

Appendix D. Comment Letters from Recurring Comment Letter #1

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.

From: [James Hongyi Zeng](#)
To: [South Bay Connect](#)
Cc: [NoCoastRoute@gmail.com](#); [yonggang@gmail.com](#)
Subject: Comments on South Bay Connect draft EIR
Date: Saturday, June 1, 2024 8:32:11 PM

Hi SBC Project Management,

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 addition (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.**

8-1

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

8-2

<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.

8-3

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**.

8-4

Thanks,
James

From: Sandra Dai
To: info@southbayconnect.com
Subject: Objection to Capital Corridor South Bay Connect
Date: Monday, June 3, 2024 8:24:38 PM

Form letter 1

Dear Sir/Madam,

I am a homeowner in North Fremont (Ardenwood). 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 addition (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.

10-1

I strongly object the project. I hope you can consider the communities impacted by the project.

Thanks.

Regards,

Sandra

From: [Lanlan Wu](#)
To: info@southbayconnect.com
Subject: "No" for South Bay Connect Project
Date: Thursday, June 6, 2024 10:54:35 AM

Dear SBC Project Management,

I'm a resident in Fremont and I'm here writing to say **NO** to South Bay Connect project proposed by CCJPA as part of the draft Environmental Impact Report (EIR).

One significant concern about the draft EIR is the introduction of the dual track addition (Section 2.3). This change is such a big surprise to my community, as it was never mentioned or communicated during the scoping discussions in 2020 or in the past four years. It is imperative that the SBC Project Management be more transparent about this change during the draft EIR public comment period. This should be done through various channels, including the website, flyers, and mailers.

18-1

I would also like to draw your attention to the current online petition regarding this project, which has gathered over 1500 signatures and continues to grow:

18-2

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

The proposed project raises several concerns for our community. The additional track will likely increase horn noise in the quiet residential areas of Hayward, Union City, Fremont, and Newark. Furthermore, it is expected to exacerbate traffic congestion during peak commute hours, particularly at the already congested Ardenwood Park & Ride and the SR-84 intersection.

18-3

Moreover, the benefits of the project seem questionable. The draft plan suggests only a marginal improvement in travel time, with a saving of up to 13 minutes. This does not seem to justify the \$732 million expenditure, and it remains unclear how much additional ridership the project will actually generate.

18-4

Thank you for reading my letter. I hope the SBC Project Management will take these issues seriously. Please stop this clearly harming the residents but has unexpected benefit project.

Best regards,
Lanlan Wu
Sent from my iPhone

From: [Jian Zhang](#)
To: info@southbayconnect.com
Subject: Strong Opposition to South Bay Connect Project
Date: Thursday, June 6, 2024 10:08:30 AM

Dear SBC Project Management,

I hope this message finds you well. I am Jian Zhang, a homeowner in Fremont. I am writing to vehemently express my concerns and strong opposition to the South Bay Connect project proposed by CCJPA as part of the draft Environmental Impact Report (EIR).

One of the most alarming aspects of the draft EIR is the sudden introduction of the dual track addition (Section 2.3). This significant change comes as a shock to our community, as it was never mentioned or communicated during the scoping discussions in 2020 or at any point in the past four years. The lack of transparency in this matter is deeply troubling. The SBC Project Management must ensure that such critical changes are clearly communicated to the public during the draft EIR comment period through the website, flyers, and mailers.

19-1

The proposed project raises several critical concerns for our community:

1. Increased Noise Pollution: The addition of a dual track will significantly increase horn noise in the quiet residential areas of Hayward, Union City, Fremont, and Newark, disrupting the peace and quiet that our residents currently enjoy.
2. Traffic Congestion: The project will exacerbate traffic congestion during peak commute hours, particularly at the already congested Ardenwood Park & Ride and the SR-84 intersection. This will negatively impact daily commutes and the overall quality of life in our community.
3. Questionable Benefits: The benefits of the project are highly questionable. The draft plan suggests only a marginal improvement in travel time, with a saving of up to 13 minutes. It is unclear how much additional ridership this project will generate, making the \$732 million expenditure seem unjustifiable.

19-2

I would also like to draw your attention to the current online petition regarding this project, which has garnered over 1500 signatures and continues to grow:

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

19-3

Thank you for considering our serious concerns. It is crucial that the SBC Project Management reevaluates this project and works towards a solution that genuinely benefits our community without compromising our quality of life.

Best regards,
Jian Zhang

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.**

122-1

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

122-2

<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.

122-3
122-4

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**.

122-5

Thanks,
James

From: [Ryan O'Keefe](#)
To: [Teurn, Tammy](#)
Subject: New South Bay Connect Comment
Date: Sunday, July 7, 2024 10:11:00 PM

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.

New South Bay Connect Comment

Name:

Jim Ma

Email:

jim8ma@gmail.com

Phone:

Organization:

ZIP Code:

94555

Subject:

Strong Opposition to South Bay Connect Project - Draft EIR Concerns

Comment:

Dear Officer,

I am writing to express my strong opposition to the South Bay Connect (SBC) project proposed by the Capitol Corridor Joint Powers Authority (CCJPA), as outlined in the draft Environmental Impact Report (EIR). I have serious concerns about the financial viability of this project and its potential negative impacts on our community's safety, environment, and quality of life. 148-1

One of my primary concerns is the recent emphasis on dual track addition in Section 2.3 of the draft EIR. This significant change was not communicated during the 2020 scoping discussions or in the four years since. The lack of transparency from the SBC Project Management on this matter is deeply troubling. I urge CCJPA to provide clear and comprehensive information about this change to the public through various channels, including the website, flyers, and mailers. 148-2

Furthermore, I would like to draw your attention to the growing online petition against this project, which has garnered over 1500+ signatures and continues to gain momentum: <https://www.change.org/p/say-no-to-rerouting-capitol-corridor-to-coast> 148-3

This petition highlights numerous concerns shared by community members, including increased horn noise in residential areas, worsened traffic congestion (especially at the Ardenwood Park & Ride and SR-84 intersection), and potential negative impacts on property values. 148-3

The project's financial justification is also questionable. The proposed \$732 million investment promises only marginal improvements, with an "up to 13 minutes" reduction in travel time. It is unclear how this project will attract sufficient ridership to justify such a significant expenditure of taxpayer funds. The Capitol Corridor's FY2019 revenue of \$38 million further underscores the disproportionate cost of this project. 148-4

Given these concerns, I strongly urge you to reconsider the South Bay Connect project. I believe that alternative solutions, such as investing in existing infrastructure or exploring more cost-effective transportation options, would better serve the needs of our community and provide a more responsible use of public funds. 148-5

From: [Ryan O"Keefe](#)
To: [Teurn, Tammy](#)
Subject: New South Bay Connect Comment
Date: Monday, July 15, 2024 1:30:22 PM

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.

New South Bay Connect Comment

Name:

Sandra Dai

Email:

SandraStat27@gmail.com

Phone:

Organization:

ZIP Code:

94555

Subject:

Objection to Capital Corridor South Bay Connect

Comment:

I am a homeowner in North Fremont (Ardenwood). 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 addition (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.

I strongly object the project. I hope you can consider the communities impacted by the project.

244-1

244-2

244-3

