务 (California Relay Service) TTY/TDD 和/或语音热线 (Voice Line)。

CCJPA 董事会会议

公众还可在 2024 年 6 月 26 日上午 10 点开始在 BART Headquarters (2150 Webster St, Oakland, CA) 举行的 CCJPA 董事会会议上发表口头意见。公众可通过电话会议参与讨论。请访问 capitolcorridor.org/ccjpa-board 了解会议信息。

提交评论

书面意见必须在太平洋夏令时 2024 年 7 月 15 日下午 5 点之前通过以下方式提交:

网站: southbayconnect.com	邮寄地址: Capitol Corridor Joint Powers Authority Attn: South Bay Connect DEIR 2150 Webster St, 3rd Floor Oakland, CA 94612
电子邮件: info@southbayconnect.com	
电话: (510) 244-3667	

A-29



老中間聊集

作者/劉暢

新移民的典範

這篇文章想說一個新移民典範人物，他不是華裔，是一位土耳其移民；他和舊金山灣區沒有甚麼淵源，灣區居民不久前還不知道他是誰。但前幾天，他成為舊金山的風雲人物，成為一個「救世主」。



舊金山鐵錨啤酒釀製廠 (Anchor Brewing Co.)，有128年歷史，曾一度十分輝煌，但2016年起銷售量逐漸減少，加上疫情打擊，去年倒閉。對大批忠實粉絲而言，鐵錨啤酒的離去，仿佛人生的一段歷史隨之消失。

幾天前，鐵錨啤酒突然出現轉機，紐約億萬富翁烏盧卡亞 (Hamdi Ulukaya) 宣佈買下了鐵錨啤酒，並要使這個啤酒品牌再現輝煌。灣區一些媒體對這宗商業交易著墨甚多，對鐵錨啤酒的新東家，似乎報導並不多。

烏盧卡亞30年前帶著3,000美元來到美國，目前身價24億美元。他的故事，也是一個新移民的成功典範。

烏盧卡亞今年51歲，是土耳其出生的庫德族穆斯林。他在土耳其山區的遊牧牧羊人家庭長大，從小就和家人一起製作各種乳製品。年輕的烏盧卡亞曾參與爭取庫德族權利的政治鬥爭，導致當局對他的打擊，也促使他離開自己的祖國。

1994年，21歲的烏盧卡亞帶著3,000美元，來到新大陸，先到紐約州立大學求學。因為他在祖國的經驗，2002年，他開了一家乳酪 (Cheese) 公司「幼發拉底」 (Euphrates)。他沒有在美國經商的經驗，經歷過徬徨和掙扎，很快，2004年，「幼發拉底」年銷售額達到1,000萬美元。

第二年，烏盧卡亞迎來了人生最重要的轉折，他看到一則廣告：美國食品業巨頭卡夫食品公司 (Kraft Foods) 出售其旗下一家已關閉的優格 (yogurt) 工廠。烏盧卡亞心動了，他想起在家鄉時製作的優格，和美國的優格不一樣。他常說，美國的優格太甜、水份太多。他想買下這家工廠，生產自己的優格。

烏盧卡亞的律師勸他不要衝動。律師說，如果這家優格廠能賺錢，卡夫公司絕不會把它賣掉。但烏盧卡亞決定賭一下。2005年，他買下這家廢棄的優格廠，命名為喬巴尼 (Chobani)，即土耳其文「牧羊人」。開始連他在內只有五名員工。2012年，喬巴尼優格年銷售額達10億美元，成為美國最大的希臘優格製造商；員工增加到1,200人。2016年，他把公司10%的股份贈送給員工。

烏盧卡亞實行並呼籲其他公司聘用並訓練難民；在慈善捐款方面慷慨大方。

從烏盧卡亞，我想到很多可以稱為新移民典範的人物：最近的當紅炸子雞、英偉達創辦人黃仁勳；雅虎創辦人楊致遠；谷歌創辦人之一布林 (Sergey Brin)，都是移民。其他各界，新移民典範不可勝數。僅舉一例：美國華人獲得諾貝爾獎者八人，其中五人是移民。

烏盧卡亞和舊金山的唯一淵源是曾經來旅行過，他也沒有釀製啤酒的經驗，他從「福布斯」 (Forbes) 雜誌上讀到鐵錨啤酒釀製廠關閉的消息，這使他躍躍欲試，想買下來重創商業奇蹟，並宣佈要在今年聖誕節前恢復售酒。

我對酒無特別愛好，少飲，也從來沒有喝過鐵錨啤酒。不過，今年聖誕之前，鐵錨啤酒上市之際，我一定去買一打，喝個痛快。無他，慶祝新移民對美國的貢獻。

通告

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和线上公开会议的通知

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公众意见期：2024 年 5 月 29 日至 7 月 15 日

项目概述

拟议项目将把 Capitol Corridor 客运铁路服务迁至 Oakland 和 Newark 之间现有的 Union Pacific Railroad Coast Subdivision，以提高运营效率和可靠性。拟议项目还包括在现有 Ardenwood Park-and-Ride 的 Coast Subdivision 上建造一个新的客运铁路站，为 Alameda County 南部的乘客提供服务，并促进 East Bay 与 San Francisco Peninsula 之间现有跨湾运输的连接。

拟议项目是加强 Oakland 和 San Jose 之间客运和货运铁路运营的关键组成部分，已在多个铁路运输规划文件中得到确认，包括 2018 California State Rail Plan、Alameda County Transportation Commission Rail Strategy 以及 CCJPA 的 2014 Vision Plan Update 和 2016 Vision Implementation Plan。拟议项目旨在改善两种铁路用途的运营，以支持 Northern California Megaregion 的经济活力。

潜在的环境影响

EIR 草案评估了拟议项目对实体、社会和自然环境的潜在环境影响。在环境审查过程中，对各种资源领域进行了研究，以确定潜在的影响，包括美学、农业和林业资源、空气质量、生物资源、文化资源、能源、地质/土壤、温室气体排放、危害和危险材料、水文/水质、土地使用/规划、矿产资源、噪声和振动、人口/住房、公共服务、娱乐、海平面上升、交通、部落文化资源、公用事业/服务系统、社区影响以及野火。在 EIR 草案中，已经确定并评估了避免、最大限度减少和减轻任何潜在不利影响的措施。

线上公开会议

本通知启动了为期 45 天的公开范围调研程序。我们邀请负责机构、受托机构、相关团体和公众参加即将举行的线上公开会议，以了解有关拟议项目的更多信息，并就 EIR 草案提出正式意见。届时将提供西班牙语和中文普通话口译员，并有一名法庭记录员记录您的意见。个人将有三分钟时间发表口头评论。

2024 年 6 月 12 日，星期三
下午 6 点至 8 点

Zoom: bit.ly/SBC_EIR_Meeting
电话: (669) 900-6833
会议 ID: 948 0626 0719
密码: 609064

2024 年 6 月 20 日，星期四
下午 6 点至 8 点

Zoom: bit.ly/SBC_EIR_Meeting2
电话: (669) 900-6833
会议 ID: 966 2867 9863
密码: 280963

如需无障碍设施，请致电 (510) 244-3667 或发送电子邮件至 info@southbayconnect.com。耳聋、听力障碍或语言障碍用户可拨打 1-800-735-2929 或 711 联系加利福尼亚州中继服务 (California Relay Service) TTY/TDD 和/或语音热线 (Voice Line)。

CCJPA 董事会会议

公众还可在 2024 年 6 月 26 日上午 10 点开始在 BART Headquarters (2150 Webster St, Oakland, CA) 举行的 CCJPA 董事会会议上发表口头意见。公众可通过电话会议参与讨论。请访问 capitolcorridor.org/ccjpa-board 了解会议信息。

提交评论

书面意见必须在太平洋夏令时 2024 年 7 月 15 日下午 5 点之前通过以下方式提交：

网站: southbayconnect.com

电子邮件: info@southbayconnect.com

电话: (510) 244-3667

邮寄地址：

Capitol Corridor Joint
Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

Se acerca la fecha límite para presentar solicitudes de alivio de préstamos estudiantiles

Por Mikhail Zinshteyn

Hasta 300,000 californianos tienen hasta el 30 de junio para aprovechar una oferta única y calificar para una condonación más rápida de préstamos estudiantiles, pagos mensuales más bajos o una condonación total de préstamos federales tomados en préstamo antes de 2010.

La fecha límite del 30 de junio del Departamento de Educación de EE.UU. es un gran acuerdo porque los prestatarios que presenten sus solicitudes serían elegibles para recibir crédito por años de pago anteriores que anteriormente no calificaban para la condonación de préstamos estudiantiles.

El “ajuste” único del departamento ayudará en gran medida a los prestatarios que obtuvieron préstamos federales para estudiantes antes de 2010 llamados Préstamos Federales para la Educación Familiar, así como a los prestatarios con otros dos tipos de préstamos.

¿Por qué el departamento hace esto? Para “remediar años de fallas administrativas que efectivamente negaron la promesa de condonación de préstamos a ciertos prestatarios”, dijo el secretario de Educación, Miguel Cardona, en un comunicado de prensa de 2022. La fecha límite para este remedio se ha extendido varias veces, pero los defensores de los préstamos estudiantiles creen que el 30 de junio será la última oportunidad para este beneficio único.

A nivel nacional, aproximadamente la mitad de los prestatarios de 60 años o más han estado pagando sus préstamos estudiantiles durante más de 15 años, una razón clave por la cual la deuda entre esta población se ha disparado.

En mayo, más de 1 millón de estadounidenses ya habían recibido 51,000 millones de dólares en alivio de la deuda a través de este programa de ajuste, según el departamento.

El panorama de los préstamos estudiantiles es notoriamente complicado. Un reportero de la Radio Pública Nacional cuya investigación expuso cómo los prestatarios colocados en la categoría de pago incorrecta perdieron la capacidad de obtener crédito para la condonación del préstamo.

Para cumplir con la fecha límite del 30 de junio, los prestatarios deben presentar solicitudes para consolidar sus préstamos en los llamados préstamos de consolidación directa. Sólo los préstamos del programa directo son elegibles para la condonación del préstamo después de 10 o 20 años de pagos, dependiendo de la situación laboral del prestatario. Los préstamos directos también califican para pagos mensuales más bajos.

Para presentar la solicitud, el prestatario debe crear una cuenta en la oficina de Ayuda Federal para Estudiantes y luego completar la solicitud de consolidación, lo que toma aproximadamente 30 minutos.

¿Cómo llegamos aquí?

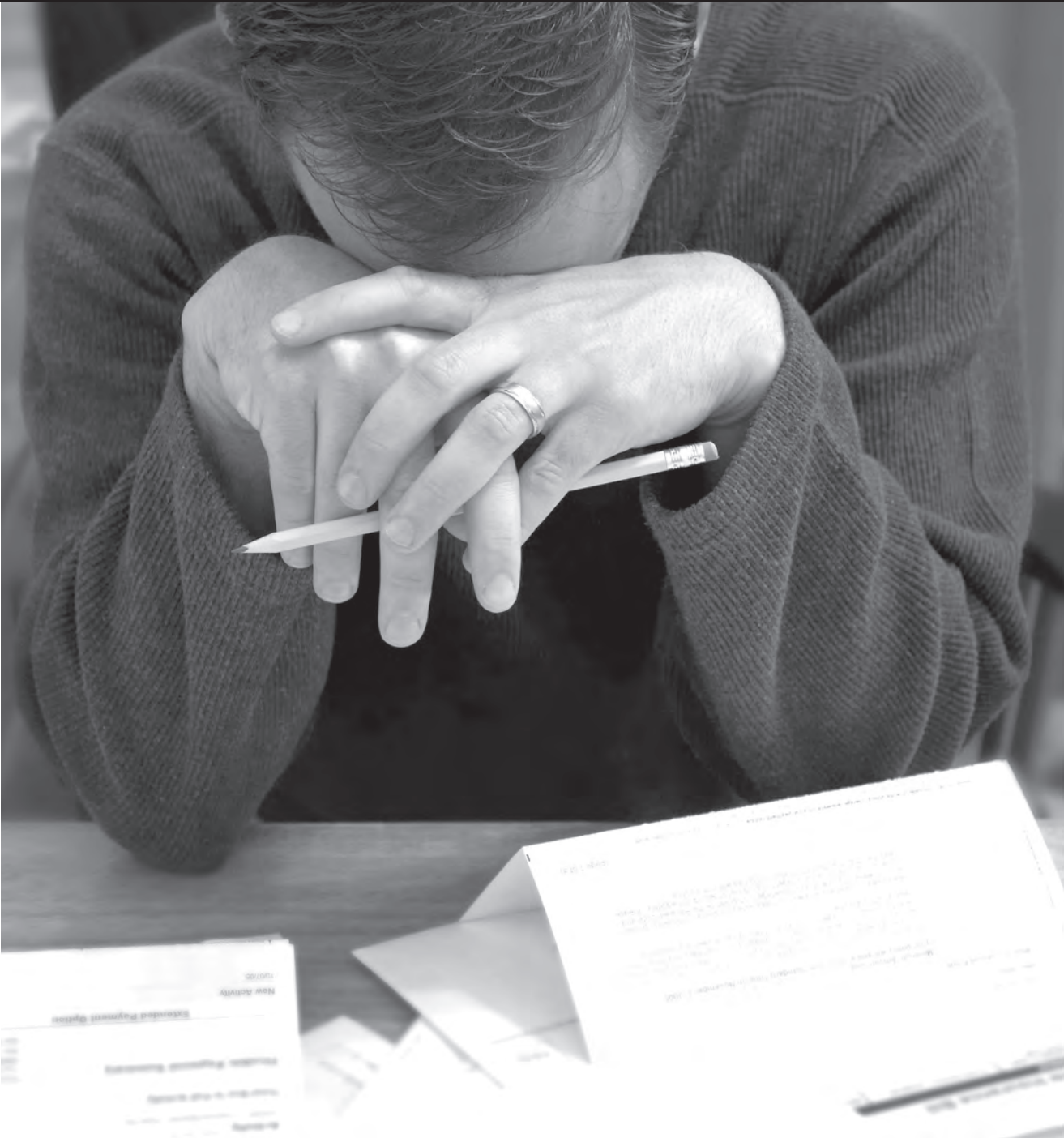
Los préstamos federales para educación familiar eran préstamos comunes emitidos por prestamistas privados pero garantizados por el gobierno federal. En 2010, estos préstamos se suspendieron y el gobierno federal comenzó a emitir préstamos para estudiantes directamente.

Los préstamos antiguos califican para programas federales de condonación de préstamos con planes de pago menos generosos y requieren más años de pago.

Estos préstamos tampoco son elegibles para la condonación de préstamos por servicio público, un programa de préstamos para trabajadores gubernamentales y sin fines de lucro que condona la deuda de préstamos federales para estudiantes de pregrado y posgrado después de 10 años de pagos. La única forma de calificar para esa condonación de préstamos es reembolsando los préstamos directos, lo que los prestatarios con Préstamos Federales para Educación Familiar pueden hacer si los consolidan antes del 30 de junio. Una vez que se complete la consolidación, los prestatarios deberán solicitar el programa de condonación de préstamos por servicio público, pero ya habrán heredado créditos pasados a través de las medidas que tomaron para consolidarse.

Los prestatarios solo deben solicitar la consolidación antes de la fecha límite del 30 de junio. El proceso de revisión real del departamento tomará al menos 60 días.

Los prestatarios que hayan realizado al menos 20 años de pagos para préstamos de pregrado o 25 años para préstamos de



Los beneficiarios de préstamos estudiantiles pueden ser elegibles para pagos más bajos o una condonación de deuda más rápida al solicitar la consolidación de préstamos federales antes del 30 de junio.

posgrado verán sus préstamos totalmente condonados, un beneficio libre de impuestos hasta 2025.

Cosas a considerar para la condonación de préstamos estudiantiles

Un beneficio clave de la consolidación: los prestatarios pueden optar por incluirse en el plan de pago SAVE, que basa los pagos mensuales en los ingresos actuales y ofrece condonación de préstamos para cualquier nivel de ingresos después de 20 o 25 años.

El plan SAVE tampoco cobra intereses

siempre que los prestatarios realicen pagos regulares.

Los préstamos en períodos de aplazamiento contarán, pero solo antes de 2013. Si los préstamos se aplazaron porque un prestatario volvió a ingresar a la universidad, por ejemplo para completar una licenciatura o obtener una maestría, ese tiempo no contará para el crédito del prestatario.

Es posible que la consolidación no sea para todos. Los prestatarios con altos ingresos, un saldo de préstamo bajo y una

tasa de interés con descuento de su prestamista no necesariamente se benefician de esto, dijo Betsy Mayotte, presidenta y fundadora del Instituto de Asesores de Préstamos para Estudiantes, un grupo sin fines de lucro. “Pero para casi todos los demás, no habrá ningún inconveniente”.

La versión original de este artículo fue publicada en calmatters.org y editado por razones de espacio por Visión Hispana Newspaper.

NOTICIA PÚBLICA

AVISO DE DISPONIBILIDAD DE UN BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y REUNIONES PÚBLICAS VIRTUALES PARA EL PROYECTO SOUTH BAY CONNECT

Capitol Corridor Joint Powers Authority (CCJPA), la agencia líder de la Ley de Calidad Ambiental de California (CEQA), anuncia la disponibilidad de un borrador de Informe de Impacto Ambiental (EIR) y reuniones públicas virtuales para el propuesto Proyecto South Bay Connect (Proyecto). El borrador del EIR describe el Proyecto propuesto y evalúa los posibles impactos ambientales asociados tanto con el Proyecto como con la alternativa de "no proyecto".

PERÍODO DE COMENTARIOS PÚBLICOS: DEL 29 DE MAYO AL 15 DE JULIO DE 2024

RESUMEN DEL PROYECTO

El Proyecto propuesto reubicaría el servicio ferroviario de pasajeros de Capitol Corridor a la Subdivisión de la Costa existente de Union Pacific Railroad entre Oakland y Newark para mejorar la eficiencia operativa y la fiabilidad. El Proyecto propuesto también incluye la construcción de una nueva estación de tren de pasajeros en la Subdivisión de la Costa en el actual Ardenwood Park-and-Ride para prestar servicio a los pasajeros del sur del Condado de Alameda y facilitar las conexiones con las de tránsito transbahía existentes entre el Este de la Bahía y la Península de San Francisco.

El Proyecto propuesto es un componente crítico para mejorar las operaciones ferroviarias tanto de pasajeros como de carga entre Oakland y San Jose y ha sido identificado en múltiples documentos de planificación de transporte ferroviario, incluido el Plan Ferroviario Estatal de California 2018, la Estrategia Ferroviaria de la Comisión de Transporte del Condado de Alameda, así como la Actualización del Plan de Visión 2014 de la CCJPA y el Plan de Implementación de la Visión 2016. El Proyecto propuesto pretende mejorar las operaciones para ambos usos del ferrocarril en apoyo de la vitalidad económica de la Megarregión del Norte de California.

POSIBLES EFECTOS AMBIENTALES

El borrador del EIR evalúa los posibles impactos ambientales del Proyecto propuesto sobre los entornos físico, social y natural. Durante la revisión ambiental se ha estudiado una amplia variedad de áreas de recursos para identificar posibles impactos, incluyendo la estética, los recursos agrícolas y forestales, la calidad del aire, los recursos biológicos, los recursos culturales, la energía, la geología/suelos, las emisiones de gases de efecto invernadero, los peligros y materiales peligrosos, la hidrología/calidad del agua, el uso del suelo/planificación, los recursos minerales, el ruido y las vibraciones, la población/vivienda, los servicios públicos, el ocio, el aumento del nivel del mar, el transporte, los recursos culturales tribales, los servicios públicos/sistemas de servicios, los impactos en la comunidad y los incendios forestales. En el borrador del EIR se han identificado y evaluado medidas para evitar, minimizar y mitigar cualquier posible impacto adverso.

REUNIONES PÚBLICAS VIRTUALES

Con este anuncio se inicia un proceso de consulta pública de 45 días. Se invita a los Organismos Responsables y Fideicomisarios, a los grupos interesados y al público en general a asistir a una próxima reunión pública virtual para obtener más información sobre el Proyecto propuesto y proporcionar comentarios formales sobre el borrador del EIR. Habrá intérpretes de español y chino mandarín disponibles, así como un taquígrafo judicial para tomar sus comentarios. A las personas se les asignarán tres minutos para hacer comentarios verbales.

MÉRCOLES, 12 DE JUNIO DE 2024 | 6-8 P. M.
Zoom: bit.ly/SBC_EIR_Meeting
Teléfono: (669) 900-6833
ID de la reunión: 948 0626 0719
Código de acceso: 609064

JUEVES, 20 DE JUNIO DE 2024 | 6-8 P. M.
Zoom: bit.ly/SBC_EIR_Meeting2
Teléfono: (669) 900-6833
ID de la reunión: 966 2867 9863
Código de acceso: 280963

Para adaptaciones de accesibilidad, llame al (510) 244-3667 o envíe un correo electrónico a info@southbayconnect.com. Los usuarios sordos, con problemas de audición o del habla pueden comunicarse con el Servicio de Retransmisión de California TTY/TDD y/o la Línea de Voz al 1-800-735-2929 o al 711.

REUNIÓN DE LA JUNTA DIRECTIVA DE CCJPA

El público también puede proporcionar comentarios verbales en la reunión de la Junta Directiva de CCJPA el 26 de junio de 2024, a partir de las 10 a. m. en la sede de BART (2150 Webster St, Oakland, CA). Se dispondrá de una opción para la participación del público a través de teleconferencia. Visite capitolcorridor.org/ccjpa-board para obtener información sobre la reunión.

ENVÍO DE COMENTARIOS

Los comentarios por escrito deben recibirse antes de las 5 p. m. PDT del 15 de julio de 2024, a través de las siguientes opciones:

Sitio web: southbayconnect.com
Correo electrónico: info@southbayconnect.com
Teléfono: (510) 244-3667

Correo: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor | Oakland, CA 94612

Los autobuses gratuitos reemplazarán a los trenes entre las estaciones de BART de Rockridge, MacArthur y 19th Street

Del 22 al 23 de junio
Del 20 al 21 de julio
Del 17 al 18 de agosto

Del 21 al 22 de septiembre
Del 19 al 20 de octubre
Del 2 al 3 de noviembre

Debido a los trabajos de seguridad en las vías, los pasajeros que viajen entre Rockridge, MacArthur y 19th Street durante estos fines de semana deberán añadir hasta 40 minutos a sus tiempos de viaje planificados. Visite bart.gov o llame al 510.465.2278 para obtener más información.



¡Resuelve tu Sudoku!

	7		4		2		6	
6		2	8					3
	4							7
		8			9	7	3	
		3			6	4		8
	6		5					
5					4		7	
4	2				1	5		
		6	2	7				

El sudoku es un pasatiempo que incrementa tu sentido de la lógica.

Resolver un sudoku es simple: El objetivo es llenar una cuadrícula de 9x9 celdas subdividida en subcuadrículas de 3x3 con las cifras del 1 al 9 partiendo de algunos números ya dispuestos. No se debe repetir ningún número en una misma fila, columna o subcuadrícula. La resolución del sudoku requiere ingenio, creatividad y paciencia. Desarróllalas ahora mismo.

ATTACHMENT C

Direct Mailer & Database Methodology

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CAPITOL CORRIDOR SOUTH BAY CONNECT

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between Oakland and San Jose.



NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT & VIRTUAL PUBLIC MEETINGS

Capitol Corridor Joint Powers Authority (CCJPA), the lead agency for the California Environmental Quality Act (CEQA), announces the availability of a draft Environmental Impact Report (EIR) and virtual public meetings for the proposed South Bay Connect Project (Project), which would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark, which is a more efficient and reliable passenger train route. The proposed Project also includes constructing a new passenger rail station at the existing Ardenwood Park-and-Ride on the Coast Subdivision to serve southern Alameda County passengers and create new transbay transit connections to the San Francisco Peninsula. The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the “no project” alternative.

VIRTUAL PUBLIC MEETINGS

Two virtual public meetings are being offered for you to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 6-8 p.m.

Zoom: bit.ly/SBC_EIR_Meeting
Telephone: (669) 900-6833
Meeting ID: 948 0626 0719
Passcode: 609064

THURSDAY, JUNE 20, 2024 6-8 p.m.

Zoom: bit.ly/SBC_EIR_Meeting2
Telephone: (669) 900-6833
Meeting ID: 966 2867 9863
Passcode: 280963

For accessibility accommodations, please call **(510) 244-3667** or email **info@southbayconnect.com**. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at **1-800-735-2929** or **711**.

CCJPA BOARD MEETING

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit **capitolcorridor.org/ccjpa-board** for meeting details.

PUBLIC COMMENT PERIOD: MAY 29-JULY 15, 2024

We value your input and look forward to hearing from you. To view the draft EIR, visit the Project website at **southbayconnect.com**, Capitol Corridor’s website at **capitolcorridor.org**, or CEQAnet at **ceqanet.opr.ca.gov**. Hard copies are also available for review at various locations specified on the Project website. For your convenience, we have several ways for you to provide comments at any time during the 45-day comment period ending at **5 p.m. PDT on July 15, 2024**. Written comments or questions concerning the proposed Project can be submitted via:

Website:
southbayconnect.com

Phone:
(510) 244-3667

Email:
info@southbayconnect.com

Mail:
Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

All input received will be documented and addressed in the final EIR, anticipated to be completed by late 2024. If you are an authorized representative of a Responsible Agency or a Trustee Agency, CCJPA needs to know the views of your agency as to the content of the environmental information that is relevant to your agency’s statutory responsibilities in connection with the proposed project.

AVISO DE DISPONIBILIDAD DEL BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y REUNIONES PÚBLICAS VIRTUALES

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REUNIONES PÚBLICAS VIRTUALES

Se están ofreciendo dos reuniones públicas virtuales para que usted obtenga más información sobre el Proyecto propuesto y proporcione comentarios formales sobre el borrador del EIR. Habrá intérpretes de español y chino mandarín disponibles, así como un taquígrafo judicial para tomar sus comentarios. A las personas se les asignarán tres minutos para hacer comentarios verbales.

MIÉRCOLES, 12 DE JUNIO DE 2024 6-8 p.m. Zoom: bit.ly/SBC_EIR_Meeting Teléfono: (669) 900-6833 ID de la reunión: 948 0626 0719 Código de acceso: 609064	JUEVES, 20 DE JUNIO DE 2024 6-8 p.m. Zoom: bit.ly/SBC_EIR_Meeting2 Teléfono: (669) 900-6833 ID de la reunión: 966 2867 9863 Código de acceso: 280963
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环境影响报告草案和线上公开会议的发布通知

作为《加州环境质量法》(California Environmental Quality Act, CEQA) 的牵头机构, Capitol Corridor Joint Powers Authority (CCJPA) 宣布就拟议的 South Bay Connect Project (简称“项目”) 发布环境影响报告草案 (Environmental Impact Report, EIR) 并举行线上公开会议, 该项目将把 Capitol Corridor 客运轨道服务迁至 Oakland 和 Newark 之间现有的 Union Pacific Railroad Coast Subdivision, 以提高运营效率和可靠性。拟议项目还包括在现有 Ardenwood Park-and-Ride 的 Coast Subdivision 上建造一个新的客运铁路站, 为 Alameda County 南部的乘客提供服务, 并促进与 San Francisco Peninsula 现有跨湾运输服务的连接。环境影响报告草案介绍了拟议项目, 并评估了与项目和“无项目”替代方案相关的潜在环境影响。

线上公开会议

我们将举行两次线上公开会议, 让您了解拟议项目的更多信息, 并就环境影响报告草案提出正式意见。届时将提供西班牙语和中文普通话口译员, 并有一名法庭记录员记录您的意见。个人将有三分钟时间发表口头评论。

2024 年 6 月 12 日, 星期三 下午 6 点至 8 点 Zoom: bit.ly/SBC_EIR_Meeting 电话: (669) 900-6833 会议 ID: 948 0626 0719 密码: 609064	2024 年 6 月 20 日, 星期四 下午 6 点至 8 点 Zoom: bit.ly/SBC_EIR_Meeting2 电话: (669) 900-6833 会议 ID: 966 2867 9863 密码: 280963
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CCJPA 董事会会议

公众还可在 2024 年 6 月 26 日上午 10 点开始在 BART Headquarters (2150 Webster St, Oakland, CA) 举行的 CCJPA 董事会会议上发表口头意见。公众可通过电话会议参与讨论。请访问 **capitolcorridor.org/ccjpa-board** 了解会议详情。³⁴

PERÍODO DE COMENTARIOS PÚBLICOS: DEL 29 DE MAYO AL 15 DE JULIO DE 2024

Valoramos sus comentarios y esperamos tener noticias suyas. Para ver el borrador del EIR, visite el sitio web del Proyecto en **southbayconnect.com**, el sitio web de Capitol Corridor en **capitolcorridor.org** o CEQAnet en **ceqanet.opr.ca.gov**. Las copias impresas también están disponibles para su revisión en varios lugares especificados en el sitio web del Proyecto. Para su comodidad, le ofrecemos varias formas de hacernos llegar sus comentarios en cualquier momento durante el período de comentarios de 45 días que finaliza a las **5 p.m. PDT del 15 de julio de 2024**. Los comentarios o preguntas por escrito sobre el Proyecto propuesto pueden enviarse a través de:

Sitio web: southbayconnect.com	Teléfono: (510) 244-3667
Email: info@southbayconnect.com	Correo: Capitol Corridor Joint Powers Authority Attn: South Bay Connect DEIR 2150 Webster St, 3 rd Floor Oakland, CA 94612

Todos los comentarios recibidos se documentarán y abordarán en el EIR final, cuya finalización está prevista para finales de 2024. Si usted es un representante autorizado de una Agencia Responsable o una Agencia Fiduciaria, CCJPA necesita conocer los puntos de vista de su agencia en cuanto al contenido de la información ambiental que es relevante para las responsabilidades estatutarias de su agencia en relación con el proyecto propuesto.

公众意见期: 2024 年 5 月 29 日-7 月 15 日

我们重视您的意见, 并期待收到您的反馈。如需查看 EIR 草案, 请访问项目网站 southbayconnect.com, Capitol Corridor 网站 capitolcorridor.org, 或 CEQAnet 网站 ceqanet.opr.ca.gov。此外, 还可在项目网站指定的不同地点查阅纸质文件。为了您的方便, 我们提供多种方式供您在45天的意见征询期内随时提供意见。意见征询期将于太平洋夏令时间2024年7月15日, 下午5点截至。有关拟议项目的书面意见或问题可通过以下方式提交:

网站: southbayconnect.com	电话: (510) 244-3667
电子邮件: info@southbayconnect.com	邮寄地址: Capitol Corridor Joint Powers Authority Attn: South Bay Connect DEIR 2150 Webster St, 3 rd Floor Oakland, CA 94612

所有收到的意见都将记录在案, 并在预计于 2024 年底完成的最终环境影响报告中加以解决。如果您是负责机构或受托机构的授权代表, CCJPA 需要了解贵机构对与拟议项目有关的环境信息内容的看法, 这些信息与贵机构的法定职责相关。

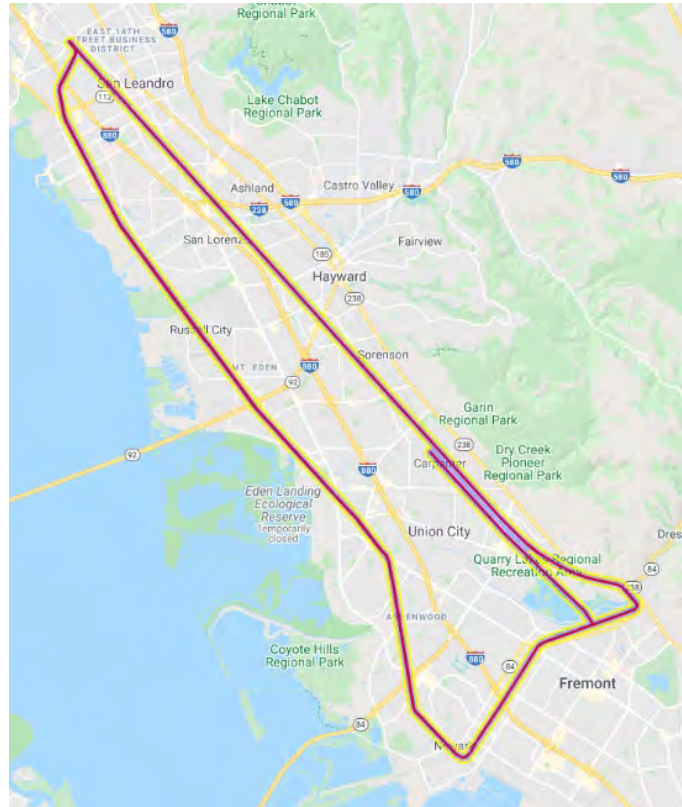
CCJPA South Bay Connect Project
Database Methodology
May 23, 2024

The database for the CCJPA South Bay Connect Project is an inclusive and diverse list containing adjacent property owners, occupants and businesses, as well as key stakeholders such as community, neighborhood, and homeowners associations, emergency responders, local schools, organizations, agencies, and elected officials.

Property Database

The online property-based software program, ParcelQuest, was used to determine the adjacent property owners/occupants and businesses (excluding renters/current occupants).

Search parameters included 500 ft. of the existing Capitol Corridor route (Niles subdivision), the proposed Capitol Corridor service (Coast subdivision) from the Oakland Coliseum (northern boundary) to Newark Junction (southern boundary) as well as a stretch of improvements along the Oakland subdivision in Union City and Fremont which yielded 15,310 parcels.



ATTACHMENT D

Media Advisory



May 29, 2024

MEDIA ADVISORY

Contacts: Vernae Graham
Capitol Corridor Joint Powers Authority
vernaeg@capitolcorridor.org
510-381-2501

Capitol Corridor Joint Powers Authority Releases Draft Environmental Impact Report for South Bay Connect Project

***Working toward a more efficient and reliable passenger rail route
between Oakland and San Jose***

Oakland, CA – On Wednesday, May 29, 2024, the Capitol Corridor Joint Powers Authority (CCJPA) released the draft Environmental Impact Report (EIR) for the proposed South Bay Connect Project (Project) and announced a series of virtual meetings for the public to learn more about the proposed Project and provide formal comments on the draft EIR.

CCJPA will also host two virtual public meetings where the public can learn more about the proposed Project, interact with the Project team members, ask questions, and submit formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take public comments. A 45-day public review and comment period will commence on May 29 and close at 5 p.m. PDT on July 15, 2024.

WHAT: South Bay Connect Virtual Public Meetings

WHEN: Wednesday, June 12, 2024 Thursday, June 20, 2024
6-8 p.m. PDT 6-8 p.m. PDT

WHERE: Visit southbayconnect.com on the dates and times noted above to join the virtual Zoom meetings.

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

All comments on the draft EIR must be submitted by 5 p.m. PDT July 15, 2024. The draft EIR may be reviewed electronically on the Project website or at the in-person locations listed on the Project website.

PROJECT BACKGROUND: The proposed Project would relocate Capitol Corridor intercity passenger rail service from its existing route on the Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark for improved operational efficiency and reliability. The proposed Project also includes construction of a new passenger rail station on the Coast Subdivision at the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and to facilitate connections to existing transbay transit services between the East Bay and the San Francisco Peninsula.

About CCJPA and the Capitol Corridor®

Managed by the Capitol Corridor Joint Powers Authority (CCJPA), the Capitol Corridor is an intercity rail service connecting the most economically vibrant urban centers in Northern California – from Sacramento to Silicon Valley, and including San Francisco, Oakland, and Berkeley. With free Wi-Fi on board, Capitol Corridor trains provide a convenient, reliable, and comfortable alternative to the congested I-80, I-680, and I-880 freeways for more than 700,000 passengers a year. For more information, visit capitolcorridor.org.

#

ATTACHMENT E

Stakeholder E-blasts

From: [South Bay Connect](#)
Subject: South Bay Connect - Notice of Availability of Draft Environmental Impact Report
Date: Wednesday, May 29, 2024 1:41:36 PM
Attachments: [Email Header.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Notice of Availability of Draft Environmental Impact Report

Capitol Corridor Joint Powers Authority (CCJPA), the lead agency for the California Environmental Quality Act (CEQA), is issuing this Notice of Availability of a draft Environmental Impact Report (EIR) and virtual public meetings for the proposed South Bay Connect Project (Project). The proposed Project would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark to improve operational efficiency and reliability. The proposed Project also includes constructing a new passenger rail station on the Coast Subdivision at the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and facilitate connections to existing transbay transit services. The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the "no project" alternative.

PUBLIC COMMENT PERIOD: MAY 29 - JULY 15, 2024

During the 45-day comment period, the public is encouraged to provide input on the draft EIR (southbayconnect.com). All input received will be documented and addressed in the final EIR, which is anticipated to be completed by late 2024.

Virtual Public Meetings

Two virtual public meetings are being offered for you to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting
Telephone: (669) 900-6833
Meeting ID: 948 0626 0719
Passcode: 609064

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting2
Telephone: (669) 900-6833
Meeting ID: 966 2867 9863
Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users

may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA Board Meeting

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

COMMENTS SUBMITTAL

Written comments must be received by 5 p.m. PDT July 15, 2024, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

From: [South Bay Connect](#)
Subject: Mark Your Calendars – Upcoming Virtual Public Meetings
Date: Tuesday, June 11, 2024 10:46:02 AM
Attachments: [Email Header.png](#)
[South Bay Connect_DED_Posters.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Thank you for participating and providing input on the proposed South Bay Connect Project (Project). As a reminder, the proposed Project's draft Environmental Impact Report (EIR) is available for public review and comment through July 15. We also encourage you to mark your calendar and join us for the upcoming virtual public meetings to provide valuable input to our Project team.

Please Help Us Promote

Please share the attached informational posters by emailing it to your friends, neighbors, colleagues, and constituents, or posting it on your social media pages, websites, or at your public offices.

Mark Your Calendars

Join us at upcoming virtual public meetings to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting

Telephone: (669) 900-6833

Meeting ID: 948 0626 0719

Passcode: 609064

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting2

Telephone: (669) 900-6833

Meeting ID: 966 2867 9863

Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA Board Meeting

The public may also provide verbal comments at the CCJPA Board Meeting on June

26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

COMMENTS SUBMITTAL

Written comments must be received by 5 p.m. PDT July 15, 2024, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

From: [South Bay Connect](#)
Subject: In Case You Missed It - Second Virtual Public Meeting on Thursday!
Date: Monday, June 17, 2024 3:59:37 PM
Attachments: [Email Header.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Thank you to those who attended our first virtual public meeting last week for the proposed South Bay Connect Project's (Project) draft Environmental Impact Report (EIR). In case you missed it, please join us Thursday evening for our second virtual public meeting.

As we continue to circulate the draft EIR, we encourage all interested parties to review the draft EIR either on the [Project website](#) or [CEOAnet](#), and to provide input throughout our 45-day public comment period ending on July 15. All input received will be documented and addressed in the final EIR, which is anticipated to be completed in late 2024.

We also encourage you to review the Project [fact sheet](#) and [frequently asked questions](#) to help answer common questions.

Virtual Public Meeting #2

Join our virtual public meeting on Thursday to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting2

Telephone: (669) 900-6833

Meeting ID: 966 2867 9863

Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA Board Meeting

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

COMMENTS SUBMITTAL

Written comments must be received by 5 p.m. PDT July 15, 2024, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

From: [South Bay Connect](#)
Subject: Missed the Virtual Public Meetings? Join us at the CCJPA Board Meeting on June 26!
Date: Tuesday, June 25, 2024 10:32:16 AM
Attachments: [Email Header.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



We'd like to thank everyone for attending our recent virtual public meetings. If you happen to miss the meetings, you can check out the recordings on the [engagement page](#) of the South Bay Connect Project's website. Note that the second virtual public meeting recording will be posted by the end of the week.

CCJPA Board Meeting

There's still an opportunity for you to provide verbal comments at the CCJPA Board Meeting this Wednesday, June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation is also available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

As you know, the draft Environmental Impact Report (EIR) was released on May 29, 2024, and we are midway through the 45-day public review and comment period. Community involvement is vital, and we encourage you to participate in the review of the draft EIR. To ensure participation from all interested parties, we would like to remind everyone that there are still multiple ways to submit comments.

Written comments must be received by 5 p.m. PDT July 15, 2024, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

All input received will be documented and addressed in the final EIR, anticipated to be completed by late 2024.

From: [South Bay Connect](#)
Subject: South Bay Connect Project Draft EIR – One Week Left to Submit Comments!
Date: Monday, July 8, 2024 1:48:54 PM
Attachments: [Email Header.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Thank you for all the comments received so far on the proposed South Bay Connect Project's draft Environmental Impact Report (EIR). If you haven't commented, there's still one week left!

The draft EIR was released on May 29, 2024, and we are now nearing the end of the 45-day public review and comment period. Community involvement is vital, and we encourage you to participate in the review of the draft EIR. To ensure participation from all interested parties, we would like to remind everyone that there are still multiple ways to submit comments.

Comments must be received by 5 p.m. PDT July 15, 2024, via the following options:

Website: southbayconnect.com

Email: info@southbayconnect.com

Phone: (510) 244-3667

Mail: Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

All comments received will be documented and addressed in the final EIR, anticipated to be completed by late 2024.

From: [South Bay Connect](#)
Subject: Thank You for Your Input During the Public Review and Comment Period!
Date: Wednesday, July 17, 2024 3:53:34 PM
Attachments: [Email Header.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



We would like to extend a big THANK YOU for your participation in the proposed South Bay Connect Project (Project). We appreciate all the comments received during the formal 45-day public review and comment period for the draft Environmental Impact Report (EIR) from May 29 to July 15, 2024.

What's Next?

Based on all the valuable comments and input submitted, Capitol Corridor Joint Powers Authority (CCJPA) is now preparing the final EIR that will include responses to comments received during the public review and comment period. A copy of the response to comments to be included in the final EIR will be made available to all commenting parties 10 days prior to the certification of the final EIR. Currently, CCJPA plans to complete the final EIR by late 2024. If you have any additional questions or concerns, you can connect with us via [website](#), phone at (510) 244-3667, or email info@southbayconnect.com.

Stay Involved!

Although the public comment period has officially ended, you can still find us on [Facebook](#), [X](#) (formerly Twitter), and [Instagram](#) where we will continue to share the Project's news and milestones. Also, view the updated [Frequently Asked Questions \(July 2024\)](#).

Thank you again for your interest in this Project.

ATTACHMENT F

Posters

CAPITOL CORRIDOR SOUTH BAY CONNECT

Working toward a shorter, more direct route
between Oakland and San Jose.

PUBLIC COMMENT PERIOD: MAY 29-JULY 15, 2024

Capitol Corridor Joint Powers Authority is looking forward to your valuable input on the proposed South Bay Connect Project's (Project) draft Environmental Impact Report (EIR). The proposed Project would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark, which is a more efficient and reliable passenger rail route. The proposed Project also includes constructing a new passenger rail station at the existing Ardenwood Park-and-Ride on the Coast Subdivision to serve southern Alameda County passengers and create new transbay transit connections to the San Francisco Peninsula. The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the "no project" alternative.

WE WANT TO HEAR FROM YOU!

Two virtual public meetings are being offered for you to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments.

WEDNESDAY, JUNE 12, 2024 6-8 p.m.

Zoom: bit.ly/SBC_EIR_Meeting
Telephone: (669) 900-6833
Webinar ID: 948 0626 0719
Passcode: 609064

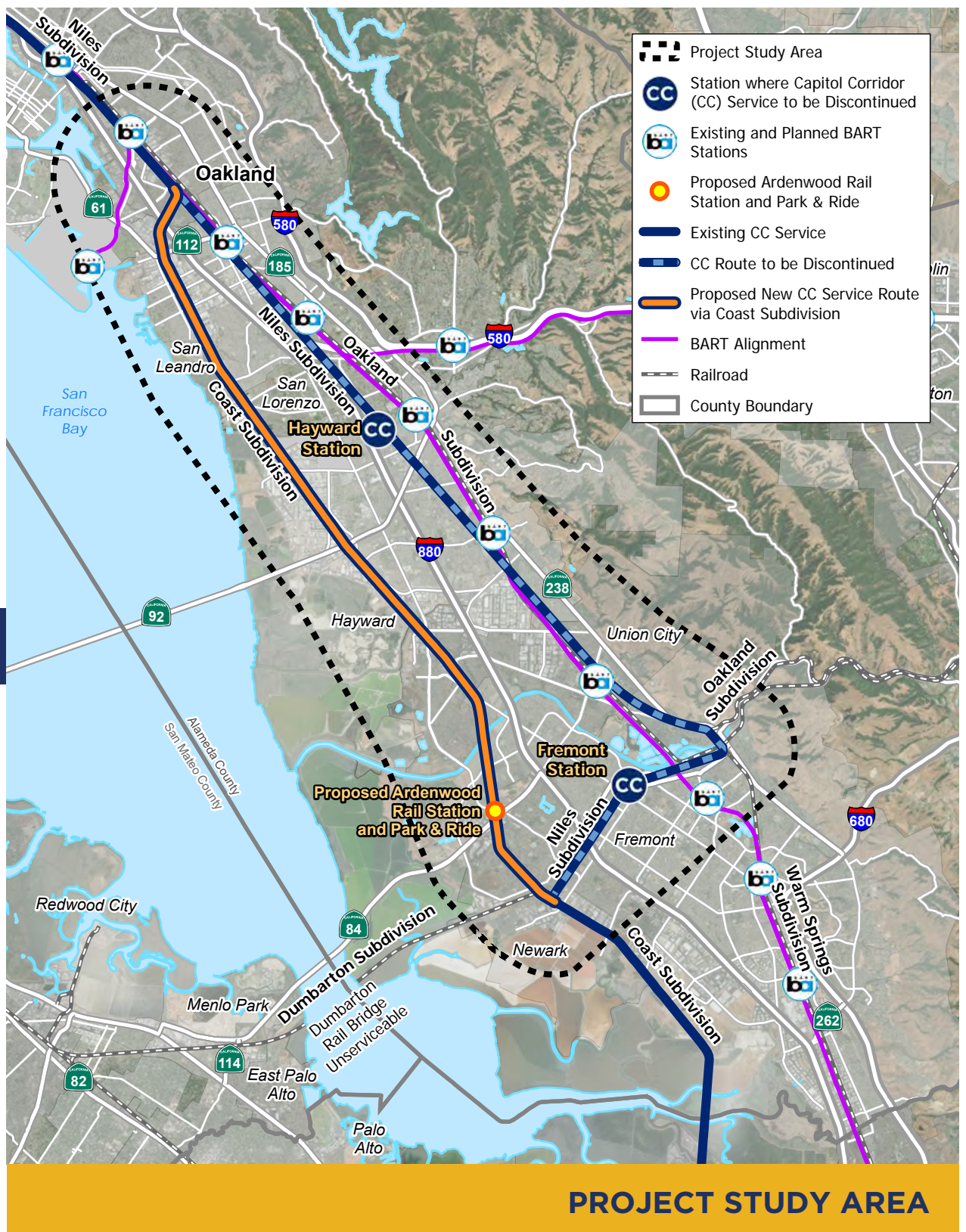
THURSDAY, JUNE 20, 2024 6-8 p.m.

Zoom: bit.ly/SBC_EIR_Meeting2
Telephone: (669) 900-6833
Webinar ID: 966 2867 9863
Passcode: 280963

For accessibility accommodations, please call **(510) 244-3667** or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at **1-800-735-2929** or **711**.

CCJPA BOARD MEETING

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting details.



*Escanee aquí para ver
este póster en español*



扫描此处查看该海报
的简体中文版本

YOUR REVIEW IS IMPORTANT!



Review the draft EIR online at southbayconnect.com and submit comments by **5 p.m. PDT July 15**.

STAY CONNECTED!



southbayconnect.com
(Sign up to receive electronic updates!)



info@southbayconnect.com



(510) 244-3667



SCAN HERE TO VISIT THE PROJECT WEBSITE

CAPITOL CORRIDOR SOUTH BAY 连接线

努力在 Oakland 和 San Jose 之间开辟一条更短、更直接的路线。

公众意见期： 2024 年 5 月 29 日-7 月 15 日

Capitol Corridor Joint Powers Authority 期待您对拟议的 South Bay Connect Project (简称“项目”) 环境影响报告 (Environmental Impact Report, EIR) 草案提出宝贵意见。拟议项目将把 Capitol Corridor 客运铁路服务迁至 Oakland 和 Newark 之间现有的 Union Pacific Railroad Coast Subdivision, 以提高运营效率和可靠性。其中包含项目和“无项目”替代方案。拟议项目还包括在现有 Ardenwood Park-and-Ride 的 Coast Subdivision 上建造一个新的客运铁路站, 为 Alameda County 南部的乘客提供服务, 并促进 East Bay 与 San Francisco Peninsula 之间现有跨湾运输服务的连接。环境影响报告草案介绍了拟议项目, 并评估了与项目和“无项目”替代方案相关的潜在环境影响。

我们希望听到您的声音！

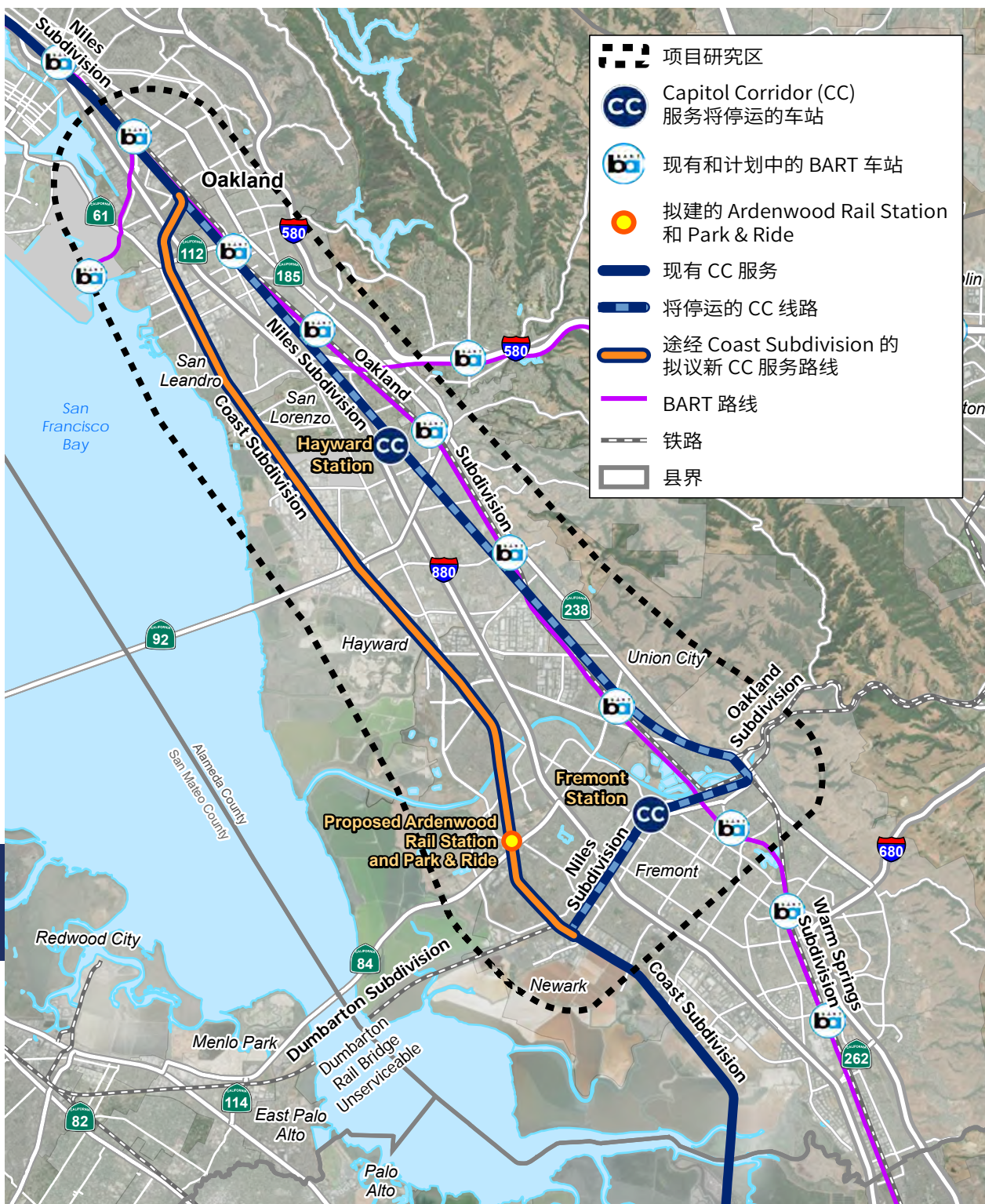
我们将举行两次线上公开会议, 让您了解拟议项目的更多信息, 并就环境影响报告草案提出正式意见。届时将提供西班牙语和中文普通话口译员, 并有一名法庭记录员记录您的意见。个人将有三分钟时间发表口头评论。

2024 年 6 月 12 日, 星期三 | 下午 6 点至 8 点

Zoom: bit.ly/SBC_EIR_Meeting
电话: (669) 900-6833
电话 ID: 948 0626 0719
密码: 609064

2024 年 6 月 20 日, 星期四 | 下午 6 点至 8 点

Zoom: bit.ly/SBC_EIR_Meeting2
电话: (669) 900-6833
电话 ID: 966 2867 9863
密码: 280963



项目研究区

如需无障碍通融, 请致电 (510) 244-3667 或发送电子邮件至 info@southbayconnect.com。耳聋、听力障碍或语言障碍用户可拨打 1-800-735-2929 或 711 联系加利福尼亚州中继服务 (California Relay Service) TTY/TDD 和/或语音热线 (Voice Line)。

CCJPA 董事会会议

公众还可在 2024 年 6 月 26 日上午 10 点开始在 BART Headquarters (2150 Webster St, Oakland, CA) 举行的 CCJPA 董事会会议上发表口头意见。公众可通过电话会议参与讨论。请访问 capitolcorridor.org/ccjpa-board 了解会议详情。

您的评价很重要！



在 southbayconnect.com 上在线查看 EIR 草案, 在太平洋夏令时 7 月 15 日下午 5 点之前提交意见。

保持联系！



southbayconnect.com
(注册后即可收到电子版最新信息！)



info@southbayconnect.com



(510) 244-3667



点击此处访问项目网站 ▶

CAPITOL CORRIDOR SOUTH BAY CONNECT

Trabajando hacia una ruta más corta
y directa entre Oakland y San Jose.

PERÍODO DE COMENTARIOS PÚBLICOS: DEL 29 DE MAYO AL 15 DE JULIO DE 2024

Capitol Corridor Joint Powers Authority espera su valiosa opinión sobre el borrador del Informe de Impacto Ambiental (EIR) del propuesto Proyecto South Bay Connect (Proyecto). El Proyecto propuesto reubicaría el servicio ferroviario de pasajeros de Capitol Corridor a la subdivisión existente de Union Pacific Railroad Coast entre Oakland y Newark, para mejorar la eficiencia operativa y la fiabilidad, tanto con el Proyecto como con la alternativa de "no proyecto". El Proyecto propuesto también incluye la construcción de una nueva estación de tren de pasajeros en la Subdivisión de la Costa en el actual Ardenwood Park-and-Ride para prestar servicio a los pasajeros del sur del Condado de Alameda y facilitar las conexiones a los servicios de tránsito transbahía existentes entre el Este de la Bahía y la Península de San Francisco. El borrador del EIR describe el Proyecto propuesto y evalúa los posibles impactos ambientales asociados tanto con el Proyecto como con la alternativa de "no proyecto".

¡QUEREMOS SABER DE USTED!

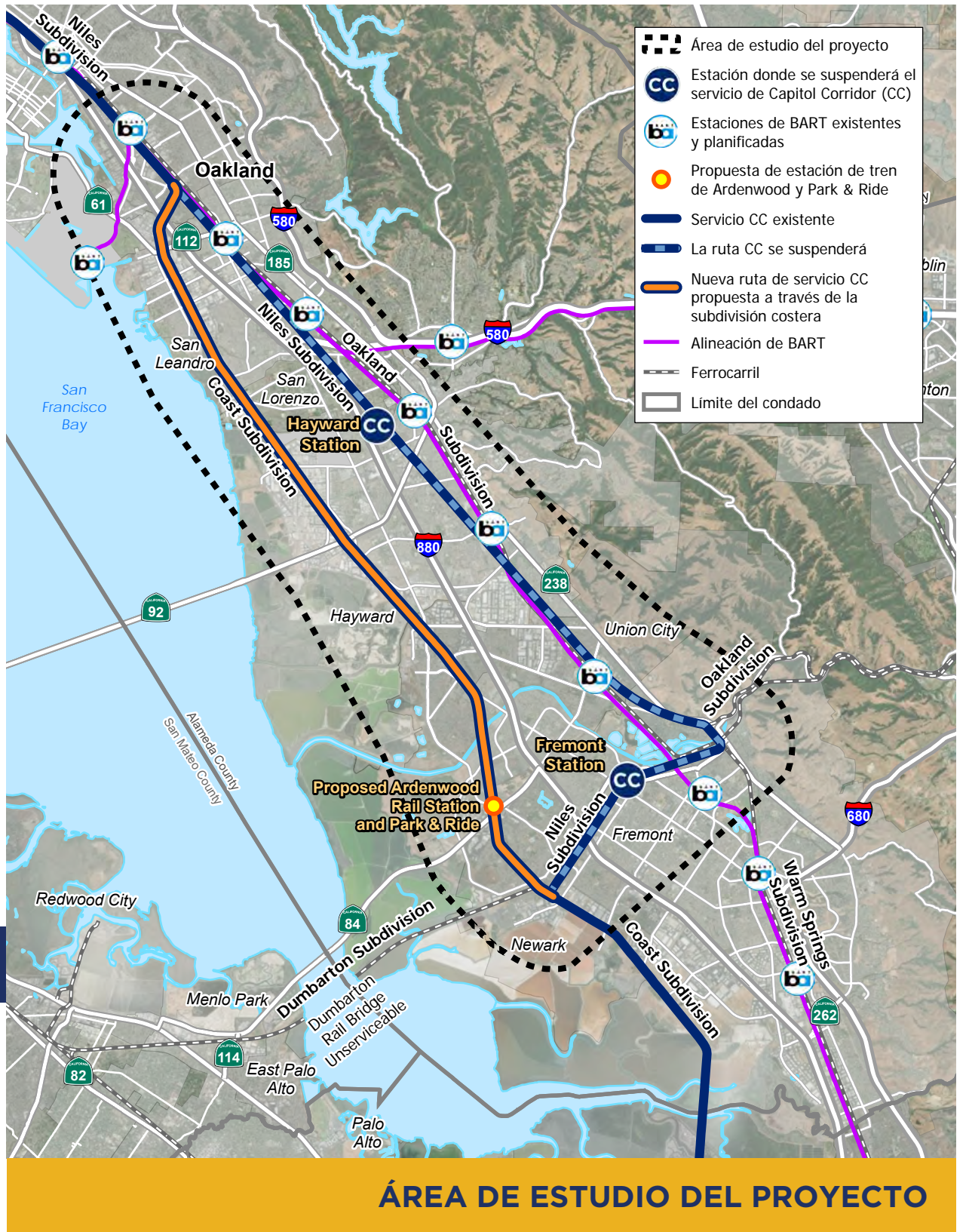
Se están ofreciendo dos reuniones públicas virtuales para que usted obtenga más información sobre el Proyecto propuesto y proporcione comentarios formales sobre el borrador del EIR. Habrá intérpretes de español y chino mandarín disponibles, así como un taquígrafo judicial para tomar sus comentarios. A las personas se les asignarán tres minutos para hacer comentarios verbales.

MIÉRCOLES, 12 DE JUNIO DE 2024 6-8 p.m.

Zoom: bit.ly/SBC_EIR_Meeting
Teléfono: (669) 900-6833
ID de la reunión: 948 0626 0719
Código de acceso: 609064

JUEVES, 20 DE JUNIO DE 2024 6-8 p.m.

Zoom: bit.ly/SBC_EIR_Meeting2
Teléfono: (669) 900-6833
ID de la reunión: 966 2867 9863
Código de acceso: 280963



Para adaptaciones de accesibilidad, llame al **(510) 244-3667** o envíe un correo electrónico a info@southbayconnect.com. Los usuarios sordos, con problemas de audición o del habla pueden comunicarse con el Servicio de Retransmisión de California TTY/TDD y/o la Línea de Voz al **1-800-735-2929** o al **711**.

REUNIÓN DE LA JUNTA DIRECTIVA DE CCJPA

El público también puede proporcionar comentarios verbales en la reunión de la Junta Directiva de CCJPA el 26 de junio de 2024, a partir de las 10 a. m. en la sede de BART (2150 Webster St, Oakland, CA). Se dispondrá de una opción para la participación del público a través de teleconferencia. Visite capitolcorridor.org/ccjpa-board para conocer los detalles de la reunión.

¡SU OPINIÓN ES IMPORTANTE!



Revise el borrador del EIR en línea en southbayconnect.com y envíe sus comentarios antes de las **5 p.m. PDT del 15 de julio**.

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A-52



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ESCANEE AQUÍ PARA VISITAR
EL SITIO WEB DEL PROYECTO



ATTACHMENT G

Social Media

South Bay Connect –DED Social Media Schedule
 Scheduled posts between May 29 to July 15, 2024

Date & Topic	Meta Platforms (Facebook & Instagram) <ul style="list-style-type: none"> Recommended organic content (based on industry best practices): 125 max characters FB & IG content max characters: See specs here FB allows hyperlinks; IG does not 	X (formerly Twitter) <ul style="list-style-type: none"> Recommended organic content (based on industry best practices): 280 max characters Hashtags recommended 	Graphics/Links
<p>May 29 Draft EIR NOA</p>	<p>We’ve been working hard to analyze potential environmental impacts and identify mitigation measures for the proposed South Bay Connect Project. The draft Environmental Impact Report is now available for public review and comment.</p> <p>FB: Visit southbayconnect.com before July 15 to review information and submit comments! We look forward to receiving your valuable input.</p> <p>IG: Link in bio.</p> <p><i>Character count: 364</i></p>	<p>The draft Environmental Impact Report for the South Bay Connect Project is now available for public review and comment.</p> <p>Visit southbayconnect.com before July 15 to review information and submit comments! We look forward to receiving your valuable input.</p> <p>Character count: 253</p>	<div> <div>  <p>Draft EIR Available for Public Review & Comment!</p> </div> <div>  <p>EIR 草案可供公众审查和评论！</p> </div> <div>  <p>iBorrador del EIR disponible para revisión pública y comentarios!</p> </div> </div>



South Bay Connect –DED Social Media Schedule

Scheduled posts between May 29 to July 15, 2024

<p>June 3 Virtual Public Meeting – Mark Your Calendar</p>	<p>Two virtual public meetings are being offered on June 12 and June 20 (6-8 p.m.) for you to learn more about the South Bay Connect project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available.</p> <p>For more information, visit southbayconnect.com.</p> <p><i>Character count: 284</i></p>	<p>Two virtual public meetings will be held on June 12 and 20 (6-8 p.m.) for you to learn more about the South Bay Connect project and give formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available. For more information, visit southbayconnect.com.</p> <p><i>Character count: 280</i></p>	
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South Bay Connect –DED Social Media Schedule

Scheduled posts between May 29 to July 15, 2024

<p>June 10 Virtual Public Meeting Reminder #1</p>	<p>Join our virtual public meeting this Wednesday from 6-8 p.m. to learn more about the proposed South Bay Connect project and provide formal comments on the draft Environmental Impact Report. Spanish and Mandarin Chinese interpreters will be available. For meeting details, visit southbayconnect.com.</p> <p><i>Character count: 290</i></p>	<p>Join us this Wednesday from 6-8 p.m. to learn more about the proposed South Bay Connect project and provide formal comments on the draft Environmental Impact Report. Spanish and Mandarin Chinese interpreters will be available. For meeting details, visit southbayconnect.com.</p> <p><i>Character count: 274</i></p>	 <p>The graphic features a laptop screen showing a virtual meeting with four participants. To the right of the screen is the South Bay Connect logo with the tagline 'Unlocking Possibilities'. Below the laptop is a blue mug. The background is a light blue wall. The bottom half of the graphic has a yellow background with text in English, Spanish, and Chinese. At the bottom right is the Capitol Corridor logo.</p> <p>REMINDER: Virtual public meeting on Wednesday!</p> <p>RECORDATORIO: ¡Reunión pública virtual el miércoles!</p> <p>提醒： 周三的线上公开会议！</p> <p></p>
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South Bay Connect –DED Social Media Schedule

Scheduled posts between May 29 to July 15, 2024

<p>June 17 Virtual Public Meeting Reminder #2</p>	<p>Missed our virtual public meeting last week? Join us this Thursday from 6-8 p.m. to learn more about the proposed South Bay Connect project and provide formal public comments on the draft Environmental Impact Report. Spanish and Mandarin Chinese interpreters will be available. For meeting details, visit southbayconnect.com.</p> <p><i>Character count: 310</i></p>	<p>Join us this Thursday from 6-8 p.m. to learn more about the proposed South Bay Connect project and provide formal public comments on the draft Environmental Impact Report. Spanish and Mandarin Chinese interpreters will be available. For meeting details, visit southbayconnect.com.</p> <p><i>Character count: 280</i></p>	 <div><p>Join us on Thursday! ¡Únase a nosotros el jueves! 在周四加入我们！</p></div>
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South Bay Connect –DED Social Media Schedule

Scheduled posts between May 29 to July 15, 2024

<p>June 24 CCJPA Board Meeting</p>	<p>Missed our recent virtual public meetings? There’s still time for input! Join us on Wednesday at the CCJPA Board Meeting, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland). Public participation is also available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.</p> <p><i>Character count: 317</i></p>	<p>Missed our recent virtual public meetings? There’s still time for input! Join us on Wednesday at the CCJPA Board Meeting, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland). Visit capitolcorridor.org/ccjpa-board for meeting and teleconference information.</p> <p><i>Character count: 277</i></p>	
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South Bay Connect –DED Social Media Schedule

Scheduled posts between May 29 to July 15, 2024


<p>July 1 Comments Submittal Reminder</p>	<p>If you missed our recent virtual public meetings, here are some convenient ways you can still provide input on the South Bay Connect Project’s draft Environmental Impact Report:</p> <ul style="list-style-type: none">1) Comment Form: southbayconnect.com2) Email: info@southbayconnect.com3) Voicemail: (510) 244-36674) Mail: Capitol Corridor Joint Powers Authority (Attn: South Bay Connect DEIR) at 2150 Webster St, 3rd Floor, Oakland, CA 94612 <p><i>Character count: 414</i></p>	<p>If you missed our recent virtual public meetings, you can still provide input on the South Bay Connect Project’s draft Environmental Impact. Visit southbayconnect.com to use the comment form or learn more on the other ways you can provide us your input.</p> <p><i>Character count: 253</i></p>	
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South Bay Connect –DED Social Media Schedule

Scheduled posts between May 29 to July 15, 2024

<p>July 8 Public Comment Reminder</p>	<p>One week left to submit comments on the draft Environmental Impact Report for the South Bay Connect Project. Visit southbayconnect.com to learn more about the project, view the presentation and recordings from the recent public meetings, and provide feedback.</p> <p><i>Character count: 259</i></p>	<p>One week left to submit comments on the draft Environmental Impact Report for the South Bay Connect Project. Visit southbayconnect.com to learn more about the project, view the presentation and recordings from the recent public meetings, and provide feedback.</p> <p><i>Character count: 259</i></p>	 <p>The graphic is a blue rectangular post. At the top, it says '1 week left to submit input!' in white. Below that, in Spanish: '¡Queda 1 semana para enviar sus comentarios!'. Then in Chinese: '还剩 1 周时间提交意见！'. On the right is an illustration of an hourglass with yellow sand. On the left, there are two logos: 'SOUTH BAY CONNECT' with a stylized 'S' and 'C' and the tagline 'Unlocking Possibilities', and 'CAPITOL CORRIDOR' with a train icon.</p>
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South Bay Connect –DED Social Media Schedule
Scheduled posts between May 29 to July 15, 2024

<p>July 15 Thank You!</p>	<p>THANK YOU to our community for your ongoing engagement and interest in the South Bay Connect Project! Your valuable input is very much appreciated! Thank you again for participating and influencing the future of your community. Stay connected at southbayconnect.com.</p> <p><i>Character count: 266</i></p>	<p>THANK YOU to our community for your ongoing engagement and interest in the South Bay Connect Project! Your valuable input is very much appreciated! Thank you again for participating and influencing the future of your community. Stay connected at southbayconnect.com.</p> <p><i>Character count: 266</i></p>	
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Capitol Corridor

May 29 · 🌐

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We've been working hard to analyze potential environmental impacts and identify mitigation measures for the proposed South Bay Connect Project. The draft Environmental Impact Report is now available for public review and comment.

Visit southbayconnect.com before July 15 to review information and submit comments! We look forward to receiving your valuable input.

Hemos trabajado duro para analizar los posibles impactos ambientales e identificar las medidas de mitigación para... See more

See Translation

Draft EIR available for public review & comment!



**SOUTH BAY
CONNECT**

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CORRIDOR**



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disponible para revisión
pública y comentarios!**



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Unlocking Possibilities

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**EIR 草案可供
公众审查和评论！**



**SOUTH BAY
CONNECT**

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**CAPITOL
CORRIDOR**





Two virtual public meetings are being offered on June 12 and June 20 (6-8 p.m.) for you to learn more about the South Bay Connect project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available.

For more information, visit southbayconnect.com.

Se están ofreciendo dos reuniones públicas virtuales los días 12 y 20 de junio (6-8 p. m.) para que usted obtenga más información sobre el proyecto South Bay Connect y proporcione come... See more

See Translation

Mark your calendar

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Join our virtual public meeting this Wednesday from 6-8 p.m. to learn more about the proposed South Bay Connect project and provide formal comments on the draft Environmental Impact Report. Spanish and Mandarin Chinese interpreters will be available. For meeting details, visit southbayconnect.com.

Únase a nuestra reunión pública virtual este miércoles de 6 p. m. a 8 p. m. para obtener más información sobre el proyecto South Bay Connect propuesto y proporcionar comentarios fo... See more

See Translation



REMINDER:

Virtual public meeting on Wednesday!

RECORDATORIO:

¡Reunión pública virtual el miércoles!

提醒：

周三的线上公开会议！

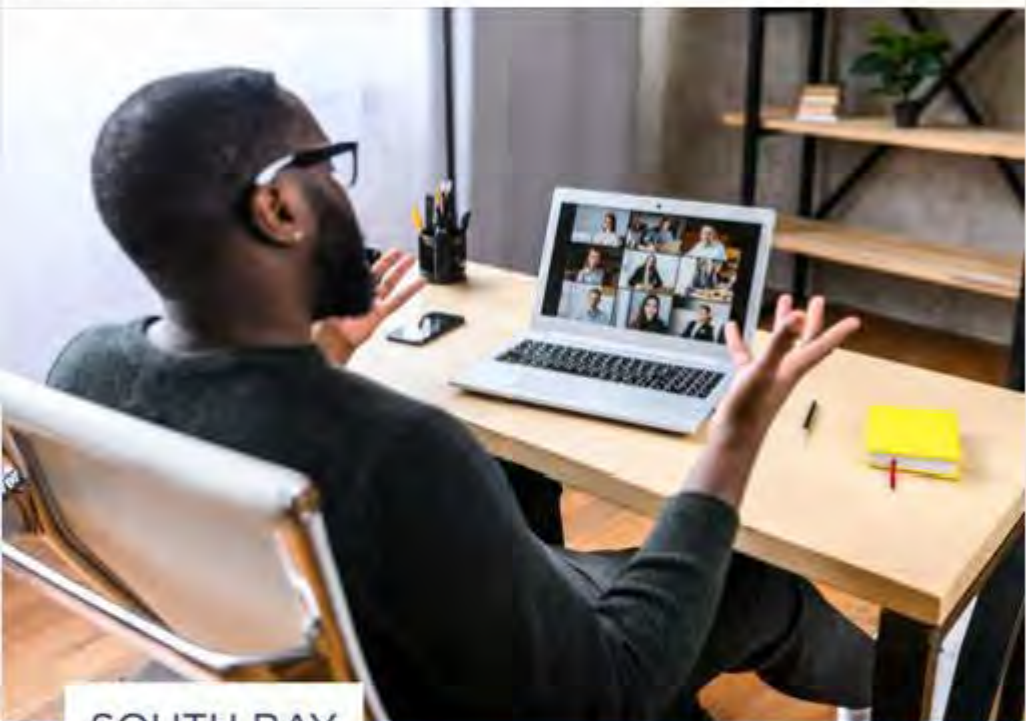




Missed our virtual public meeting last week? Join us this Thursday from 6-8 p.m. to learn more about the proposed South Bay Connect project and provide formal public comments on the draft Environmental Impact Report. Spanish and Mandarin Chinese interpreters will be available. For meeting details, visit southbayconnect.com.

¿Se perdió nuestra reunión pública virtual de la semana pasada? Únase a nosotros este jueves de 6 p. m. a 8 p. m. para obtener más información sobre el p... See more

See Translation



**SOUTH BAY
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Unlocking Possibilities

Join us on Thursday!

**¡Únase a nosotros
el jueves!**

在周四加入我们！



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Missed our recent virtual public meetings? There's still time for input! Join us on Wednesday at the CCJPA Board Meeting, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland). Public participation is also available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

¿Se ha perdido nuestras últimas reuniones públicas virtuales? ¡Aún hay tiempo para realizar comentarios! Únase a nosotros el miércoles en la reunión de la Junta ... See more



SOUTH BAY
CONNECT



Unlocking Possibilities

In case you missed it!
¡Por si se lo ha perdido!
以防一您错过了！



**CAPITOL
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Capitol Corridor

July 1 · 🌐

...

If you missed our recent virtual public meetings, here are some convenient ways you can still provide input on the South Bay Connect Project's draft Environmental Impact Report:

1) Comment Form: southbayconnect.com

2) Email: info@southbayconnect.com

3) Voicemail: (510) 244-3667

4) Mail: Capitol Corridor Joint Powers Authority (Attn: South Bay Connect DEIR) at 2150 Webster St, 3rd Floor, Oakland, CA 94612... See more

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Unlocking Possibilities



There's still time!

¡Aún está a tiempo!

还有时间！



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One week left to submit comments on the draft Environmental Impact Report for the South Bay Connect Project. Visit southbayconnect.com to learn more about the project, view the presentation and recordings from the recent public meetings, and provide feedback.

Queda una semana para enviar comentarios sobre el borrador del Informe de Impacto Ambiental del Proyecto South Bay Connect. Visite southbayconnect.com para obtener más información sobre el proyecto, ver la presentación ... See more

See Translation

1 week left to submit input!

¡Queda 1 semana para enviar sus comentarios!

还剩 1 周时间 提交意见！





THANK YOU to our community for your ongoing engagement and interest in the South Bay Connect Project! Your valuable input is very much appreciated! Thank you again for participating and influencing the future of your community. Stay connected at southbayconnect.com.

¡GRACIAS a nuestra comunidad por su constante compromiso e interés en el Proyecto South Bay Connect! ¡Agradecemos mucho sus valiosos comentarios! Gracias de nuevo por participar e influir en el futuro de su comun... See more

Thank you!

¡Gracias!

谢谢！



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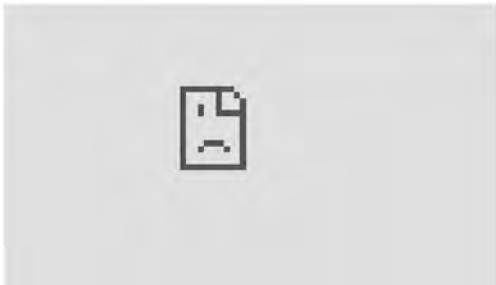
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SOUTH BAY CONNECT PROJECT’S DEIR NOW AVAILABLE FOR PUBLIC COMMENT

MAY 29, 2024
Share:   

CCJPA has released the [draft Environmental Impact Report \(EIR\)](#) for the proposed [South Bay Connect Project](#) (Project) for a 45-day public review and comment period (May 29 to July 15, 2024). The proposed Project would relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark for improved operational efficiency and reliability. The proposed Project also includes constructing a new passenger rail station on the Coast Subdivision at the existing Ardenwood Park-and-Ride to serve southern Alameda County passengers and facilitate connections to existing transbay transit connections between the East Bay and the San Francisco Peninsula. The draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the “no project” alternative.

CCJPA wants to hear from riders and the public on this important rail improvement project for the Northern California Megaregion. Two virtual public meetings are being offered for you to learn more about the proposed Project and provide formal comments on the draft EIR. Spanish and Mandarin Chinese interpreters will be available, as well as a court reporter to take your comments. Individuals will be allotted three minutes to provide verbal comments. All comments received on the draft EIR will be documented and addressed in the final EIR, which is anticipated to be completed in late 2024.



WEDNESDAY, JUNE 12, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting
Telephone: (669) 900-6833
Meeting ID: 948 0626 0719
Passcode: 609064

THURSDAY, JUNE 20, 2024 | 6-8 P.M.

Zoom: bit.ly/SBC_EIR_Meeting2
Telephone: (669) 900-6833
Meeting ID: 966 2867 9863
Passcode: 280963

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com. Deaf, hard of hearing, or speech impaired users may contact the California Relay Service TTY/TDD and/or Voice Line at 1-800-735-2929 or 711.

CCJPA BOARD MEETING

The public may also provide verbal comments at the CCJPA Board Meeting on June 26, 2024, beginning at 10 a.m. at the BART Headquarters (2150 Webster St, Oakland, CA). An option for public participation will be available via teleconference. Visit capitolcorridor.org/ccjpa-board for meeting information.

Website: southbayconnect.com
Email: info@southbayconnect.com
Phone: (510) 244-3667
Mail:
Capitol Corridor Joint Powers Authority
Attn: South Bay Connect DEIR
2150 Webster St, 3rd Floor
Oakland, CA 94612

ATTACHMENT H

Stakeholder Meetings

South Bay Connect: Community Working Group (CWG)



Thursday, May 16, 2024 | 4:30-6 p.m.



Zoom Meeting

CWG Attendees

NAME	ORGANIZATION
Cindy Torres	Cherryland Community Association
Flavio Poehlmann	Fremont Mobility Task Force
Kathy Kimberlin	Centerville Business Community Association
Michael Freed	Cherryland Community Association
Michelle Powell	City of Fremont Community Working Group
Yonggang Zhang	Fremont Planning Commission Chair

Project Team

NAME	AGENCY
Jim Allison	Capitol Corridor Joint Powers Authority (CCJPA)
Shirley Qian	Capitol Corridor Joint Powers Authority (CCJPA)
Verna Graham	Capitol Corridor Joint Powers Authority (CCJPA)
Ben Tripousis	HNTB
Michael Brown	HNTB
David Reel	HDR
Dawn Edwards	HDR
Julian Hernandez	HDR
Lisa Marie Alley	HDR
Tiffany Mendoza	HDR

AGENDA

- **Welcome & Introductions**
- **Project Overview**
 - **What's New?**
- **Project Design & Environmental Update**
 - **Draft Environmental Impact Report and Engagement Opportunities**
 - **CEQA Process**
- **Question & Answer Session**
- **Wrap Up/Next Steps**

On Thursday, May 16, 2024, the Capitol Corridor Joint Powers Authority (CCJPA) and their consultant team held a Zoom meeting from 4:30-6 p.m. on the South Bay Connect Project. The main purpose of this virtual meeting was to bring together the Joint Corridor and Fremont Working groups to share project updates regarding the draft Environmental Impact Report (EIR) that was scheduled for release on May 29 for a 45-day public review and comment period and answer community questions. At peak, there were six members of the CWG present.

Agenda Item 1: Welcome & Introductions

Lisa Marie Alley welcomed attendees and kickstarted the meeting by giving instructions for closed captioning, technical support, and how to update names in Zoom (name and organization) and add to the chat. Lisa Marie then went over the meeting agenda before introducing the core Project team:

- Jim Allison, Manager of Planning, CCJPA
- Shirley Qian, Principal Planner, CCJPA
- Ben Tripousis, Project Manager, HNTB
- Dawn Edwards, Environmental Lead, HDR
- Lisa Marie Alley, Facilitator, HDR

CWG members were then able to introduce themselves by stating their name and affiliation.

Agenda Item 2: Project Overview

Shirley Qian provided an overview of the South Bay Connect Project including the Project objectives, what the Project is, the alternatives in the draft EIR, Coast subdivision rail improvements, proposed Ardenwood Station, Project benefits, Project history, and the outreach and engagement highlights since scoping was conducted in 2020.

Agenda Item 3: Project Design & Environmental Update

Dawn Edwards provided an overview of the CEQA process, what's involved in a draft EIR, what the Project team analyzed and found, the terminology used in the draft EIR, and highlighted the various resources analyzed.

Lisa Marie Alley went over the Project timeline and provided information on the upcoming draft EIR release date, public outreach/noticing, the public comment period duration, virtual public meetings, CCJPA Board Meeting, and repository locations.

Agenda Item 4: Question & Answer Session

Lisa Marie Alley opened the Q&A session by reminding attendees to raise their hand. Some notable questions included details on the creation of quiet zones, the location of quiet zones identified at at-grade crossings, the coordination between transit agencies and municipalities with South Bay Connect, and the effects of the proposed realignment on ongoing planning efforts by municipalities and transit agencies. The following questions and answers were captured during the meeting but are not intended to be verbatim of what was said.

- Michael Freed: Concerned with the closure of the Hayward station. I understand it's a smaller thing in the bigger scale. You mentioned the number of trains that will be available for passenger service will not be increased once it moves to the new route. I thought that was part of the reason to move it to the west so it wouldn't interrupt the freight situation and provide more trains or longer trains or whatever to go through the existing freight lines. I think I heard there was some disconnect between having the freight service be a part of the consideration. Because of the long silence, I've also been in touch with the city of Hayward, and they said they're fine with closing the station. I'm really surprised that our community that has been disenfranchised for a long time will not have the service. When all this building gets processed, will there**

be a possibility of engaging other transit to do shuttles from a Hayward station where people in the immediate area can hop on transit and not have to go all the way to Newark? Just wonder if that can be considered. Our community has been involved with the AC Transit realignment project, so those are some of the issues where you can make it more convenient for us, especially those of us who are from the start disenfranchised. Just don't want us to be left out again. If it does make it easier for freight trains easier to go in through, then that will make an impact when the community must wait for trains to go by. Cars will idle.

- *Shirley Qian: Maybe the question is why it took so long for us to come back to you. Partially because we were working with Union Pacific (UP) on this Project. With big companies, sometimes it can be hard to get their attention for these kinds of projects. They have said they do not plan to change operation patterns from this project. Their longer freight trains are on Niles Subdivision. The Coast Subdivision is currently used by a few local companies with shorter trains.*
- *Lisa Marie Alley: We talked about the freight consideration and why it took so long to get back to you. I think the other big topic that you wanted to talk about Michael was the Hayward station. If train service is not increasing and we're losing access to that option, then what are our other options?*
- **Michael Freed: Yes, it's about the accessibility and the inequity. I've seen since COVID that the inequity has really come to life. All these other municipalities were getting access right away. Even though we were all engaged, all the higher authorities decided to wait. That's just how it feels. It almost feels like this process is moving the same way.**
 - *Shirley Qian: When we talked to the city of Hayward, they did have the same concerns and sentiments that you raised regarding the loss of service. They do realize that it is an underserved area. One of the things we looked at in the analysis is that the BART station is very close by to the Capitol Corridor station. Anyone who is traveling a longer distance, BART is a substitute to get you to those places.*

- **Flavio Poehlmann:** First question is about the 25 at-grade crossings. There was also a mention of quiet zones in the crossing. If so at how many crossings?
 - *Shirley Qian:* At at-grade crossings, we are proposing to implement quiet zones, but it is not something that we can implement ourselves. It is done by the local municipality with the railroad, so we can support them in that effort.
 - *Dawn Edwards:* It's where noise levels have exceeded thresholds set by the jurisdiction. I believe it was somewhere between 10-15.
 - *Lisa Marie Alley:* We will try to get this answer by the end of the meeting or via email.
- **Flavio Poehlmann:** So often we talk of stations as transfer station, but there are also a lot of offices and trails nearby. I'm wondering how much consideration was given to locals who want to access the station, the offices, and to the trails? There's also a very popular farm across the street, so whether they want to visit the farm and have to cross the street.
 - *Ben Tripousis:* It's a very exciting opportunity as we've been working with the city of Fremont since the outset. We've been trying to solve those issues. It will include bicycle access to the station and importantly access from each quadrant from the station location and park-and-ride lot, such as where people are just crossing the tracks today because they don't want to go around. This will allow us to accommodate the bicycle and pedestrian access from the four quadrants, the offices, and the park-and-ride. A tandem project that CCJPA is moving forward with is the SR-84 Intermodal Bus Facility. That's about getting the intermodal access on the east-west buses on the Dumbarton Bridge, so we're also talking with AC Transit, Dumbarton Consortium, and employee-sponsored shuttles operating in the area so the community and employees in the area can be served by the new access we are creating.
- **Flavio Poehlmann:** Today I would say the park-and-ride is underutilized because of lack of car and bicycle parking. Will the extra parking be a parking structure? For bicycle parking, how many lockers are you planning to provide there?

- *Ben Tripousis: We haven't identified the number of lockers, but we will have them. We'll start with a surface lot, and it can in the future convert into a parking structure. We're looking at an additional 200 extra parking spaces. It limits their ability to use the services there. We want to maximize their ability to use the park-and-ride.*
- *Jim Allison: Usually we'll put BikeLink lockers, the quad setup, and then will work to increase over time. Plus, we allow bikes on trains.*
- *Shirley Qian: Caltrans recently conducted a mobility study for this park-and-ride and one of the feedback items is the parking concern. They're currently trying to identify funding to implement improvements they identified in the study. They are recognized and there are future possibilities for better parking management at that facility. It's a concerted effort, AC Transit, Caltrans, and all the agencies who are managing this facility.*
- **Flavio Poehlmann: In terms of future potential at the proposed station, I know Coast Starlight is going by. Did they consider stopping at this station? Is the station designed to accommodate future opportunities like this or Dumbarton Rail?**
 - *Ben Tripousis: Part of the goal of the Project includes upgrading the corridor so it can accommodate rail into the future. We've always seen South Bay Connect as part of the backbone of regional and interregional rail growth from now.*
 - *Jim Allison: I think they need a 1,200-foot platform for them to stop. They probably won't stop there unless we prove it out first. This is more of a regional location. They concentrate on bigger markets with some bigger connections. Platform tapers in each end, so it would take another physical project to extend project length.*
- **Kathy Powell: How will this affect the label of Centerville being a Transit Oriented District (TOD)? We have several developments in the area marketed as "transit oriented." Has this been discussed with Fremont? Any clarification on how this leaves the status of the Centerville TOD going forward? Status removed?**

- **Kathy Powell: What is the feeling of the city of Fremont and will they be saying this is no longer a TOD area?**
 - *Shirley Qian: There will still be train service at the Fremont stations so we don't believe it will change the TOD status. They have not indicated anything.*
 - *Ben Tripousis: The city is pleased with the shift because that opens up Centerville. The reduced train traffic actually enhances the development opportunities in and around the Centerville station.*
- **Yonggang Zhang: Can you tell me the scope of this mailer that will go around the Ardenwood station?**
 - *Lisa Marie Alley: It is similar to the mailer we did during scoping. We do have a buffer and radius set up for the mailer. We'll also be placing notices in multilingual publications. Give us 10-15 minutes and we can get back to you or email.*
- **Yonggang Zhang: Since Fremont will be gone, it might be a good idea to increase the radius so more community members are made aware. Second question, so it has to be the local community to implement quiet zones? If the local authority doesn't build a quiet zone, the noise is not mitigated. What happens then?**
 - *Shirley Qian: Quiet zones would be our first level of mitigation. If they are not feasible, there are other mitigation measures that are proposed.*
 - *Dawn Edwards: It could be other types of noise barriers that are in the buffer area, so specific to residences. So proposed at 6 crossings, if not feasible. Quiet zones are first level of mitigation. If they can't be implemented, then we would consider other actions at some other residents.*
 - *The following information was sent in the chat:*

Creation of Noise Quiet Zones

Prior to the start of construction activities, CCJPA, in coordination with the appropriate local jurisdiction(s) and stakeholders, will implement a phased program considering the potential establishment of quiet zones along the corridor at all locations where train noise is predicted to exceed FTA severe

impact thresholds. This phased program will include the development of engineering studies and coordination agreements to design, construct, and enforce potential quiet zones at the following grade crossings on the Coast Subdivision:

- *Jarvis Avenue (City of Newark);*
 - *Alvarado Boulevard (City of Union City);*
 - *Dyer Street (City of Union City);*
 - *Union City Boulevard (City of Union City);*
 - *Grant Avenue (unincorporated community of San Lorenzo); and*
 - *Lewelling Boulevard (unincorporated community of San Lorenzo).*
- **Flavio Poehlmann: I see none of the Quiet Zones are in Fremont. Is that because noise did not exceed threshold or because the city of Fremont was not requesting any?**
 - *Dawn Edwards: They looked at existing levels of noise in this area. It was identified that those areas already exceeded jurisdictional threshold, so they were already considered a moderate impact. It was those that were above if it were above the impact.*
 - *Dawn Edwards (sent verbiage on specific noise in chat): If quiet zones are not feasible, CCJPA will consider the application of building sound insulation at the impacted residences. Building sound insulation improvements may include but not be limited to the following: Application of an extra layer of glazing to the windows; Sealing holes in exterior surfaces that act as sound leaks; and provision of forced ventilation and air-conditioning so that windows do not need to be opened.*
- During final design of the project, CCPA will coordinate with individual residents identified as candidates for sound insulation. The coordination will include testing of existing outdoor to indoor noise reduction and specific measures required to meet the interior noise level criterion.*

- **Yonggang Zhang: One question regarding economic outreach: there are a lot of changes from COVID. A lot of the analysis is from 2016 and 2020. Is there a latest update to justify the purpose of this project?**
 - *Shirley Qian: We did have updated analyses and we did still find a net increase in ridership. Because these rail projects are longer to implement, we still have to look farther into the future. We still think that this will be relevant in the future.*
- **Yonggang Zhang: Not only will it affect areas in Ardenwood, but also in Fremont, because it will shift traffic and train frequencies. Want to move freight trains to Ardenwood to Niles and Centerville, so they will be affected as well so when you do outreach you will notify them as well?**
 - *Shirley Qian: That will not be part of the project anymore. Basically the level of freight will stay the same on the Niles and Coast Subdivisions. The only change will be Capitol Corridor service to the Coast Subdivision.*
 - *Lisa Marie Alley: Mailer will be sent to locations within 500 feet of the existing Capitol Corridor route and the proposed alignment along the Coast Subdivision, similar to what was done for scoping.*
- **Michael Freed: Something to consider too is the possibility of mitigating the noise pollution at source regarding reducing speed in “quiet zones.”**
 - *Jim Allison: No jurisdictions have reached out yet for Quiet Zones.*
- **Michell Powell: As you can imagine, I have the Oakland Subdivision behind my house. UP kind of rules the world so I can understand they would want to keep that option. How does this improve freight improvement?**
 - *Shirley Qian: By adding additional tracks, it would allow trains to move more efficiently, they don't have to wait to let other trains pass. We are proposing to add another track, but it is possible that the amount of improvement could be less than identified in the draft EIR. We have called for double tracking, but the actual work could be less than that.*
- **Michelle Powell: I live next to a 20-year quiet zone agreement between Fremont and UP. Trying to figure out if you guys are going to work with cities to create quiet zones?**

- *Jim Allison: Went over the process on how to create quiet zones.*
- **Michelle Powell: Will the notices be on the Tri-City Voice?**
 - *Lisa Marie Alley: Newspaper notifications/ads will be posted twice in each of these papers: East Bay Times, Vision Hispana, and News for Chinese. Each run of the notice will include English, Spanish, and Mandarin Chinese.*
- **Michael Freed: Just want to speak to Michelle's implication that this is regional. It has to be addressed locally for each individual. I also want to see about the possibility of reduction of speed. Another thing that will have to be thrown in the mix is safety for the crossing and I understand the noise implications on it. Worked at a local school and have seen students with headphones who didn't hear the horns and they will get hit.**
 - *Jim Allison: If there is a quiet zone, there is no requirement to use the horn, but the engineer can use the horn at their discretion at any time, such as if there are people on the tracks. We will need to correct a lot of issues like uneven pavement and sidewalks at the existing crossing, so there should be a net pedestrian and bicycle safety improvement because of all the improvements being implemented.*

Agenda Item 5: Next Steps

Before wrapping up the meeting, Lisa Marie Alley discussed the next steps and reminded the CWG members of the upcoming release of the draft EIR and how to comment and stay engaged. The meeting concluded at 6 p.m.

ACTION ITEMS:

TASK	RESPONSIBILITY
Share PPT once draft EIR is released.	HDR
Send public meeting promotional materials to CWG.	HDR
Send follow-up response to Michael Freed concerning the number of potential quiet zones that were identified.	Team

South Bay Connect: Interagency Meeting



Thursday, June 6, 2024 | 10-11:30 a.m.



Zoom Meeting

Interagency Attendees

NAME	ORGANIZATION
Michael Eshleman	AC Transit
Shareen Ram	AC Transit
Andy Kelly	Bay Area Rapid Transit (BART)
Melissa A. Bleier	Bureau of Land Management
Jennifer Gress	California Air Resources Board
Afifa Awan	California State Lands Commission
Hans Larsen	City of Fremont
Jim Pierson	City of Fremont
Joel Pullen	City of Fremont
Karena Shackelford	City of Fremont
Zoraida Diaz	City of Fremont
Mayor Mark Salinas	City of Hayward
Steven Turner	City of Newark
Edward Manasse	City of Oakland
G. Harold Duffey	City of Oakland
Harith Aleem	City of Oakland
Joanna Winter	City of Oakland
Matthew Nichelini	City of Oakland
Michael Branson	City of Oakland
Michelle Matranga	City of Oakland
Erwin Ching	City of San Leandro
Fran Robustelli	City of San Leandro
Jayson Imai	City of San Leandro
Carmela Campbell	City of Union City

Joan Malloy	City of Union City
Jonathan Segarra	City of Union City
Kat Kaldis	City of Union City
Paul Kanazeh	City of Union City
Michael C. William	Hayward Area Recreation & Park District
Kenneth Folan	Metropolitan Transportation Commission
Rebecca Long	Metropolitan Transportation Commission
Katherine Pan	San Francisco Bay Conservation & Development Commission
Brian Wines	San Francisco Bay Regional Water Quality Control Board (Region 2)
Eileen White	San Francisco Bay Regional Water Quality Control Board (Region 2)
Tahsa Sturgis	San Francisco Bay Regional Water Quality Control Board (Region 2)
Dan Leavitt	San Joaquin Regional Rail Commission
L. K. Sirkin	U.S. Army Corp of Engineers
Shannon R. Morgan	U.S. Army Corp of Engineers
Tori K. White	U.S. Army Corp of Engineers

Project Team

NAME	AGENCY
Jim Allison	Capitol Corridor Joint Powers Authority (CCJPA)
Shirley Qian	Capitol Corridor Joint Powers Authority (CCJPA)
Vernae Graham	Capitol Corridor Joint Powers Authority (CCJPA)
Ben Tripousis	HNTB
Michael Brown	HNTB
David Reel	HDR
Dawn Edwards	HDR
Julian Hernandez	HDR
Lisa Marie Alley	HDR
Tiffany Mendoza	HDR

AGENDA

- **Welcome & Introductions**
- **Project Overview**
- **Project Design & Environmental Update**
 - **CEQA Process**
 - **Draft Environmental Impact Report and Engagement Opportunities**
- **Wrap Up/Next Steps**

On Thursday, June 6, 2024, the Capitol Corridor Joint Powers Authority (CCJPA) and their consultant team held a Zoom meeting from 10-11:30 a.m. on the South Bay Connect Project. The main purpose of this interagency meeting was to bring together the various municipality and agency stakeholders to share project updates regarding the draft Environmental Impact Report (EIR) that was released on May 29 for a 45-day public review and comment period, answer questions, and provide information on next steps for submitting formal comments. At peak, there were 39 stakeholders present.

Agenda Item 1: Welcome & Introductions

Lisa Marie Alley welcomed attendees and kickstarted the meeting by giving instructions for closed captioning, technical support, and how to update names in Zoom (name and organization) and add to the chat. Lisa Marie then went over the meeting agenda before introducing the core Project team:

- Jim Allison, Manager of Planning, CCJPA
- Shirley Qian, Principal Planner, CCJPA
- Ben Tripousis, Project Manager, HNTB
- Dawn Edwards, Environmental Lead, HDR
- Lisa Marie Alley, Facilitator, HDR

Stakeholders were then able to introduce themselves by stating their name and affiliation in the chat.

Agenda Item 2: Project Overview

Shirley Qian provided an overview of the South Bay Connect Project including the Project objectives, what the Project is, the alternatives in the draft EIR, Coast Subdivision rail improvements, proposed Ardenwood Station, Project benefits, Project history, and the outreach and engagement highlights since scoping was conducted in 2020.

Agenda Item 3: Project Design & Environmental Update

Dawn Edwards provided an overview of the CEQA process, what's involved in a draft EIR, what the Project team analyzed and found, the terminology used in the draft EIR, and highlighted the various resources analyzed.

Lisa Marie Alley went over the Project timeline and provided information on the draft EIR public review and comment period, public outreach/noticing, virtual public meetings, CCJPA Board Meeting, and repository locations.

Question & Answer

Lisa Marie Alley opened the meeting to questions and comments, but advised stakeholders that the Project team was limited in their ability to answer questions during the formal public comment period and that any comments provided during this meeting would not be formally included in the final EIR.

Some clarifying questions were made regarding the creation of quiet zones and the types of community engagement that occurred prior to the release of the draft EIR as well as upcoming in-person opportunities for the public. One notable comment made was the suggestion for CCJPA to host in-person public meetings for residents of Hayward to ask questions regarding the project. The following questions and answers were captured during the meeting but are not intended to be verbatim of what was said.

- **Jim Pierson: Has there been any outreach to the community working group about this because it's quite a change. What was being discussed before, which was improvements to move over freight onto the Niles Subdivision and now freight isn't moving. All the improvements are going to be on the Coast route and I know that the community working group in Fremont would be very interested in that.**
 - *Lisa Marie Alley: Jim, we can't go into the details of the analysis, but I will tell you we did host a virtual community working group meeting prior to the draft coming out. It was held about two weeks ago, where we invited all the*

members of the two separate community working groups to give a similar update that we're giving you today. And during that meeting, because it was not in the formal comment period, we had a very lengthy dialogue with several of the members that participated.

- **Jim Pierson:** You talked about one of the mitigation measures being quiet zones which you know that cities would probably have to initiate that. Would the capital budget for the South Bay Connect Project include the cost of implementing those quiet zones so the cities are not burdened with the cost?
 - *Dawn Edwards:* There's a whole subsection in Chapter 3 that's focused on noise, and it walks through potential impacts and provides a discussion of the quiet zones and what the involvement of CCJPA would be in supporting the implementation of those.
- **Jim Pierson:** I know cities would have to be involved in initiating the quiet zones because that's the way the Federal Railroad Administration (FRA) regulations are, but I just want to make sure that the South Bay Connect Project is assuming those would be implemented and would be implementing those quiet zones even though the cities have to be the initiator of them.
 - *Jim Allison:* The commitment that we have is to assure the quiet zone application be successful. CCJPA, since it's mitigation, would have to come in and work to provide that funding for it because it's a mitigation measure for the impact.
- **Mayor Mark Salinas:** Will any of the public engagement or public comments be in person? For example, I'd love for you guys to come out to Hayward and do something maybe here at City Hall where the community can have input.
 - *Lisa Marie Alley:* Right now, our public meetings are virtual; however, my understanding is that the CCJPA Board meetings are hybrid so you could join virtually come in person. In addition to that, the program is not providing any in-person engagement opportunities to solicit comments. It's those two virtual public meetings and then the CCJPA Board meeting, which has that hybrid option.

The June 26 meeting is held in person at the BART office which is also the home of CCJPA. When I mean hybrid, I mean you could also participate in the meeting virtually so you could come in person, provide your comment at

that board meeting in Oakland, or you can join virtually. That is kind of how we define a hybrid meeting, where there are both options.

- **Mayor Mark Salinas:** Respectfully, I would really like to advocate and put a plug in for a potential meeting in Hayward, primarily because Hayward is the site where you're going to be removing service. I think it would be in the interest of CCJPA to listen to folks in Hayward and their responses. I would think that would be a worthwhile activity. So, my first comment is I just really would like for you to really reconsider maybe adding another date and to hearing people from here in Hayward. The second question, am I correct to assume that once the new track is built or is renovated, will the new track be used only for transportation and then the existing track that goes through Hayward will be used for freight and only freight?
 - *Lisa Marie Alley:* We're getting down into a slippery slope here because this meeting is not intended to go into this level of specificity and questions.
- **Mayor Mark Salinas:** My last question is, and this could be a yes or no, has there been a demographic analysis on the racial and ethnic breakdown on who rides the corridor train from Hayward and the other site that's being eliminated?
 - *Lisa Marie Alley:* Again, I don't know that we're in a position to answer that right now during this process, but we are noting all of these things you're asking and we'll make sure that we can talk about it. We do have an Environmental Justice chapter in the draft environmental document and I'm going to ask Dawn to tell us what page or section that is, but that does look at a lot of things related to that.
 - *Dawn Edwards:* Yes, it is Chapter 5. In and of itself, environmental justice goes through the analyses of the communities that were conducted for the analysis.

Agenda Item 4: Wrap Up & Next Steps

Lisa Marie Alley wrapped up the meeting by discussing the next steps and reminded attendees how to comment on the draft EIR and stay engaged. The meeting concluded at 11:30 a.m.

ACTION ITEMS:

TASK	RESPONSIBILITY
Share interagency meeting PPT.	HDR
Send public meeting promotional materials.	HDR
Add Shareen Ram to the South Bay Connect distribution list.	HDR

ATTACHMENT I

Public Meetings

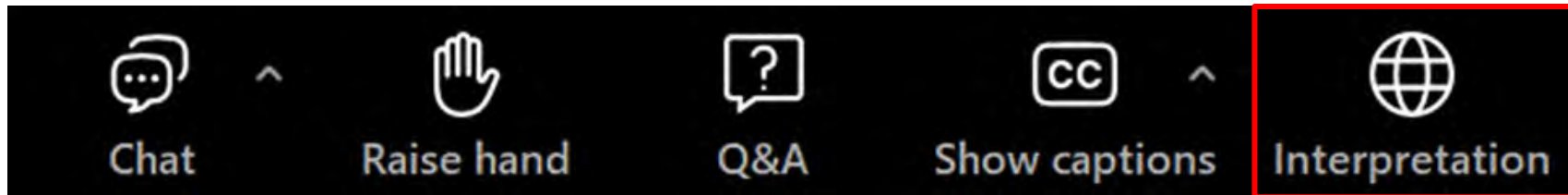


Capitol Corridor South Bay Connect

Virtual Public Meeting
June 12 & June 20, 2024 | 6–8 p.m.

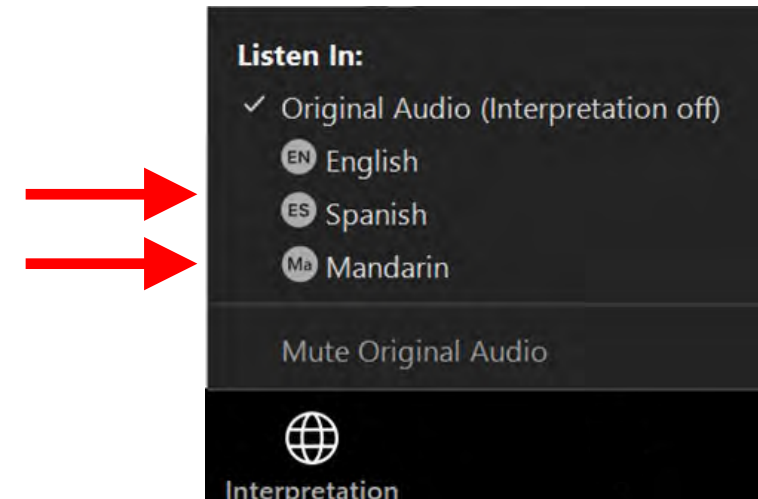
Interpretation

This meeting is being translated into Spanish and Mandarin (Chinese)



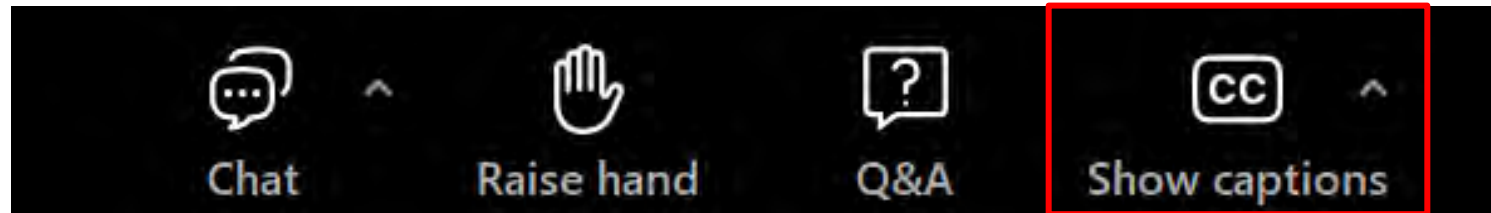
Click the Interpretation button at the bottom of your screen.

Select the language you would like to hear.
Click "Mute Original Audio" to hear interpreted language only.



Closed Captioning

How to turn on closed captioning:

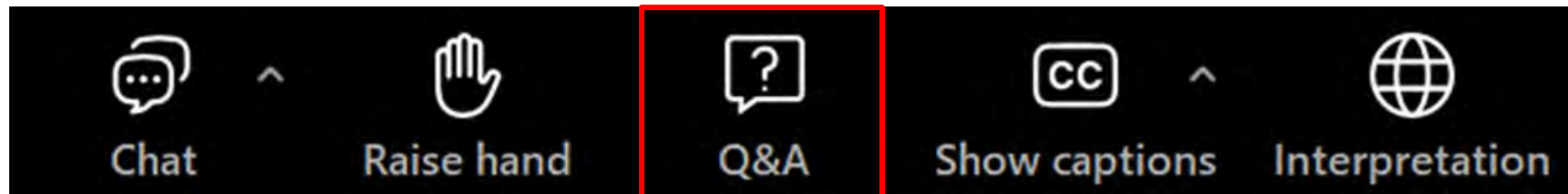


Click the “CC Show captions” button at the bottom of your screen.

Assistance Using Zoom

If you need help with Zoom:

Send a message to the meeting host via the Q&A feature if you need assistance during the meeting.



To call into the meeting:

Meeting call-in: 408-638-0968

Meeting ID: 948 0626 0719

Passcode: 609064

Virtual Public Meeting — Agenda

Welcome & Introductions 10 min

Project Overview 10 min

Environmental Update 15 min

- CEQA Process
- Draft Environmental Impact Report (EIR)
- Engagement Opportunities

Public Comment 80 min

Next Steps 5 min

The background of the slide features a photograph of a silver and blue train, specifically a double-decker passenger car, with the number 8305 visible on its side. The train is positioned on tracks, and the image has a blue color overlay. A dark blue horizontal banner is centered across the middle of the slide, containing the title text. To the right of this banner, there is a solid yellow rectangular block. Below the banner, the lower portion of the slide shows a close-up of the train's undercarriage and tracks, also with a blue overlay.

Welcome & Introductions

Project Team



Jim Allison

Manager of Planning, CCJPA



Shirley Qian

Principal Planner, CCJPA



Ben Tripousis

Project Manager, HNTB



Dawn Edwards

Environmental Lead, HDR



Tiffany Mendoza

Facilitator, HDR



Project Overview

About Us



CCJPA and the Capitol Corridor

Managed by the Capitol Corridor Joint Powers Authority (CCJPA), the Capitol Corridor is an intercity rail service connecting the most economically vibrant urban centers in Northern California – from Sacramento to Silicon Valley. With free Wi-Fi on board, Capitol Corridor trains provide a convenient, reliable, and comfortable alternative to the congested I-80, I-680, and I-880 freeways for more than 900,000 passengers a year (FY2023).

CCJPA is a partnership among the six local transit agencies in the eight-county service area which shares the administration and management of the Capitol Corridor.





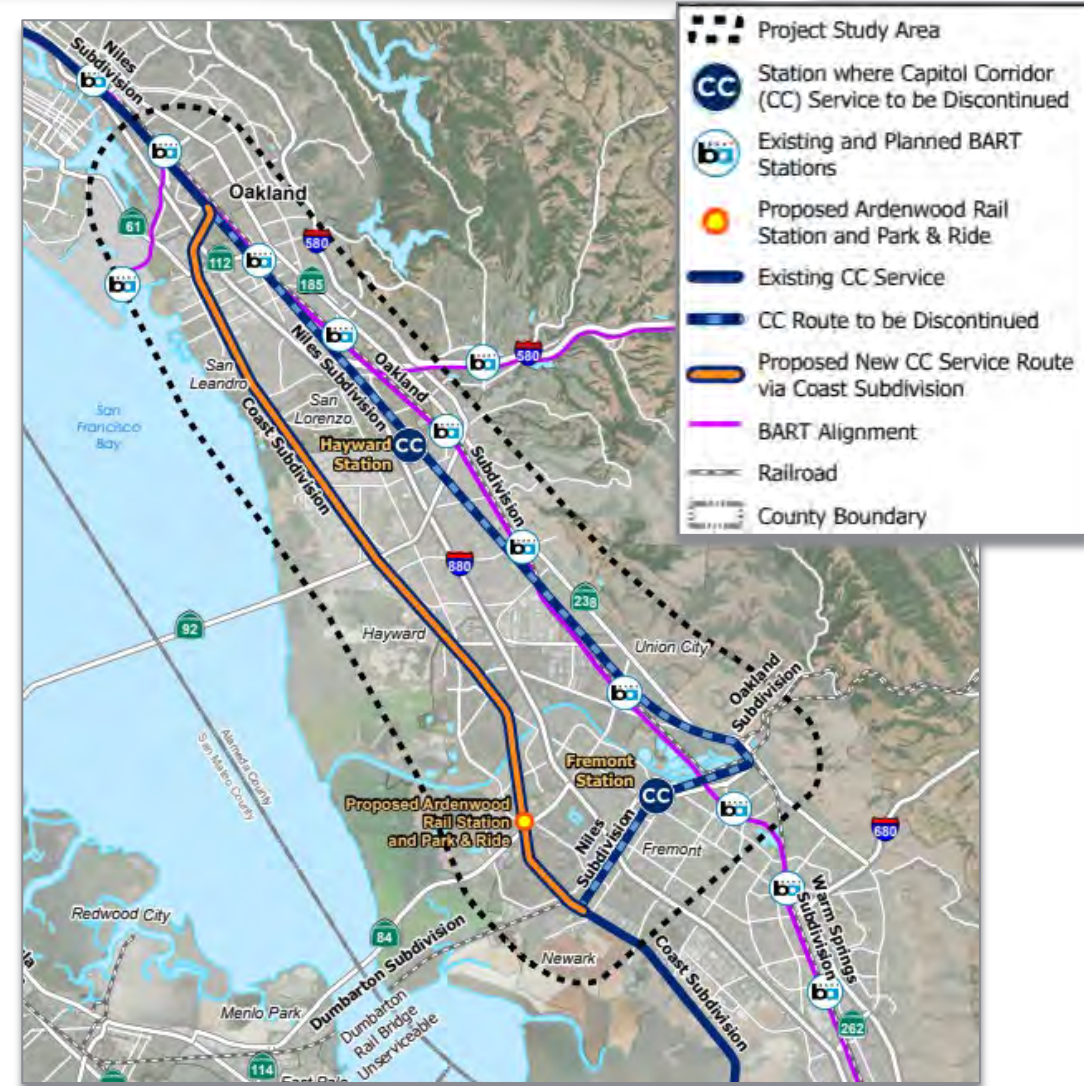
Project Objectives

- Create a **more efficient and reliable passenger rail route** and reduce rail travel time between Oakland and San Jose.
- Facilitate **more competitive travel times** for intercity passenger rail trips throughout Northern California.
- Improve passenger rail operations and services, while maintaining freight operations, and **supporting the economic vitality of Northern California.**

What is South Bay Connect (SBC)?

- Capitol Corridor **route relocation**
(Oakland Coliseum to Newark)
- Two **discontinued** Capitol Corridor **stations**
(Hayward & Fremont-Centerville)
- **New** Ardenwood **intermodal station**
(existing Transbay bus & shuttle connections)
- Service **frequency** remains the same
- **Rail infrastructure improvements** to ensure **operational efficiency** and **reliability** for both passenger and freight rail

A-101



Proposed Route Relocation

SBC proposes to relocate Capitol Corridor operations from the Niles Subdivision to the Coast Subdivision.

SBC would reduce rail congestion in the East Bay and improve efficiency and reliability for the Capitol Corridor systemwide.

SBC does NOT propose changes to freight rail services.



Alternatives in Draft EIR

Draft EIR Includes:

- Alternative E (proposed Project)
- Discussion of eliminated Alternatives A-D that were deemed infeasible for implementation.
- Proposed Ardenwood Park-and-Ride intermodal station and discussion of elimination of two other **potential station locations** on the Coast Subdivision.
 - Hayward at State Route 92
 - Newark Junction



*See Chapter 2,
Project Alternatives,
of the Draft EIR for
additional details.*

Previously Considered Alternatives

- **Previously considered alternatives** A-D were deemed infeasible.
 - Also proposed moving Capitol Corridor passenger service to the Coast Subdivision.
 - Infrastructure improvements on Coast Subdivision were less extensive than those included in the proposed Project.
 - Included infrastructure improvements on the Niles and Oakland subdivisions that are not included with the proposed Project.
 - Assumptions about freight rail operation changes were no longer true.
- **Potential station locations** were evaluated based on feasibility considerations. The proposed Ardenwood Station location was the only potential station location to receive favorable ratings in most categories.



*See Chapter 2,
Project Alternatives,
of the Draft EIR for
additional details.*

Coast Subdivision Rail Improvements

- **Shift and replace** 17-miles of existing track
- Construct **additional track** within existing rail right-of-way
- **Improve 25 existing at-grade crossings**, including improved striping and signage, as well as replacement of existing equipment (gates, arms, signal cabinets)
- **Replace/modify existing railroad bridges** over water/culvert crossings
- Construct **new railroad bridges** over water/culvert crossings

Proposed Ardenwood Station

Proposed new Capitol Corridor station at existing Ardenwood Park-and-Ride facility (at SR-84 and Ardenwood Blvd. in Fremont)

Station would include:

- Rail and bus connections
- Additional parking
- ADA ramps and other accessibility improvements
- Pedestrian and bicycle pathways

Station configured to include center boarding platform located between tracks with pedestrian overcrossings.

A-106



Ardenwood Station Conceptual Design looking north from SR-84. Existing Park & Ride is to right of proposed new station

SBC Benefits to Riders, Community, and Region: Passenger Rail

- **Improve passenger rail operations (efficiency and reliability)** between Oakland and Newark.
- Create new rail/bus transfer connections at Ardenwood, improving **transit access to/from East Bay and SF Peninsula**.
- As a result, proposed Project would **attract more transit riders**, facilitating shift in transportation modes that would result in fewer cars on congested freeways.
- Over time, this will lead to **better mobility** for all modes of transportation and a **reduction in greenhouse gas emissions** from the transportation sector.



SBC Benefits to Riders, Community, and Region: Freight Rail

- **Support economic vitality** by preserving freight rail operational capacity in the Northern California market.
- **Reduce conflicts** between freight rail operations and passenger rail service.



Project History

PROGRAM VISIONING

PROJECT DEVELOPMENT

2014

2016

2018

2019

2020-2024

Capitol Corridor Vision Planning

Many projects
identified including
route relocation
(SBC)

*Public/Stakeholder
Engagement*

CCJPA Board Approval

Capitol Corridor Vision Implementation Plan

SBC project
development
included

*Public/Stakeholder
Engagement*

CCJPA Board Approval

Caltrans California State Rail Plan Update

SBC Key Project

*Statewide Public/
Stakeholder
Engagement*

CCJPA Board Plan Approval

Capitol Corridor
receives TIRCP funding
to initiate SBC project
development

Capitol Corridor Begins SBC Planning Phase

New station evaluation

*Targeted Stakeholder/
Jurisdiction
coordination*

CCJPA Decision to Initiate Environmental Analysis

Capitol Corridor Conducts Environmental Review

with SBC project
scoping

*Public/Stakeholder
engagement*

SBC CEQA Compliance - Environmental Impact Report Development

Outreach & Engagement Highlights Since 2020

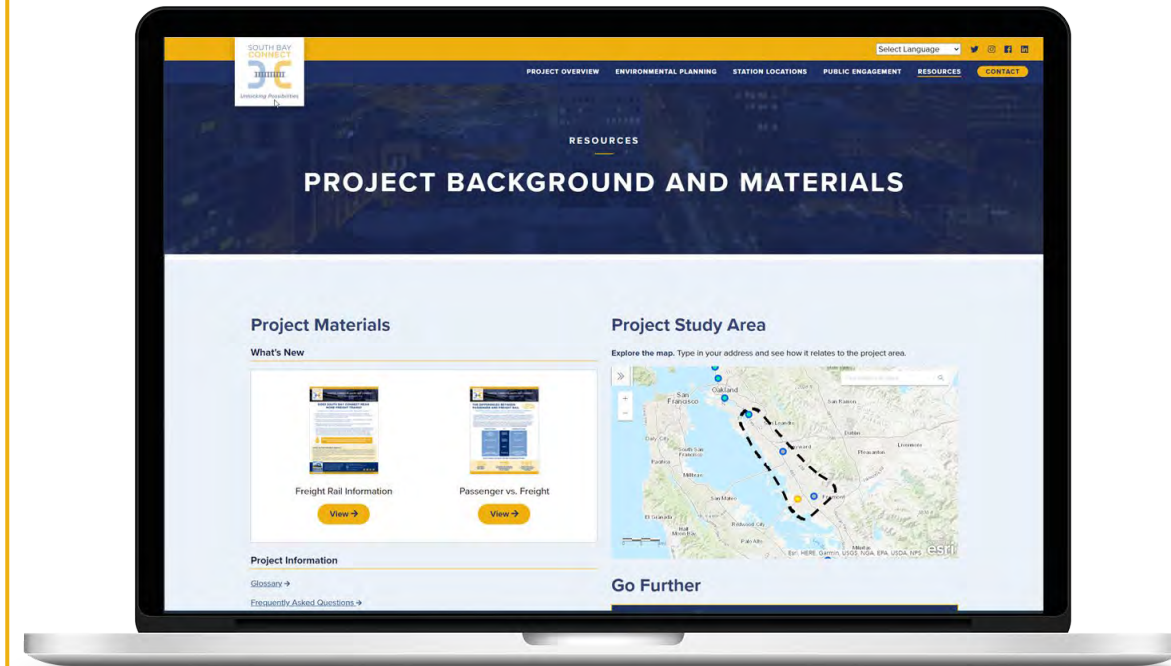
Over 50 Meetings/Briefings to date:

- 4 Large Public Forums
- 11 City Council/Elected Official Briefings
- 5 Community Presentations
- 5 Community Working Group (CWG) Meetings
- 26 Partner Agency Meetings

Virtual Engagement:

- 7,900+ Website Visitors
- 600,000+ Reached with Social Media, Email, & Press Releases
- 500+ Public Comments & Letters

A-110



Project Website
Fact Sheets, Reports, Video



Environmental Impact Report

What is the California Environmental Quality Act (CEQA)?

CEQA has four major goals:

- Inform decision makers and the public about the potential impacts of a project and solicit input and feedback,
- Prevent significant, avoidable damage to the environment,
- Identify mitigation strategies to reduce adverse impacts, and
- Disclose how and why decisions about a project were made.

As a public agency and the Project proponent, CCJPA is responsible for acting as **Lead Agency under CEQA** and coordinating with resource agencies to acquire necessary **regulatory permits and approvals**.

What is an Environmental Impact Report (EIR)?

- When a project has the potential to "**significantly**" **impact** the environment, CEQA requires an EIR be prepared.
- As part of the EIR process, outreach to solicit public input is required, including during an early **project scoping** period and later, during a **draft public review** period prior to the Lead Agency deciding whether to approve a project.
- An EIR is an **informational document** used by decision-makers to approve a project.
- CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and **good faith effort at full disclosure** (best publicly available information).

What was Analyzed and What Did We Find?

No adverse impacts were identified that could not be reduced to less-than-significant with mitigation incorporated.

Beneficial impacts were also identified during analysis, such as reductions in greenhouse gases and health-related air quality emissions during operations.



Resource topics analyzed (22):

- Aesthetics
- Agriculture and Forestry
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Environmental Justice
- Geology, Soils, and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Sea Level Rise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Terminology Used in the SBC Draft EIR

Findings: During the analysis, a comparison is made between existing environmental conditions and conditions with proposed project implemented, to identify areas with a potential for significant environmental impacts on environmental resources. These results are the “findings”.

Mitigation: Best management practices (BMPs) and feasible avoidance, minimization, and/or compensatory mitigation measures must be considered to reduce impacts to extent possible. Mitigation commitments from the EIR, as well as agency permit requirements, will become a Mitigation Monitoring and Reporting Program that must be implemented during construction & operations.

Levels of Significance:

- No Impact - NI
- Less Than Significant - LTS
- Significant Impact but Mitigable to a Less than Significant Level - S/M

Highlights of Resources Analyzed

Resource	Impacts Considered	Mitigation Measures	Findings
Air Quality (Section 3.4)	Evaluated potential impacts on air quality during construction and operations from releases of pollutants that may be detrimental to human health and environment (i.e., carbon monoxide, particulate matter).	Measures include implementation of advanced emissions controls for off-road equipment and locomotives used for construction.	All impacts Less Than Significant or Less Than Significant with Mitigation.
Greenhouse Gas Emissions (Section 3.9)	Evaluated potential impacts from greenhouse gas emissions (carbon dioxide, methane, nitrous oxide) and confirmed consistency with applicable plans, policies and regulations adopted for purposes of reducing emissions.	None Required.	All impacts Less Than Significant. Operation would result in a net reduction in GHG emissions, relative to No Project Alternative; these benefits would offset a short-term increase in GHG emissions during construction within a few years.

Highlights of Resources Analyzed

Resource	Impacts Considered	Mitigation Measures	Findings
Cultural Resources/ Tribal Cultural Resources (Section 3.6 and Section 3.19)	<p>Evaluated potential impacts associated with project construction and operations on historical and archaeological cultural resources</p> <p>Historical Resources – 42 historic-period resources known in Resource Study Area (RSA).</p> <p>Archaeological Resources – 7 previously recorded archaeological resources are located in the RSA.</p>	<p>Measures include development of an Archaeological Testing and Evaluation Plan to be implemented prior to project construction, as well as a Monitoring, Avoidance, and Treatment Plan to be implemented during construction. Tribal monitoring will be required at all known archaeological sites during construction. Other protections for Environmentally Sensitive Areas are also included.</p>	<p>All impacts Less Than Significant or Less Than Significant with Mitigation.</p>

Highlights of Resources Analyzed

Resource	Impacts Considered	Mitigation Measures	Findings
Environmental Justice (Chapter 5)	Evaluated whether there could be disproportionate, adverse impacts on low-income or minority populations.	None Required.	Benefits are community-wide, including low-income and minority populations, due to better transit access and passenger rail services to underserved communities, as well as reduced air pollution.
Noise & Vibration (Section 3.14)	Evaluated potential noise and vibration impacts from construction and operation on sensitive noise receptors (i.e., residences, schools, hospitals, parks and places of worship).	Measures include Noise Control and Vibration Control plans during construction; Quiet Zones during operations at rail crossings where noise would exceed thresholds.	All impacts Less Than Significant or Less Than Significant with Mitigation.

Highlights of Resources Analyzed

Resource	Impacts Considered	Mitigation Measures	Findings
Sea Level Rise (Chapter 4)	Evaluated potential Sea level Rise (SLR) impacts on the proposed Project on some reaches within the SLR RSA, including within San Francisco Bay Conservation and Development Commission's (BCDC) jurisdiction.	Design adaptation measures (raising rail and equipment above projected SLR elevation or working with local communities as part of regional adaptation planning process) were identified and will be considered during design.	Based on projected SLR elevation in 2050, some parts of the RSA may be prone to potential inundation within the 100-year tide event area and will require design measures to mitigate for potential impacts.
Transportation (Section 3.18)	Evaluated whether project implementation would affect circulation, including transit, roadway, bicycle and pedestrian, and whether any design features would be incompatible with current use or result in inadequate emergency access.	None Required. A-119	All impacts Less than Significant. Consistent with all transportation programs, plans, ordinances, and policies.

Project Timeline



NEPA Compliance will be completed prior to start of Construction. Project timeline is subject to change pending funding availability.

Draft EIR Public Review: We Want to Hear from You!

Public Comment Period: May 29 — July 15, 2024

Virtual Public Meetings:

- Wednesday, June 12, 2024
6-8 p.m.
- Thursday, June 20, 2024
6-8 p.m.

Spanish and Mandarin Chinese interpreters available.

For accessibility accommodations, please call (510) 244-3667 or email info@southbayconnect.com.

CCJPA Board Meeting:

- Wednesday, June 26, 2024
Beginning at 10 a.m.

Visit southbayconnect.com:

- Review Draft EIR
- List of community repository locations
- Submit comments

How to Comment

Public Comment Period: May 29 — July 15, 2024

Comments must be received by 5 p.m. PDT on July 15, 2024

Verbally at:

- Virtual Public Meetings (June 12 & June 20)
- CCJPA Board Meeting (June 26)
- Project hotline: (510) 244-3667

In Writing via:

- Comment form: southbayconnect.com
- Email: info@southbayconnect.com
- Mail: CCJPA, South Bay Connect, 2150 Webster St., 3rd Floor, Oakland, CA 94612

All comments received on the draft EIR will be included in the final EIR and considered in the development of the analysis in the final EIR.



Public Comment



Public Comments

- To comment, use the “Raise Hand” button in Zoom (or *9 for phone-only participants).
- When you are called on, the facilitator will invite you to unmute your line.
- Commenters will be called on by the facilitator in the order they raised their hands.
- Please state and spell your name when you begin.
- Please limit comments to 3 minutes. Comments longer than 3 minutes can be submitted in writing.



Public Comment: Three (3) Minutes Per Speaker

03:00



Wrap Up & Next Steps



A-126

Reminder: How to Comment

Public Comment Period: May 29 — July 15, 2024

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Verbally at:

- Virtual Public Meetings (June 12 & June 20)
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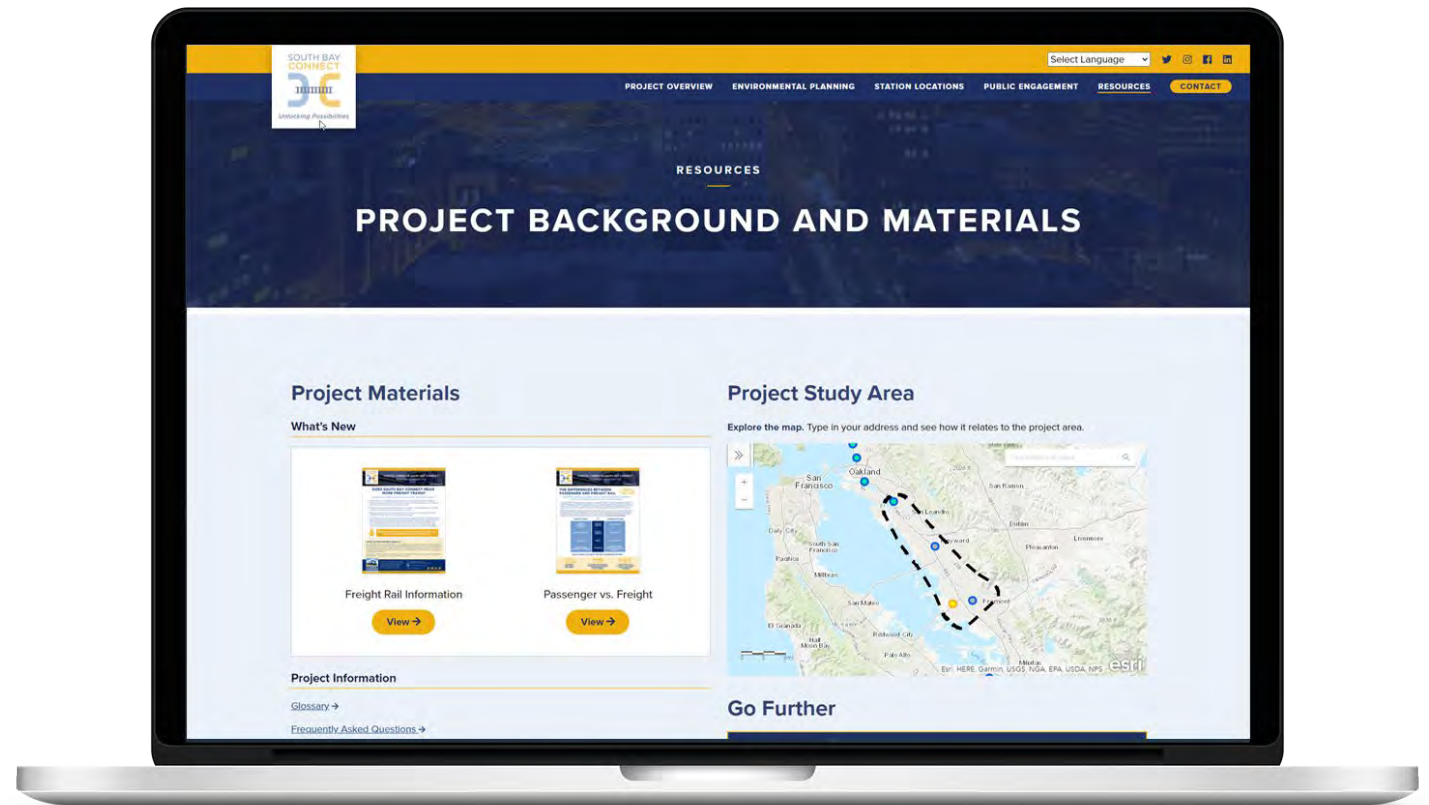
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- Mail: CCJPA, South Bay Connect, 2150 Webster St., 3rd Floor, Oakland, CA 94612

All comments received on the draft EIR will be included in the final EIR and considered in the development of the analysis in the final EIR.

Stay Engaged

- **Project Website**
southbayconnect.com
- **Project Email**
info@southbayconnect.com
- **Project Voicemail**
(510) 244-3667
- Follow Capitol Corridor
on **Social Media:**



Thank you!

*****REVISED*****



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS**

Wednesday, June 26, 2024 | 10:00 a.m.

This meeting will be held in person in the San Francisco Bay Area Rapid Transit Board Room with an option for participation via teleconference.

Participants may join the CCJPA Board Meeting as follows:

- **In person** in the San Francisco Bay Area Rapid Transit Board Room located at 2150 Webster Street, 1st Floor, Oakland, CA 94612 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code 836 2510 1006; *or*
- **Via Zoom** by logging into Zoom.com and entering access code 836 2510 1006; *or*
- **Via Zoom** by typing the Zoom link <https://us06web.zoom.us/j/83625101006> into your web browser.

A simultaneous teleconference will take place at the following locations:

City of Santa Clara City Hall 1500 Warburton Ave, Santa Clara, CA 95050 Council Conference Room - East Wing, 1 st Floor	Placer County Administrative Offices 175 Fulweiler Avenue, Auburn, CA 95603 Conference Room A
San Jose City Hall 200 E Santa Clara St., San Jose, CA 95113 Conference Room 1572 (15 th Floor)	Dixon City Hall 600 East A Street, Dixon, CA 95620 Front Conference Room
Vallejo City Hall 555 Santa Clara Street, Vallejo, CA 94590 Mayor's Conference Room, 2 nd Floor	Office of Yolo County Supervisor Lucas Frerichs 600 A Street, Suite B Davis, CA 95616
The Scott Haggerty Heritage House 4501 Pleasanton Ave, Pleasanton CA 94566 Front Conference Room	----

The full agenda packet, supplemental materials, and presentation materials will be available for download at www.capitolcorridor.org/ccjpa-board.

Public comments may be submitted via the following methods:

1. **Written** comments:
 - Send via email to ccjpaboard@capitolcorridor.org.

- Indicate “Public Comment” as the subject line.
 - Please submit your comments as far in advance as possible. Emailed comments received by 3:00 pm on Tuesday, June 25th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*
2. **Verbal** comments, limited to two minutes per person, per item:
- Complete a “Request to Address the Board” form (available at the entrance to the Board Room) and hand it to the Secretary before the Item is considered by the Board.
 - Call 1-833-548-0282 (Toll Free), enter access code 836 2510 1006, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; *or*
 - Log into Zoom.com, enter access code 836 2510 1006, and use the raise hand feature; *or*
 - Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/83625101006> and use the raise hand feature.

AGENDA

- | | | |
|------|--|---------------|
| I. | Call to Order | |
| II. | Roll Call and Pledge of Allegiance (<i>Est. Time: 5 minutes</i>) | |
| III. | Report of the Chair (<i>Est. Time: 5 minutes</i>) | |
| IV. | Consent Calendar (<i>Est. Time: 5 minutes</i>) | <i>Action</i> |
| | 1. Approve Minutes of the May 1, 2024 Special Meeting | |
| | 2. Authorize Application for Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Grant | |
| | 3. Approve Renewal Option for Xentrans Contract for Oversight and Management Services for the Northern California Onboard Wi-Fi Project | |
| | 4. Approve Amendment to Xentrans Agreement for the California Integrated Travel Project (Cal-ITP) | |
| | 5. Approve Amendments to HDR, HNTB and TranSystems Master Services Agreements for On-Call Planning, System Operations, and Engineering Services | |
| | 6. Approve FY 2024 Amtrak Operating Agreement Amendment for Mechanical Transition | |
| | 7. Approve FY 2024 Amtrak Operating Agreement Amendment for California Passenger Information Display System (CalPIDS) Cabinets Electrical Installation | |
| V. | Action and Discussion Items | |
| | 1. Opportunity for Public Comment: South Bay Connect Draft Environmental Impact Report (EIR) (<i>Est. Time: 50 minutes</i>) | <i>Info</i> |
| | 2. Capital Project Update (<i>Est. Time: 5 minutes</i>) | |
| | a. Capital Project Spotlight: Consolidated Rail Infrastructure and Safety Improvements (CRISI) Application and Grade Crossing Safety Incentive Program | <i>Info</i> |
| | b. CCJPA Capital Project Portfolio | <i>Info</i> |
| | 3. Legislation and Funding Update – State and Federal (<i>Est. Time: 10 minutes</i>) | <i>Info</i> |
| | 4. Managing Director’s Report (<i>Est. Time: 10 minutes</i>) | <i>Info</i> |
| | 5. CCJPA Project and Program Updates (<i>Est. Time: 0 mins</i>) | |
| | a. Marketing and Communications Activities | |
| | b. Sacramento to Roseville Third Track | |
| | c. Davis Crossover and Signal Replacement | |
| | d. Stege Crossover and Signal Upgrade | |
| | e. Agnew Siding | |
| | f. Right-of-Way Safety & Security | |
| | g. Link21 Program | |
| | h. CalPIDS Modernization | |

- VI. Board Director Reports (*Est. Time: 5 minutes*)
- VII. Public Comments (*Est. Time: 10 minutes*)
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 18, 2024 – Solano Transportation Authority Board Room in Suisun City

The CCJPA Board reserves the right to take action on any agenda item. Consent calendar items are considered routine and will be enacted, approved, or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

The CCJPA Board provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address CCJPA Board matters. A request must be made within one and five days in advance of Board meetings, depending on the service requested. Please contact the Secretary's Office at (510) 464-6083 for information.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 21, 2024

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Opportunity for Public Comments: South Bay Connect Draft Environmental Impact Report (EIR)

PURPOSE

To provide an overview of the South Bay Connect Draft EIR and provide opportunity for public comments on the Draft EIR in accordance with California Environmental Quality Act (CEQA) requirements.

BACKGROUND

Project Overview

The South Bay Connect Project (SBC, or Project) proposes to relocate the Capitol Corridor service from the existing route along the Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Elmhurst Junction (1.5 miles south of Oakland Coliseum station) and Newark Junction and also proposes a new rail station to be constructed adjacent to the existing Ardenwood Park and Ride in Fremont (see Figure 1: Project Map). SBC proposes new rail infrastructure improvements on the Coast Subdivision to ensure operational efficiency and reliability for both passenger and freight rail services, which share the use of this route. As a result of the route relocation, Capitol Corridor service will be discontinued at two stations (Hayward and Fremont-Centerville) but will instead serve the new Ardenwood station in Fremont, which will facilitate intermodal connections to transbay transit and shuttle services at the adjacent Park-and-Ride and improve transit access between the East Bay and the San Francisco Peninsula. SBC does not propose any changes to Capitol Corridor service frequency or any changes to UPRR freight operations. The delivery of SBC is consistent with the 2014 CCJPA Vision Plan and is the first prioritized project in the Vision Plan in the East Bay, building the foundation for future service improvements between Oakland and San Jose.

SBC will create a more efficient and reliable passenger rail route and reduce rail travel time for passengers traveling between Oakland and San Jose, thus facilitating more competitive travel times for intercity passenger rail trips as compared to auto. By improving passenger rail operations and services while maintaining freight operational capacity, the Project will support the economic vitality of the Northern California Megaregion. The Project is expected to increase systemwide ridership on the Capitol Corridor and reduce regional greenhouse gas emissions by inducing travel on rail transit from auto vehicles.

Project Study Area

- Station where Capital Corridor (CC) Service to be Discontinued
- Existing and Planned BART Stations
- Proposed Ardenwood Rail Station and Park & Ride
- Existing CC Service
- CC Route to be Discontinued
- Proposed New CC Service Route via Coast Subdivision
- BART Alignment
- Railroad
- County Boundary

A-134

The Project proposes the following rail improvements on the Coast Subdivision between Elmhurst Junction and Newark Junction:

- Shift and replace 17 miles of existing track;
- Construct additional track within existing rail right-of-way;
- Improve 25 existing at-grade crossings, including improved striping and signage, as well as replace existing equipment (gates, arms, signal cabinets);
- Replace/Modify existing railroad bridges over water/culvert crossings;
- Construct new railroad bridges over water/culvert crossings with additional track; and
- Construct a new passenger rail station in Fremont adjacent to the existing Ardenwood Park and Ride.

The proposed Ardenwood rail station will be configured to include a center boarding platform located between two tracks, accessed via pedestrian overcrossings. The station will include:

- Intermodal connections between rail and buses/shuttles;
- Additional parking;
- ADA ramps and other accessibility improvements; and
- Pedestrian and bicycle pathways that provide access from various directions of the surrounding area, within the cities of Fremont and Newark.

California Environmental Quality Act (CEQA) Environmental Review Process

As a project proposed by a public agency, South Bay Connect is required to go through CEQA environmental review process to inform decision makers and the public about the potential environmental impacts of the Project and to reduce those impacts to the extent feasible. CCJPA is the CEQA Lead Agency for SBC, with primary responsibility for approving and implementing the Project. For SBC, it was determined that an Environmental Impact Report (EIR) would be needed to satisfy CEQA requirements.

On June 29, 2020, CCJPA issued a Notice of Preparation (NOP) under CEQA requirements to Responsible Agencies, Trustee Agencies, federal agencies, transportation planning agencies, agencies with transportation facilities that may be affected, and other interested parties on the Project. The NOP comment period began on June 20, 2020 and concluded on August 13, 2020 to allow for agencies and members of the public to provide input on the scope of the environmental analysis for the proposed Project.

After almost four years of stakeholder engagement, environmental resource impact analyses, and preliminary engineering design, CCJPA has completed a Draft EIR for the Project, which was published and available for public review and comment on May 29, 2024. The public comment period is May 29 through July 15, 2024. The Project has held two virtual community meetings to solicit public comment on June 12 and June 20 from 6-8 pm. The CCJPA Board of Directors Meeting on June 26, 2024, will also be an additional opportunity for the public to provide comments on the Draft EIR. The public can view the Draft EIR and submit comments by visiting the Project website (www.southbayconnect.com). The Draft EIR can also be accessed by the public at community repository locations listed below.

- Printed Copy:
 - Capitol Corridor Joint Powers Authority Office
2150 Webster St., 3rd Floor, Oakland, CA 94612
 - Oakland Public Library
1021 81st Ave., Oakland, CA 94621
 - Alameda County Public Library (Main)
2400 Stevenson Blvd., Fremont, CA 94538
- Digital Copies on USB Drive:
 - Oakland Public Library (Elmhurst)
1427 88th Ave., Oakland, CA 94621
 - Alameda County Public Library (Union City)
34007 Alvarado-Niles Rd., Union City, CA 94587
 - Alameda County Public Library (Newark)
37055 Newark Blvd., Newark, CA 94560
 - San Leandro Public Library (Main)
300 Estudillo Ave., San Leandro, CA 94577
 - San Leandro Public Library (Manor)
1241 Manor Blvd., San Leandro, CA 94579
 - San Leandro Public Library (Mulford-Marina)
13699 Aurora Dr., San Leandro, CA 94577
 - Hayward Public Library (Main)
888 C St., Hayward, CA 94541
 - Hayward Public Library (Weekes)
27300 Patrick Ave., Hayward, CA 94544

The release of the Draft EIR for public review and comments has been widely circulated as detailed below.

- Direct mailers to over 13,000 residents and businesses in the project area.
- Public Notice advertisement in a variety of newspapers in the project area, including multilingual options (English/Spanish/Chinese).
- Distribution of a press release by CCJPA on 5/29.
- Distribution of an electronic announcement on 5/29 to the South Bay Connect distribution list which including the Community Working Group, Interagency Group, general public and those that have previously commented and or engaged on the project.
- Distribution of printed copies of the Draft EIR and flash drives of the Draft EIR to multiple repositories in the project area including the County of Alameda clerk's office.
- Posting of social media content on the CCJPA social media channels.
- Distribution of a multilingual community poster in the project area.

After all public comments have been received by July 15, 2024, CCJPA will review the comments and prepare a consolidated response to comments to be included in the Final EIR. All comments received on the Draft EIR will be included in the Final EIR and considered in the development of the environmental analyses in the Final EIR. The Final EIR is tentatively scheduled to be presented before the CCJPA Board for official certification during the November 20, 2024 Board of Directors Meeting.



Figure 2: SBC CEQA Timeline

Draft Environmental Impact Report (EIR)

The Draft EIR describes the proposed Project and evaluates the potential environmental impacts associated with both the Project and the “no project” alternative. In total, 22 environmental resource topics were analyzed for the Draft EIR, and no adverse impacts were identified that could not be reduced to less-than-significant with mitigation incorporated into the Project. Beneficial impacts were also identified during the analyses, such as reductions in greenhouse gas emissions and health-related air quality emissions during operations. The list of resource topics analyzed is as follows:

- Aesthetics
- Agriculture and Forestry
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Environmental Justice
- Geology, Soils, and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Sea Level Rise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The levels of significance of impacts to each resource and if mitigations are proposed is summarized below. Please note that Environmental Justice and Sea Level Rise are not resource topics required by CEQA and have no corresponding levels of significance, and therefore their impacts and findings are separately presented. Full details of the environmental impact analyses, findings, and mitigations proposed are presented in Chapter 3 of the SBC Draft EIR.

Resource Topic	Levels of Significance with Mitigation (NI = No Impact; LTS = Less Than Significant)	Mitigation Proposed
Aesthetics	NI/LTS	Yes
Agriculture and Forestry	NI	
Air Quality	LTS	Yes
Biological Resources	LTS	Yes
Cultural Resources	LTS	Yes
Energy	NI	
Geology, Soils, and Paleontological Resources	NI/LTS	Yes
Greenhouse Gas Emissions	LTS	
Hazards and Hazardous Materials	LTS	
Hydrology and Water Quality	NI/LTS	Yes
Land Use and Planning	LTS	
Mineral Resources	NI	
Noise and Vibration	LTS	Yes
Population and Housing	NI/LTS	
Public Services	LTS	
Recreation	NI/LTS	Yes
Transportation	LTS	
Tribal Cultural Resources	LTS	Yes
Utilities and Service Systems	NI/LTS	
Wildfire	NI	

Resource Topic	Impacts Considered	Findings
Environmental Justice	Evaluated whether there could be disproportionate, adverse impacts on low-income or minority populations	Benefits are community-wide, including low-income and minority populations, due to better transit access and passenger rail services to underserved communities, as well as reduced air pollution.
Sea Level Rise (SLR)	Evaluated potential SLR impacts on the proposed Project on some reaches within the SLR Resource Study Area (RSA), including within San Francisco Bay Conservation and Development Commission's (BCDC's) jurisdiction.	Based on projected SLR elevation in 2050, some parts of the RSA may be prone to potential inundation within the 100-year tide event area and will require design measures to mitigate for potential impacts.

RECOMMENDATION

For information only. This main purpose of this item is to provide opportunity for public comments at a public meeting.



1



2




IV. Consent Calendar

1. Approve Minutes of the May 1, 2024 Special Meeting
2. Authorize Application for Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Grant
3. Approve Renewal Option for Xentrans Contract for Oversight and Management Services for the Northern California Onboard Wi-Fi Project
4. Approve Amendment to Xentrans Agreement for the California Integrated Travel Project (Cal-ITP)
5. Approve Amendments to HDR, HNTB and TranSystems Master Services Agreements for On-Call Planning, System Operations, and Engineering Services
6. Approve FY 2024 Amtrak Operating Agreement Amendment for Mechanical Transition
7. Approve FY 2024 Amtrak Operating Agreement Amendment for California Passenger Information Display System (CalPIDS)

3

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Item V.1

South Bay Connect Draft Environmental Impact Report (EIR)

CCJPA Board Meeting
June 26, 2024

4

4

About Us



CCJPA and the Capitol Corridor

Managed by the Capitol Corridor Joint Powers Authority (CCJPA), the Capitol Corridor is an intercity rail service connecting the most economically vibrant urban centers in Northern California – from Sacramento to Silicon Valley. With free Wi-Fi on board, Capitol Corridor trains provide a convenient, reliable, and comfortable alternative to the congested I-80, I-680, and I-880 freeways for more than 900,000 passengers a year (FY2023).

CCJPA is a partnership among the six local transit agencies in the eight-county service area which shares the administration and management of the Capitol Corridor.



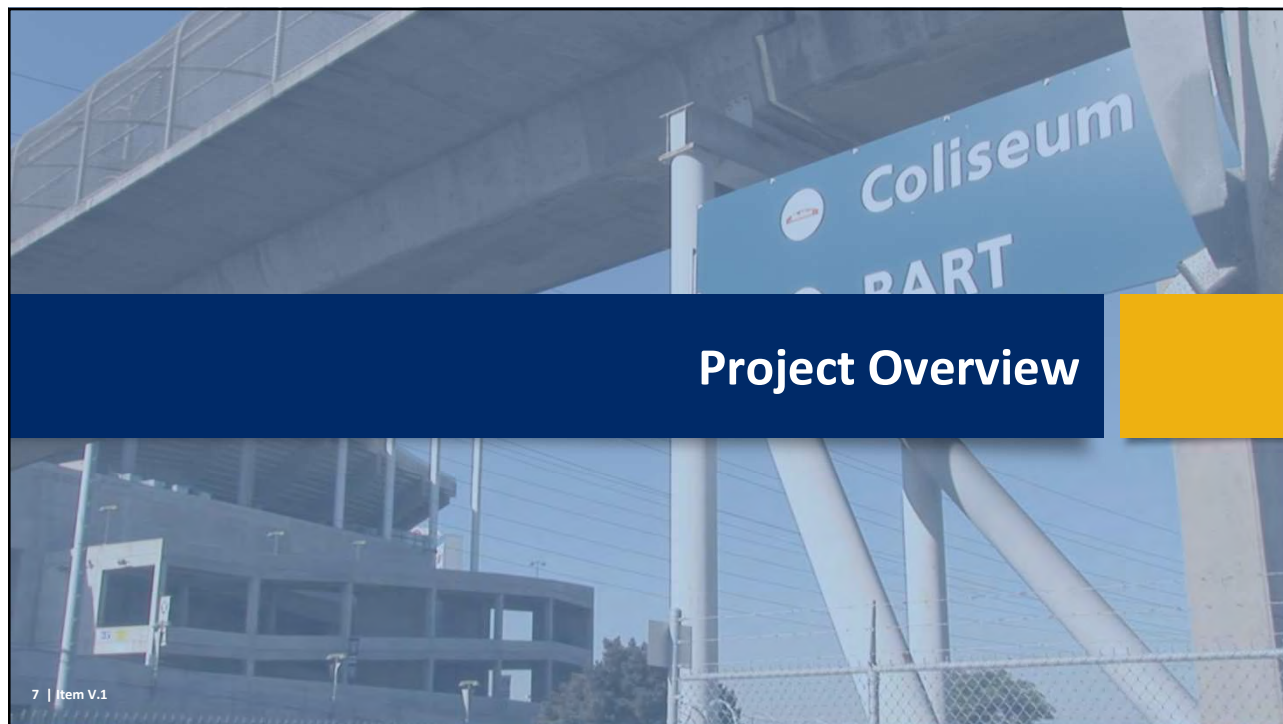
5 | Item V.1

5




6 | Item V.1

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Project Objectives



- Create a **more efficient and reliable passenger rail route** and reduce rail travel time between Oakland and San Jose.
- Facilitate **more competitive travel times** for intercity passenger rail trips throughout Northern California.
- Improve passenger rail operations and services, while maintaining freight operations, and **supporting the economic vitality of Northern California.**

8

What is South Bay Connect (SBC)?



- Capitol Corridor **route relocation** (Oakland Coliseum to Newark)
- Two **discontinued** Capitol Corridor **stations** (Hayward & Fremont-Centerville)
- **New** Ardenwood **intermodal station** (existing Transbay bus & shuttle connections)
- Service **frequency remains the same**
- **Rail infrastructure improvements** to ensure **operational efficiency and reliability** for both passenger and freight rail



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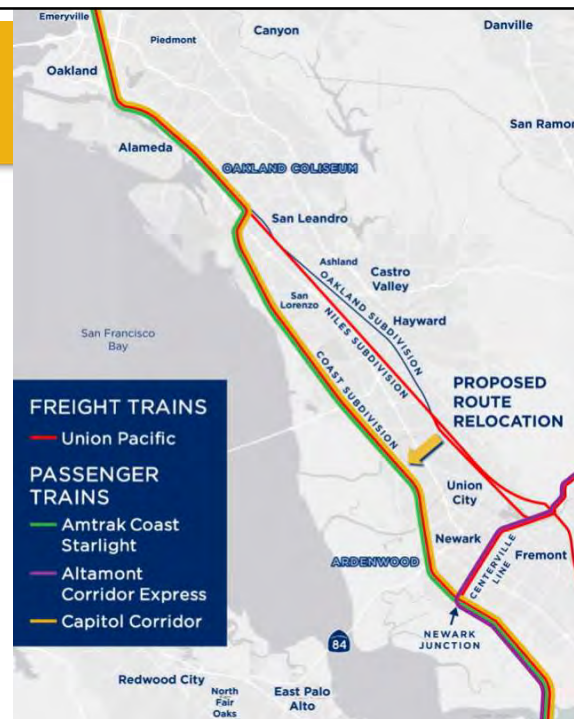
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Proposed Route Relocation

SBC proposes to relocate Capitol Corridor operations from the Niles Subdivision to the Coast Subdivision.

SBC would reduce rail congestion in the East Bay and improve efficiency and reliability for the Capitol Corridor systemwide.

SBC does NOT propose changing freight rail operations.



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Alternatives in Draft EIR



Draft EIR Includes:

- Alternative E (proposed Project)
- Discussion of eliminated Alternatives A-D that were deemed infeasible for implementation.
- Proposed Ardenwood Park-and-Ride intermodal station and discussion of elimination of two other potential station locations on the Coast Subdivision.
 - Hayward at State Route 92
 - Newark Junction



See Chapter 2, Project Alternatives, of the Draft EIR for additional details.

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Previously Considered Alternatives



- **Previously considered alternatives** A-D were deemed infeasible.
 - Also proposed moving Capitol Corridor passenger service to the Coast Subdivision.
 - Infrastructure improvements on Coast Subdivision were less extensive than those included in the proposed Project.
 - Included infrastructure improvements on the Niles and Oakland subdivisions that are not included with the proposed Project.
 - Assumptions about freight rail operation changes were no longer true.
- **Potential station locations** were evaluated based on feasibility considerations. The proposed Ardenwood Station location was the only potential station location to receive favorable ratings in most categories.



See Chapter 2, Project Alternatives, of the Draft EIR for additional details.

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Coast Subdivision Rail Improvements



- Shifts and replaces **17-miles** of existing track
- Constructs additional track within **existing rail right-of-way**
- Improvements to **25 existing at-grade crossings**, including improved striping and signage, as well as replacement of existing equipment (gates, arms, signal cabinets)
- **Replacement/modifications** of existing railroad bridges over water/culvert crossings
- **New** railroad bridges over water/culvert crossings

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Proposed Ardenwood Station



Proposed new Capitol Corridor station at existing Ardenwood Park-and-Ride facility (at SR-84 and Ardenwood Blvd. in Fremont)

Station would include:

- Rail and bus connections
- Additional parking
- ADA ramps and other accessibility improvements
- Pedestrian and bicycle pathways

Station configured to include center boarding platform located between tracks with pedestrian overcrossings.



Ardenwood Station Conceptual Design looking north from SR-84. Existing Park & Ride is to right of proposed new station

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SBC Benefits to Riders, Community, and Region: Passenger Rail



- **Improve passenger rail operations (efficiency and reliability)** between Oakland and Newark.
- Create new rail/bus transfer connections at Ardenwood, improving **transit access to/from East Bay and SF Peninsula**.
- As a result, proposed Project would **attract more transit riders**, facilitating shift in transportation modes that would result in fewer cars on congested freeways.
- Over time, this will lead to **better mobility** for all modes of transportation and a **reduction in greenhouse gas emissions** from the transportation sector.



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SBC Benefits to Riders, Community, and Region: Freight Rail

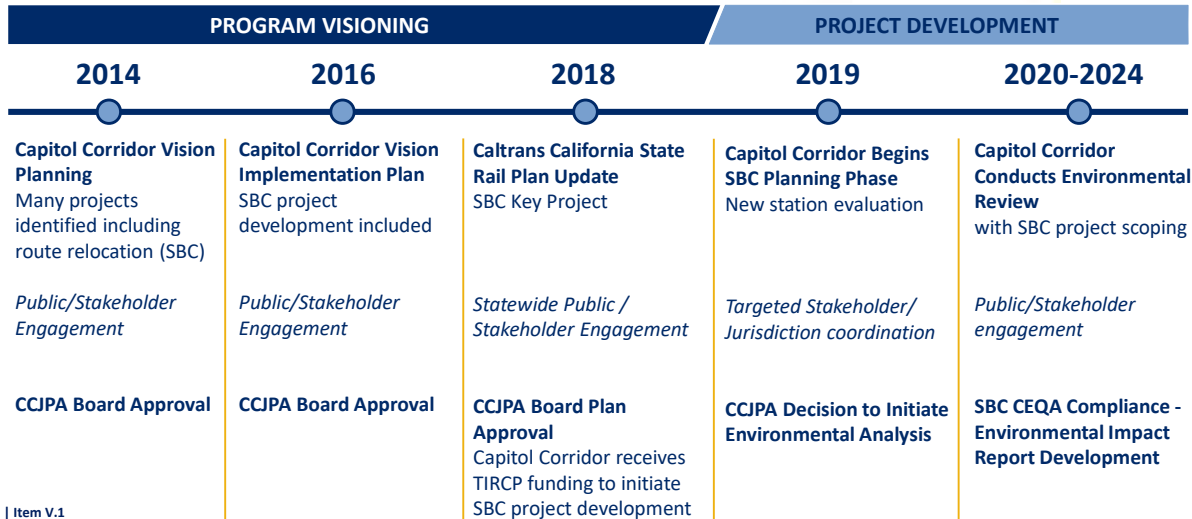


- **Support economic vitality** by preserving freight rail operational capacity in the Northern California market.
- **Reduce conflicts** between freight rail operations and passenger rail service.



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Project History



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Outreach & Engagement Highlights Since 2020

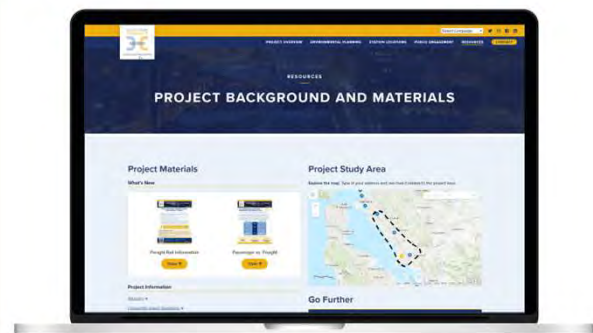


Over 50 Meetings/Briefings to date:

- 4 Large Public Forums
- 11 City Council/Elected Official Briefings
- 5 Community Presentations
- 5 Community Working Group (CWG) Meetings
- 26 Partner Agency Meetings

Virtual Engagement:

- 7,900+ Website Visitors
- 600,000+ Reached with Social Media, Email, & Press Releases
- 500+ Public Comments & Letters



Project Website

Fact Sheets, Reports, Video

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What is the California Environmental Quality Act (CEQA)?

CEQA has four major goals:

- Inform decision makers and the public about the potential impacts of a project and solicit input and feedback,
- Prevent significant, avoidable damage to the environment,
- Identify mitigation strategies to reduce adverse impacts, and
- Disclose how and why decisions about a project were made.

As a public agency and the Project proponent, CCJPA is responsible for acting as **Lead Agency under CEQA** and coordinating with resource agencies to acquire necessary **regulatory permits and approvals**.

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What is an Environmental Impact Report (EIR)?



- When a project has the potential to **"significantly" impact** the environment, CEQA requires an EIR be prepared.
- As part of the EIR process, outreach to solicit public input is required, including during an early **project scoping** period and later, during a **draft public review** period prior to the Lead Agency deciding whether to approve a project.
- An EIR is an **informational document** used by decision-makers to approve a project.
- CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and **good faith effort at full disclosure** (best publicly available information).

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CEQA Environmental Review Process



CCJPA is the CEQA Lead Agency, with primary responsibility for approving and implementing the Project.



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What was Analyzed and What Did We Find?



Resource topics analyzed (22):

- | | | | |
|----------------------------|-----------------------------------|--------------------------|-----------------------------|
| ▪ Aesthetics | ▪ Environmental Justice | ▪ Land Use and Planning | ▪ Sea Level Rise |
| ▪ Agriculture and Forestry | ▪ Geology, Soils, and | ▪ Mineral Resources | ▪ Transportation |
| ▪ Air Quality | ▪ Paleontological Resources | ▪ Noise and Vibration | ▪ Tribal Cultural Resources |
| ▪ Biological Resources | ▪ Greenhouse Gas Emissions | ▪ Population and Housing | ▪ Utilities and Service |
| ▪ Cultural Resources | ▪ Hazards and Hazardous Materials | ▪ Public Services | ▪ Systems |
| ▪ Energy | ▪ Hydrology and Water Quality | ▪ Recreation | ▪ Wildfire |



No adverse impacts were identified that could not be reduced to less-than-significant with mitigation incorporated.

Beneficial impacts were also identified during analysis, such as reductions in greenhouse gases and health-related air quality emissions during operations.

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Terminology Used in the Draft EIR



Findings: During the analysis, a comparison is made between existing environmental conditions and conditions with proposed project implemented, to identify areas with a potential for significant environmental impacts on environmental resources. These results are the “findings”.

Mitigation: Best management practices (BMPs) and feasible avoidance, minimization, and/or compensatory mitigation measures must be considered to reduce impacts to extent possible. Mitigation commitments from the EIR, as well as agency permit requirements, will become a Mitigation Monitoring and Reporting Program that must be implemented during construction & operations.

Levels of Significance:

- No Impact - NI
- Less Than Significant - LTS
- Significant Impact but Mitigable to a Less than Significant Level - S/M

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Resource Impacts



Resource	Levels of Significance w/ Mitigation	Mitigation Proposed	Geology, Soils, and Paleontological Resources	NI/LTS	Yes	Population and Housing	NI/LTS	
Aesthetics	NI/LTS	Yes	Greenhouse Gas Emissions	LTS		Public Services	LTS	
Agriculture and Forestry	NI		Hazards and Hazardous Materials	LTS		Recreation	NI/LTS	Yes
Air Quality	LTS	Yes	Hydrology and Water Quality	NI/LTS	Yes	Transportation	LTS	
Biological Resources	LTS	Yes	Land Use and Planning	LTS		Tribal Cultural Resources	LTS	Yes
Cultural Resources	LTS	Yes	Mineral Resources	NI		Utilities and Service Systems	NI/LTS	
Energy	NI		Noise and Vibration	LTS	Yes	Wildfire	NI	

NI: No Impact LTS: Less Than Significant

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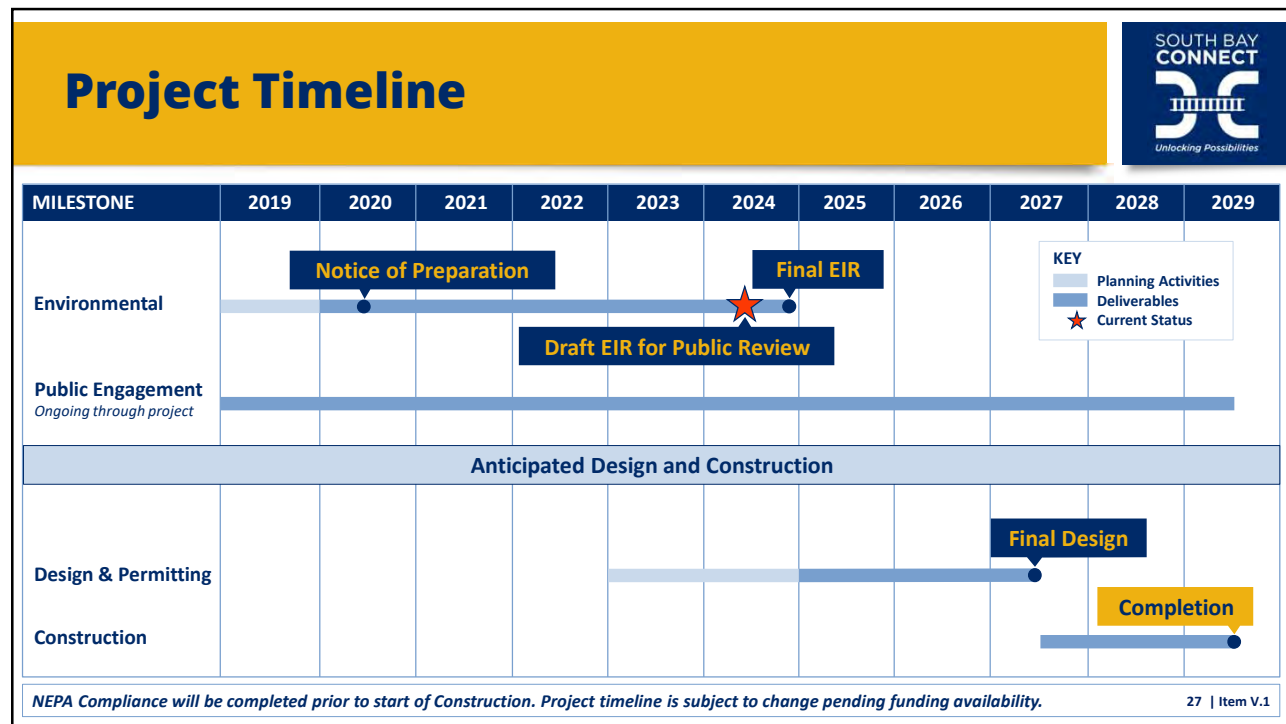
Resource Impacts cont'd



Resource	Impacts Considered	Findings
Environmental Justice	Evaluated whether there could be disproportionate, adverse impacts on low-income or minority populations	Benefits are community-wide, including low-income and minority populations, due to better transit access and passenger rail services to underserved communities, as well as reduced air pollution.
Sea Level Rise (SLR)	Evaluated potential SLR impacts on the proposed Project on some reaches within the SLR Resource Study Area (RSA), including within San Francisco Bay Conservation and Development Commission's (BCDC's) jurisdiction.	Based on projected SLR elevation in 2050, some parts of the RSA may be prone to potential inundation within the 100-year tide event area and will require design measures to mitigate for potential impacts.


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Draft EIR Public Review



Public Comment Period: May 29 — July 15, 2024

Visit Project Website (www.southbayconnect.com):

- Review Draft EIR
- List of community repository locations
- Submit comments

Virtual Public Meetings:

- Wednesday, June 12, 2024, 6-8 p.m.
- Thursday, June 20, 2024, 6-8 p.m.

CCJPA Board Meeting:

- Wednesday, June 26, 2024

All comments received on the Draft EIR will be included in the Final EIR and considered in the development of the environmental analysis in the Final EIR.

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Reminder: How to Comment



Public Comment Period: May 29 — July 15, 2024

Comments must be received by 5 p.m. PDT on July 15, 2024

Verbally at:

- Virtual Public Meetings (June 12 & June 20)
- CCJPA Board Meeting (June 26)
- Project hotline: (510) 244-3667

In Writing via:

- Comment form: southbayconnect.com
- Email: info@southbayconnect.com
- Mail: CCJPA, South Bay Connect, 2150 Webster St., 3rd Floor, Oakland, CA 94612

All comments received on the draft EIR will be included in the final EIR and considered in the development of the analysis in the final EIR.

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Public Comments for SBC Draft EIR

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PUBLIC COMMENTS

Capitol Corridor Joint Powers Authority Board Meeting

June 26, 2024

**Written Public Comments received by
June 25, 2024 at 3:00 pm are attached and will
become part of the Meeting record.**

Mimi Kyi

From: Wei Qian <jennyqw@gmail.com>
Sent: Tuesday, June 25, 2024 12:28 PM
To: CCJPA Board
Subject: Public Comment -V1 South Bay Connect

Follow Up Flag: Follow up
Flag Status: Flagged

Dear CCJPA Board,

As a resident of the Ardenwood area, I strongly oppose the SBC Project and am very disappointed with the Draft Environmental Impact Report (EIR).

I attended all the SBC public meetings in 2020 and 2024, and the public comments were overwhelmingly against the project.

As residents living along the project line, our daily lives are already disturbed by noise and vibrations. Yet, the Draft EIR states that with the addition of more trains and double tracks, the levels of significance with mitigation will be less than significant. This is unacceptable to the thousands of households along the railway.

I urge the CCJPR Board to carefully review this Draft EIR. This project is enormously costly and brings many negative impacts. Ardenwood residents oppose the reconstruction of the train station in Ardenwood, Hayward residents do not want the current station to be closed, and the businesses and residents around Fremont Centerville train station do not want to lose Centerville station.....

However, the SBC website does not mention the negative impacts on the community at all. Furthermore, the project's implementation will exacerbate the already significant issues we face. The mitigation measures proposed in the Draft EIR do not adequately address these concerns, and the assessment of the impacts as "less than significant" is a gross understatement of the actual consequences.

The economic burden of this project is another major concern. The funds allocated for this project could be better spent on improving existing infrastructure, enhancing public transportation options that do not disrupt communities, and investing in sustainable solutions that benefit a broader segment of the population.

We urge the CCJPA Board to take into account the overwhelming opposition from the affected communities and to conduct a thorough reassessment of the SBC Project. A more transparent and inclusive approach is needed to ensure that the voices of residents are heard and that communities' well-being is prioritized over ambitious but flawed infrastructure plans. Please reconsider this project.

Please do not compromise the quality of life for tens of thousands of residents.

Sincerely,

Jenny

Mimi Kyi

From: James Hongyi Zeng <eastzonexp@gmail.com>
Sent: Saturday, June 1, 2024 8:03 PM
To: CCJPA Board
Cc: NoCoastRoute@gmail.com
Subject: Public Comment - South Bay Connect

Follow Up Flag: Follow up
Flag Status: Flagged

Hi CCJPA,

I am a homeowner in Fremont and a community working group (CWG) member. I am writing to express my concerns regarding the South Bay Connect project proposed by CCJPA as part of the draft EIR.

One strong concern about the draft EIR is that for the first time the SBC project is centered around dual track "upgrade" (Section 2.3). This certainly comes as a big surprise to my community as this was never mentioned or communicated during the scoping discussion back in 2020 and in the past 4 years. **The SBC Project Management should be more transparent about this change during the draft EIR public comment period, through website, flyer, and mailers.**

In general, I would like to bring your attention to the current online petition regarding this project (**there are 1400+ signatures and counting**)

<https://www.change.org/p/say-no-to-rerouting-capitol-corridor-to-coast>

I am concerned that the project will add more horn noise to the quiet Hayward/Union City/Fremont/Newark residential areas, causing more traffic in the commute hour (especially in the already congested Ardenwood P&R and SR-84 intersection). There are many more reasons why we are concerned in the petition.

Even for the Capitol Corridor as a whole, it's not clear how much additional ridership the project will bring - the plan seems only suggesting very marginal improvement with an "up to 13 minutes" time saving. I don't think it's a smart way to spend **\$732 million**.

Thanks,
James

Mimi Kyi

From: James Hongyi Zeng <eastzonexp@gmail.com>
Sent: Thursday, June 13, 2024 7:17 PM
To: CCJPA Board; Rebecca Saltzman; Robert Raburn; Janice Li; Bevan Dufty; Debora Allen
Cc: NoCoastRoute@gmail.com; liz ames
Subject: Public Comment - South Bay Connect

Follow Up Flag: Follow up
Flag Status: Flagged

Hi CCJPA Board, BART directors on the board,

I am a homeowner in Fremont and a community working group (CWG) member. I am writing to express my concerns regarding the South Bay Connect project's draft EIR. As you know, The project has received [objections](#) from almost all cities along the project line, including Hayward, Union City, San Leandro, and Fremont. This is a regional issue.

One strong concern about the draft EIR is that for the first time the SBC project is centered around dual track "upgrade" (Section 2.3). This certainly comes as a big surprise to my community as this was never mentioned or communicated during the scoping discussion back in 2020 and in the past 4 years. **The SBC Project Management should be more transparent about this change during the draft EIR public comment period, through website, flyer, and mailers.**

After some digging, it seems that the reason for such a big change from the project scoping in 2020/2021 is to meet the EIR funding deadline. Here I quote the "CAPITOL CORRIDOR FY 2024-25 & FY 2025-26 DRAFT ANNUAL BUSINESS PLAN – MAY 2024" Page 14:

After delays waiting on UPRR for capacity modeling results, the CCJPA determined the most pragmatic approach is to presume a maximum footprint for track infrastructure needed to meet funding deadlines associated with the draft Environmental Impact Report (EIR).

CAPITOL CORRIDOR FY 2024-25 & FY 2025-26 DRAFT ANNUAL BUSINESS PLAN – MAY 2024

South Bay Connect

The South Bay Connect project comprises two main elements that have independent utility: 1) the rerouting of Capitol Corridor train service from its existing UPRR Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark (called the South Bay Connect project) and 2) a new intermodal station at Ardenwood Park & Ride (on the border between the cities of Fremont and Newark) that connects north-south rail service and existing east-west transit and shuttle service across the SR84 Dumbarton transportation corridor, enhancing transit connections between Alameda County and the Peninsula (termed the SR84 Intermodal Facility project). The proposed service reroute reduces travel time by up to 13 minutes between Oakland and San Jose, and the SR84 Intermodal Facility would allow Capitol Corridor passengers to reach destinations more easily on the SF Peninsula. Resulting increases in ridership from travel time reduction and new intermodal station connections would reduce vehicle miles traveled on the congested corridors of I-880 and SR84, resulting in lower overall transportation GHG emissions and harmful air pollutants. This project is being developed in coordination with a broad range of stakeholders, including Alameda CTC, AC Transit, and other public and private entities. After delays waiting on UPRR for capacity modeling results, the CCJPA determined the most pragmatic approach is to presume a maximum footprint for track infrastructure needed to meet funding deadlines associated with the draft Environmental Impact Report (EIR) – now expected to be released by November 2024 with the final EIR by mid- 2025. The SR84 Intermodal Facility project is also advancing with Caltrans District 4 through their project development process. For both project elements, the CCJPA will continue to seek additional funding required to complete construction.

Hence, the SBC project management is actually waiting for UPRR for capacity modeling results which will reflect the original plan (shifting freight to Niles, shifting CC to Coast). Only because such a model is delayed does the SBC project management proceed with the "maximum footprint" EIR. The whole "Alternative E" discussion in the EIR is just a technical way to circumvent this difficulty.

This seems inconsistent with the good faith requirement of CEQA as the EIR content is completely different from the actual project plan. Surprisingly, the EIR comes back all "green" which itself raised the question of the correctness of the EIR. For example, my house is NOT even in the impact zone studied in the EIR but already impacted by the current train operation.

Moreover, because of this change, the project expense is now **\$732 million** which the agency should understand is infeasible. **I hereby request the board to consider pausing the EIR process for potential CEQA violation and work on an EIR that actually reflects the project reality.**

In general, I would like to bring your attention to the current online petition regarding this project **(there are 1400+ signatures and counting)**

<https://www.change.org/p/say-no-to-rerouting-capitol-corridor-to-coast>

Even for the Capitol Corridor as a whole, it's not clear how much additional ridership the project will bring - the plan seems only suggesting very marginal improvement with an "up to 13 minutes" time saving. I don't think it's a smart way to spend **\$732 million**.

Thanks,
James

Mimi Kyi

From: D. Yang <daveyang@gmail.com>
Sent: Sunday, June 23, 2024 8:58 PM
To: CCJPA Board
Subject: Public Comment -V.1 South Bay Connect Project Draft EIR: Strong Objection

Follow Up Flag: Follow up
Flag Status: Flagged

Dear CCJPA board members,

My name is David Yang. I live in Fremont, CA 94555.

I strongly object to the newly proposed South Bay Connect Project in its currency form. My reasons are, to name a few:

- 1) For sure it will increase traffic congestion
- 2) It may have a negative impact on property values
- 3) There is no credible environmental impact analysis. The Draft Environmental Impact Report is too vague and has little detailed information.
- 4) It may introduce safety hazards into this area

Please vote NO to the Fremont South Bay Connect Project.

Thank you,
David

Mimi Kyi

From: Mohan M <amnmlive@gmail.com>
Sent: Tuesday, June 25, 2024 11:46 AM
To: CCJPA Board
Subject: Public Comment -V.1 South Bay Connect Project Draft EIR

Follow Up Flag: Follow up
Flag Status: Flagged

To,
South Bay Connect Project Board Officials

As a taxpayer in Fremont, I am writing to express my deep concern over the proposed South Bay Connect (SBC) project. I believe this project represents a significant misallocation of public funds, offering negligible benefits while imposing a substantial burden on our community and nearby residents from the approved housing projects developed in the last 10 years.

The financial irresponsibility of the SBC project is evident. The \$264 million price tag is alarmingly disproportionate to the projected benefits. The primary benefit, a mere "up to 13 minutes" reduction in a 3.5-hour commute from Sacramento to San Jose, is hardly justifiable for such a massive investment. Moreover, the project's long-term financial viability is questionable, as it relies on uncertain ridership growth to offset operating costs that already require a 40% public subsidy.

The proposed increase in train frequency to 32 daily trips, as outlined in CCJPA's 2014 Vision Plan, will significantly increase noise pollution due to federally mandated horn blowing. There is no data on the current Noise levels and Vibration measured on the current tracks which are used by union pacific and also by Ace train and few others.

There are Housing projects right next to the track. When these tracks were designed this part of Fremont was outskirts and there was no significant housing within 500 ft of the tracks. As the City grew, more housing projects were approved by the City of Fremont near the tracks with no consideration of increase in Train traffic. This will undoubtedly harm the quality of life for residents living near the tracks, and the noise impact will extend for miles, affecting a wide swath of the community.

Furthermore, the project's purported benefits are dubious. The existing BART service already adequately serves the Oakland to San Jose segment, making

the SBC redundant and unnecessary. Additionally, the Ardenwood station's value is questionable given the uncertain future of the Dumbarton Rail Corridor project. The proposed station primarily serves as a connection point for cross-bay bus transit, which could easily be accommodated at existing stations like Union City BART or Fremont Centerville.

As taxpayers, we should not be burdened with funding a project that offers such minimal benefits while imposing significant costs on our communities. The \$264 million allocated to the SBC could be better utilized for projects that directly benefit our residents, such as improving existing infrastructure, enhancing public safety, or investing in education.

Moreover, the project's lack of transparency is deeply troubling. The recent revelation of the dual track addition in the draft EIR, without prior public discussion, raises concerns about the project's true intent and scope.

I urge you to scrap this ill-conceived project. It is fiscally irresponsible, disruptive to our communities, and offers minimal benefits to the public.

Thank you for your time and consideration.

Sincerely,
Mohan M.
Resident and Taxpayer in the City of Fremont.

Mimi Kyi

From: Emma C <emma.chen237@gmail.com>
Sent: Tuesday, June 25, 2024 3:05 PM
To: CCJPA Board
Subject: Taxpayer Concerns Regarding the South Bay Connect Project - Fiscal Irresponsibility and Lack of Community Benefit

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs,

I am writing to express my vehement opposition to the South Bay Connect (SBC) project, outlined in the draft Environmental Impact Report (EIR). I have grave concerns about the project's fiscal irresponsibility and its potential for devastating impacts on our community's quality of life.

The lack of transparency surrounding the project is alarming. The recent emphasis on dual track addition (Section 2.3 of the draft EIR) was never disclosed during the 2020 scoping discussions, nor has it been adequately communicated since. This significant change necessitates a thorough and transparent public engagement process.

The project's financial justification is dubious at best. The proposed \$732 million investment promises a mere "up to 13 minutes" reduction in travel time, a marginal improvement for a 3.5-hour commute from Sacramento to San Jose. This raises serious doubts about the project's ability to attract sufficient ridership to justify such a massive expenditure of public funds, especially given the Capitol Corridor's FY2019 revenue of only \$38 million.

Furthermore, the online petition against the project (with over 1400 signatures) highlights numerous community concerns. These include increased noise pollution from federally mandated train horns (up to 32 times daily in the future), worsened traffic congestion at already strained intersections like Ardenwood Park & Ride and SR-84, potential negative impacts on property values, and the disruption of existing transportation services at Hayward and Fremont Centerville stations.

The project's environmental impact is also deeply troubling. Increased train frequency will exacerbate diesel pollution, affecting air quality and the Bay's delicate ecosystem. The questionable future of the Dumbarton Rail Corridor project further undermines the necessity of the proposed Ardenwood station, making it a costly and potentially redundant addition.

I urge you to reconsider the South Bay Connect project. The current proposal demonstrates a disregard for fiscal responsibility, community well-being, and environmental stewardship. I strongly advocate for exploring alternative solutions that prioritize existing infrastructure improvements, more cost-effective transportation options, and community input.


Thank you for your time and consideration.


Sincerely,
Emma Chen

Emma.chen237@gmail.com

34190 Via Lucca Fremont
5106774551

South Bay Connect: Community Working Group (CWG) Meeting for Final EIR

 Tuesday, Oct. 22, 2024 | 5-6 p.m.

 Zoom Meeting

Attendees

NAME	ORGANIZATION
Carline Au	East Bay Economic Development Alliance
Chadi Chazbek	East Bay Leadership Council
Cindy Torres	Cherryland Community Association
Flavio Poehlmann	Fremont Mobility Task Force
Ken Wu	Fremont Mobility Task Force
Michael Freed	Cherryland Community Association
Michelle Powell	Save Niles Canyon
Robert Daulton	Niles for Environmentally Safe Trains (NEST)
Yonggang Zhang	Fremont Planning Commission (Chair)

Project Team

NAME	AGENCY
Jim Allison	Capitol Corridor Joint Powers Authority (CCJPA)
Shirley Qian	Capitol Corridor Joint Powers Authority (CCJPA)
Vernae Graham	Capitol Corridor Joint Powers Authority (CCJPA)
Ben Tripousis	HNTB
Michael Brown	HNTB
David Reel	HDR
Dawn Edwards	HDR
Lisa Marie Alley	HDR
Tammy Teurn	HDR

AGENDA

- **Welcome & Introductions**
- **Project Overview**
- **Environmental Update**
- **Next Steps**
- **Question & Answer**

On Tuesday, Oct. 22, 2024, the Capitol Corridor Joint Powers Authority (CCJPA) and their consultant team held a Zoom meeting from 5-6 p.m. on the South Bay Connect Project. The main purpose of this virtual meeting was to bring together the Joint Corridor and Fremont Community Working Groups (CWG) to provide an environmental update including the draft Environmental Impact Report (EIR), summary of engagement and comments, final EIR/responses to comments, answer questions, and provide information on next steps. In total, there were nine members of the CWG present.

Agenda Item 1: Welcome & Introductions

Lisa Marie Alley welcomed attendees and kickstarted the meeting by giving instructions for closed captioning, technical support, and how to update names in Zoom (name and organization) and add to the chat. Lisa Marie then went over the meeting agenda before introducing the core Project team:

- Jim Allison, Manager of Planning, CCJPA
- Shirley Qian, Principal Planner, CCJPA
- Ben Tripousis, Project Manager, HNTB
- Dawn Edwards, Environmental Lead, HDR
- Lisa Marie Alley, Facilitator, HDR

Stakeholders were then able to introduce themselves by stating their name and affiliation in the chat.

Agenda Item 2: Project Overview

Shirley Qian provided an overview of the South Bay Connect Project including what the Project is, the proposed route relocation, Coast Subdivision rail improvements, proposed Ardenwood Station, and the Project timeline.

Agenda Item 3: Environmental Update

Lisa Marie kicked off the environmental update and stated the timeline and promotions that occurred during the draft EIR including public meetings and the number of responses received during the 45-day public review and comment period.

Dawn Edwards then discussed the comments and themes received including comment responses to several categories such as general and opinions, independent utility, proposed Ardenwood station, Coast Subdivision double tracking, freight train volume assumptions, environmental justice, and noise and vibration. She ended her presentation stating there are no major changes in the final EIR and mentioned several mitigation modifications.

Agenda Item 4: Next Steps

Shirley Qian provided next steps on the final EIR and what the document includes, details on the upcoming CCJPA Board Meeting on Nov. 20, 2024, the proposed Board action, and how the public can comment.

Agenda Item 5: Question & Answer

Lisa Marie Alley opened the meeting to questions and comments. Note there were no questions received during the meeting.

The following comment was sent via chat:

- **Ken Wu: Thanks for the meeting. Have a good night.**

The following comment was sent via email post meeting:

- **Michael Freed: Lisa Marie, wondering if the line with a mile long slow-moving freight is the more “westerly route” planned for passenger service to bypass Hayward???? Express doesn’t describe how freight is moving today. Possibly enhancing that line for all freight might be a better option and retain the passenger service on the more easterly route already being used by**


Amtrak??? Sorry I missed the meeting. Please forward the results to me at: Mfreed4miraj@gmail.com. Thanks.


Lisa Marie Alley wrapped up the meeting by reminding attendees how to comment on the final EIR and stay engaged. The meeting concluded at 6:01 p.m.

ACTION ITEMS:

TASK	RESPONSIBILITY
Share PPT with CWG members.	HDR

South Bay Connect: Cities Meeting for Final EIR

 Tuesday, Oct. 22, 2024 | 1-2 p.m.

 Zoom Meeting

Attendees

NAME	ORGANIZATION
Jim Pierson	City of Fremont
Joel Pullen	City of Fremont
Alex Ameri	City of Hayward
Hugh Louch	City of Hayward
Jeremy Lochirco	City of Hayward
Howard Young	City of Newark
Steven Turner	City of Newark
Cindy Lemaire	City of San Leandro
Jayson Imai	City of San Leandro
Nicole Noronha Castelino	City of San Leandro
Sheila Marquises	City of San Leandro
Ed Grutzmacher	Redwood Law Firm <i>(representing Cities of Newark, San Leandro, and Union City)</i>
Steve Adams	Union City Transit

Project Team

NAME	AGENCY
Jim Allison	Capitol Corridor Joint Powers Authority (CCJPA)
Shirley Qian	Capitol Corridor Joint Powers Authority (CCJPA)
Vernae Graham	Capitol Corridor Joint Powers Authority (CCJPA)
Ben Tripousis	HNTB
Michael Brown	HNTB
Serge Stanich	HNTB

David Reel	HDR
Dawn Edwards	HDR
Lisa Marie Alley	HDR
Tammy Teurn	HDR

AGENDA

- **Welcome & Introductions**
- **Project Overview**
- **Environmental Update**
- **Next Steps**
- **Question & Answer**

On Tuesday, Oct. 22, 2024, the Capitol Corridor Joint Powers Authority (CCJPA) and their consultant team held a Zoom meeting from 1-2 p.m. on the South Bay Connect Project. The main purpose of this Cities meeting was to bring together the various municipal stakeholders to provide an environmental update including the draft Environmental Impact Report (EIR), summary of engagement and comments, final EIR/responses to comments, answer questions, and provide information on next steps. At peak, there were 13 stakeholders present.

Agenda Item 1: Welcome & Introductions

Lisa Marie Alley welcomed attendees and kickstarted the meeting by giving instructions for closed captioning, technical support, and how to update names in Zoom (name and organization) and add to the chat. Lisa Marie then went over the meeting agenda before introducing the core Project team:

- Jim Allison, Manager of Planning, CCJPA
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Shirley Qian provided next steps on the final EIR and what the document includes, details on the upcoming CCJPA Board Meeting on Nov. 20, 2024, the proposed Board action, and how the public can comment.

Agenda Item 5: Question & Answer

Lisa Marie Alley opened the meeting to questions and comments.

- **Jayson Imai: Thank you for setting up the meeting. Question about the comment response to noise and vibrations: *Mitigation measure related to establishment of Quiet Zones has been updated to clarify CCJPA's commitment to support local municipal efforts to implement Quiet Zones. What has CCJPA's commitment been modified to state and include for quiet zones?***
 - *Dawn Edwards: It specified that it would be in terms of funding and outreach support so that CCJPA would be paying for those features that would be*

included in a quiet zone and then helping to conduct the outreach regarded to that quiet zone. It's in the mitigation measure.

- *Shirley Qian: Right, we're still with the understanding that quiet zones should be led by the local road authority or rather the local jurisdiction but recognizing that this is a mitigation for South Bay Connect, CCJPA is committed to providing financial and staff support to support the cities that are leading the quiet zone effort for input.*
- **Jayson Imai: Would it be to supplement the preliminary costs associated with determining that like will be and all that kind of diagnostics and including up to construction of the required safety improvements to qualify for the quiet zone?**
 - *Shirley Qian: Yes.*
- **Jayson Imai: At which crossings? Is it each crossing or at-grade crossing or only those that are identified as severe?**
 - *Shirley Qian: Those that are identified as mitigation for severe impacts. There were six listed in the draft EIR.*
- **Cindy Lemaire: I'm a bit concerned. I've written EIRs for more decades than I care to admit or even think about to be honest, and when we have an extension of infrastructure, like this kind of infrastructure, there is an analysis of growth inducing impacts. The fact that you're pointing out that Ardenwood would be a new TOD is a growth inducing impact. And I would think here in San Leandro, taking the rail away from our BART station area would have actually sort of the opposite effect—it's not a beneficial effect. There's a potential there for an increase in driving and you know we're not getting a station. It's not going to serve our industrial area and even though it's going through the industrial area, it's not going to provide additional support for our BART stations. I'm a little bit curious, and I'm assuming maybe Ed has some thoughts on this as well, but I'm a bit curious as to why you opted to not evaluate the growth inducing impacts. I saw that the comments said that you're not going to and that it is sort of the city's issue, but we do have the EIR, there's Planned Bay Area, there's a bunch of documents that have been**

prepared, planning documents to look at the growth in these areas and this is going a different direction.

- *Dawn Edwards: I can speak to Ardenwood—we are not changing it to a TOD by definition of what a major transit stop is. Essentially, it already is. If the community wanted to, if the city wanted to go for all the requirements and move it into their general plan, they could do so now so we're not necessarily causing that to happen. And as such, when they go through making a whole bunch of decisions on what is that going to look like, what their densities are going to be, what they're going to do with parking, are they going to put in new parks, all that kind of stuff that will be part of their decision for their general plan change. And at that point, they would be doing the CEQA for growth inducement because we would be wildly guessing as to how the community would want to grow. Since they must make a change to the general plan, that would be in our opinion the more effective way to assess growth inducement when they've really defined what that means.*
- **Cindy Lemaire: Okay, and you're removing the option of San Leandro for example having a station. We'd be one out in the burbs.**
 - *Dawn Edwards: Right, I will say that given the other services in the area it's not removing them from a TOD designation, so it's still there given the other rail and bus support that you have.*
 - *Shirley Qian: I think I understand, Cindy, what your point is that we're not by shifting onto the Coast Subdivision, we are not precluding any future stations from being developed along the Coast Subdivision. I think what you're saying is that along the Coast Subdivision is the less populated or more industrial part of the cities and that is generally, the nature of how the East Bay has developed. In fact, we had trouble finding an appropriate replacement station location for Hayward as part of this reason, so I understand your point, but I hope our responses regarding land use in the final EIR satisfies some of your questions about how we decided to analyze local use and local use impacts.*
 - *Cindy Lemaire: Thanks, Shirley, I look forward to seeing it.*
- **Alex Ameri: Thank you for this presentation. You just made the reference to the City of Hayward. City of Hayward has a downtown station right now—we**

love it. It is in our downtown near BART and AC Transit. We are going to lose our station, and my City Council and community are extremely concerned about this. What is the mitigation for this and what kind of impacts will this removal have for Hayward?

- *Dawn Edwards: Since there is the availability of transit service, otherwise BART being one of them, which is less than a mile away, we did not mitigate for any impacts to Hayward because there was no significant impact due to the fact that there's alternatives for transportation at this time. Does that answer everything?*
- *Shirley Qian: Just to add, it does not preclude any future stations from being developed on the Coast Subdivision within Hayward. It's just that at this time the land use around that area is not conducive to a successful rail station.*
- **Alex Ameri: Shirley, we both know that is fantasy that in the future there will be a station here in downtown Hayward. My community is extremely concerned. They come to council berate about what has happened and how they have not been in the loop. Would you be open to having a meeting, not a virtual meeting, but a regular meeting to City Hall here in Hayward to hear from community members?**
 - *Shirley Qian: That's something we can discuss internally to see the timing of that and when would be the best time. I'll take that back for discussion.*
- **Alex Ameri: All right, thank you.**
 - *Lisa Marie Alley: Alex, I just would like to remind you and your community members that once the final EIR is issued there is that opportunity for you to provide your comments to the CCJPA Board who's being asked to take action at the November 20 meeting so just kind of keep that in mind that that opportunity to speak before the decisionmakers is forthcoming next month.*
 - *Shirley Qian: And the EIR is just one step of a very long project development process. There will be future opportunities for public engagement in this project so we will be back. It will keep going.*
- **Joel Pullen: One comment with respect to the identification of Ardenwood as a major transit stop. In addition to specifying that it's a major transit stop, I'd like you to include in there the reason why it qualifies. When I look at the buses that go through there, I'm seeing 30-minute headways and you need either two**

15s or identification of a rail station, etc., if the reason it's identified is the pending rail station as a planned stop. That'd also be important to specify, not just to say it's on MTC map, because we've seen some inconsistency among some of that data between state and regional data.


- *Lisa Marie Alley: Thank you, Joel.*


Lisa Marie Alley wrapped up the meeting by reminding attendees how to comment on the final EIR and stay engaged. The meeting concluded at 1:45 p.m.

ACTION ITEMS:

TASK	RESPONSIBILITY
Discuss potential community meeting at Hayward City Hall.	CCJPA
Share PPT with attendees.	HDR

South Bay Connect: Interagency Meeting for the Final EIR

 Thursday, Oct. 24, 2024 | 1-2 p.m.

 Zoom Meeting

Attendees

NAME	ORGANIZATION
Rodney Loche	Alameda County, Supervisor Marquez's Office
Felix Ko	California Public Utilities Commission (CPUC)
Anton Garabetian	California Public Utilities Commission (CPUC)
Ramineh Medhat	California Public Utilities Commission (CPUC)
Sia Mozaffari	California Public Utilities Commission (CPUC)
Afifa Awan	California State Lands Commission
Joel Pullen	City of Fremont
Art Interiano	City of Newark
Carmelisa Lopez	City of Newark
Esther Jung	City of Newark
Morgan Pedersen	City of Newark
Steven Turner	City of Newark
Ed Manasse	City of Oakland
Laura Kaminski	City of Oakland
Michelle Matranga	City of Oakland
Cindy Lemaire	City of San Leandro
Carmela Campbell	City of Union City
Paul Kanazeh	City of Union City
Tommy Cho	City of Union City
Thomas Omolo	Hayward Area Recreation and Park District
Kara Vuicich	Metropolitan Transportation Commission (MTC)
Julie Garren	San Francisco Bay Conservation & Development Commission (BCDC)

Brian Wines	San Francisco Bay Regional Water Quality Control Board (Region 2)
David Sorrell	San Joaquin Regional Rail Commission (SJRRRC)
Christina Jaworski	Santa Clara Valley Transportation Authority (VTA)
Jason Kim	Santa Clara Valley Transportation Authority (VTA)
Winnie Chan	U.S. Fish & Wildlife Service
Steve Adams	Union City Transit

Project Team

NAME	AGENCY
Jim Allison	Capitol Corridor Joint Powers Authority (CCJPA)
Shirley Qian	Capitol Corridor Joint Powers Authority (CCJPA)
Ben Tripousis	HNTB
Carie Montero	HNTB
Michael Brown	HNTB
Serge Stanich	HNTB
David Reel	HDR
Dawn Edwards	HDR
Jelica Arsenijevic	HDR
Lisa Marie Alley	HDR
Tammy Teurn	HDR

AGENDA

- **Welcome & Introductions**
- **Project Overview**
- **Environmental Update**
- **Next Steps**
- **Question & Answer**

On Tuesday, Oct. 24, 2024, the Capitol Corridor Joint Powers Authority (CCJPA) and their consultant team held a Zoom meeting from 1-2 p.m. on the South Bay Connect Project. The main purpose of this interagency meeting was to bring together the various municipality and agency stakeholders to provide an environmental update including the draft Environmental Impact Report (EIR), summary of engagement and comments, final EIR/responses to comments, answer questions, and provide information on next steps. At peak, there were 28 stakeholders present.

Agenda Item 1: Welcome & Introductions

Lisa Marie Alley welcomed attendees and kickstarted the meeting by giving instructions for closed captioning, technical support, and how to update names in Zoom (name and organization) and add to the chat. Lisa Marie then went over the meeting agenda before introducing the core Project team:

- Jim Allison, Manager of Planning, CCJPA
- Shirley Qian, Principal Planner, CCJPA
- Ben Tripousis, Project Manager, HNTB
- Dawn Edwards, Environmental Lead, HDR
- Lisa Marie Alley, Facilitator, HDR

Stakeholders were then able to introduce themselves by stating their name and affiliation in the chat.

Agenda Item 2: Project Overview

Shirley Qian provided an overview of the South Bay Connect Project including what the Project is, the proposed route relocation, Coast Subdivision rail improvements, proposed Ardenwood Station, and the Project timeline.

Agenda Item 3: Environmental Update

Lisa Marie kicked off the environmental update and stated the timeline and promotions that occurred during the draft EIR including public meetings and the number of responses received during the 45-day public review and comment period.

Dawn Edwards then discussed the comments and themes received including comment responses to several categories such as general and opinions, independent utility,

proposed Ardenwood station, Coast Subdivision double tracking, freight train volume assumptions, environmental justice, and noise and vibration. She ended her presentation stating there are no major changes in the final EIR and mentioned several mitigation modifications.

Agenda Item 4: Next Steps

Shirley Qian provided next steps on the final EIR and what the document includes, details on the upcoming CCJPA Board Meeting on Nov. 20, 2024, the proposed Board action, and how the public can comment.

Agenda Item 5: Question & Answer

Lisa Marie Alley opened the meeting to questions and comments.

- **Brian Wines: Will you provide responses to agency comments prior to finalizing the EIR?**
 - *Dawn Edwards: As required under CEQA, we will be sending out the agency's letter and all the responses, comments, and responses to the agency supplied information; so yes, that will be happening.*
- **Brian Wines: When?**
 - *Dawn Edwards: We'll meet the 10 days in advance, and I think we're going to be a few days before that. I think we're shooting for sending them out on Nov. 8.*
 - *Lisa Marie Alley: Nov. 8 is our target to meet the 10 days; maybe earlier than that, but we know we will meet the 10-day requirement.*
- **Esther Jung: Could you provide details on the public outreach events that have already taken place as well as any upcoming events in the schedule?**
 - *Lisa Marie Alley: I had briefly mentioned that prior to the draft document being issued, we held a community working group virtual meeting. We also held the interagency meeting and hosted two virtual public meetings just during that 45-day public comment and review period. Shirley, Ben, and others have also met with stakeholders in and around the community since scoping initiated a few years back. Right now, there is no current upcoming outreach other than what we're doing right now for the final EIR. As noted, we did meet with the*

community working groups on Tuesday (Oct. 22) and also met with the cities along the alignment to give them an update and we're meeting with you today. There is also an opportunity at the upcoming CCJPA Board Meeting to provide public comment to the Board as we bring these actions forward.

- *Shirley Qian: As I mentioned, this is not the end of the project. There's going to be at least five more years so there definitely will be additional stakeholder engagement and outreach meetings or events that will occur in the next few years.*
- **Brian Wines: I just want to reiterate our written comments concerning the impacts to aquatic resources are not very well quantified in the draft EIR and mitigation measures are not really provided in sufficient detail to determine if they're going to satisfy our mitigation requirements for impacts to channels. And this is not unique to this document; it's endemic to most EIRs I review, but it does complicate things when you get the permitting because most of the impacts will be to linear features and riparian. We expect mitigation in Region 2 for those impacts to be riparian or linear. There are no mitigation banks currently available that have those credits for sale and often that means permitting responsible mitigation which means acquiring right-of-way land. So to have early engagement to look at making sure that when these crossings are designed, impacts are minimized as much as possible. In some cases, that means more expensive crossing (i.e. using a bridge instead of a culvert), but if you look at the overall costs of providing mitigation for a lengthened culvert, I think it's going to be cheaper just to go straight to the bridge and not try to call merch.**
 - *Lisa Marie Alley: Thank you, Brian.*
 - *Dawn Edwards: Point noted. It's definitely not across projects particularly in the Northern Bay Area, so it will definitely be considered and early communication will occur.*
- **Brian Wines: Yeah, definitely. We appreciate the opportunity to engage early because I'm working on projects where they spent five years trying to find mitigation and we don't issue permits until we have the mitigation locked in.**
 - *Dawn Edwards: Right, definitely.*

- **Joel Pullen:** Will you note the comments and questions provided in this week's Zoom meetings? That is, if we asked for a clarification in the document, will that be addressed in the document or do we need to provide a written letter to that effect?
 - *Lisa Marie Alley:* We will do a meeting summary that we'll be sharing, but I would look to Shirley and others on once we send you the responses to comments for any agency letters we received. If there are additional items that you want to be addressed, as Shirley noted, we're not through design yet that will be taking them, but to what impact that they have on the final EIR, I welcome Dawn's thoughts on that.
 - *Dawn Edwards:* Yes, it was correct to say that all of those comments will still be put into the package for the Board's consideration. They won't be formally responded to in the final EIR itself, but they will be part of the package that goes to the Board for the Board's consideration along with all the other materials.
- **Sia Mozaffari:** Is there still time for agencies to submit official written comments prior to the final EIR? If yes, who is the best contact person to submit the comments to?
 - *Lisa Marie Alley:* The official comment period on the draft EIR has closed and is behind us. There is an opportunity to provide comments to the Board Meeting as part of the Open Board Act for the action and the final document that's going before them. I'm happy when we close here at the end to throw up on screen the email address where you may submit that, but as Shirley noted, this is just the first step. We'll still go through—assuming we receive federal funding—the federal environmental review, which also includes public input and comments on a NEPA document.
 - *Shirley Qian:* Remember we're just at preliminary engineering design, so if the comments are regarding specific aspects of improvements along the Coast Subdivision or at the Ardenwood Station, those comments are certainly welcome as we continue in our final design.
- **Esther Jung:** Can you share the presentation slides from today?

- *Lisa Marie Alley: We will share the PPT deck as a PDF to everyone invited by Friday.*
- **Cindy Lemaire:** I just want to make a point of clarification here. Some 25 or 30 years ago, the courts determined that the comment period that's listed in the statute as 45 days or in the CCRs is 45 days is actually closed at the public hearing. So if there are new comments that are raised at the public hearing that were not otherwise addressed in the final EIR, they do need to be addressed and you can address them at the hearing or you can table a meeting and then address them at your leisure. Just to be clear for the prior commenter. Thanks.
 - *Lisa Marie Alley: Thank you, Cindy.*
- **Sia Mozaffari:** I work with the CPUC, and we basically authorize any modifications to railroad crossings and also authorize the construction of new crossings in California. I noticed the document does speak on improving some of the crossings, but it's not very nuanced and we went through some of them. I understand there's a lot of crossings involved but just want to give you a heads up that in the process of making those modifications, some of these improvements might need to be more substantial. For example, some of the locations are near schools and residential areas where additional pedestrian safety measures need to be taken. Some of the locations are near traffic signals where queuing is a problem so that complicates the project by several orders of magnitude, so just want you to be aware of that. I know we're pretty far away from the design portion of the project and also the construction of any new crossing. I don't know if there's also a new pedestrian overpass so that also requires a formal application through CPUC and is a couple of years of process to take into account. Just wanted to throw that out there because we missed the comment period, and I wanted to relay that information to you.
 - *Lisa Marie Alley: Great, Sia, thank you for that.*
 - *Dawn Edwards: Thank you.*
- **Rodney Loche:** Hi, I'm the District Director for Supervisor Lisa Marquez and Shirley was kind enough to give me an overview a few weeks back, which was very much appreciated. During that presentation, we had a brief conversation

about the impact of the Hayward Station going away on some of the developmentally disabled, seniors, and some physically disabled in Hayward who currently use the HOP program, which is the Hayward operated paratransit. We discussed other options during the meeting whether or not they might be able to just utilize BART instead. We've had a few conversations since then and there is still substantial concern about some of those population not having this option anymore and I wanted to see if there was a mention or maybe there might be an opportunity to identify a parcel to develop that would work with the future plan. I wanted to make sure I mentioned this to see if this is—I know this is a little bit aside to what was covered in the presentation—but I wanted to make sure I shared that this is still a concern for some of these folks in Hayward.

- *Lisa Marie Alley: Thank you for that.*
- *Shirley Qian: Thank you, Rodney, for following up on the communities that you mentioned, and we'll continue to be engaged with the needs of Hayward.*
- *Rodney Loche: I appreciate it.*

Lisa Marie Alley wrapped up the meeting by reminding attendees how to comment on the final EIR and stay engaged. The meeting concluded at 2 p.m.

ACTION ITEMS:

TASK	RESPONSIBILITY
Share PPT with attendees.	HDR