



July 10, 2024

CCJPA  
South Bay Connect  
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Oakland, CA 94612  
info@southbayconnect.com

Re: City of Hayward comments on the South Bay Connect Draft Environmental Impact Report

To: CCJPA Staff:

On behalf of the City of Hayward, please find comments and questions on the Draft Environmental Impact Report (DEIR) for the Capitol Corridor South Bay Connect project (Project) prepared by the Capitol Corridor Joint Powers Authority (CCJPA). A detailed list of comments is provided in the attachment. The City would like to highlight a number of high priority concerns that we have with the Project and the DEIR:

- The Project will remove the Hayward station. In many places throughout the DEIR, these impacts have been discounted or ignored. The DEIR should better explain why improvements could not be made to the existing service along the Niles subdivision that would allow service to be retained at existing stations. The DEIR acknowledges that the City of Hayward is an environmental justice community but proposes that other transit services that do not serve the same markets as Capitol Corridor can serve as a substitute. Given generally limited and poor quality connections between BART and Capitol Corridor, the transportation access impacts of the Project for environmental justice communities in Hayward should be seen as significant.
- The Project is relocating rail service into an area that is expected to experience Sea Level Rise. The DEIR makes clear that, even with the moderate scenario used, there will be severe flooding of the Coast subdivision during the service life of the Project. Further, the DEIR did not conduct a thorough review of a more extreme scenario, that as recent years of extreme weather have demonstrated, may be more appropriate to analyze.
- The Project ignores the real and significant impacts that shifting the trains to the Coast Subdivision will create for residents in Hayward, by ignoring the increase in use of the Niles subdivision for freight trains. CCJPA's own communications about the purpose of the Project are in conflict – the DEIR claims there will be no change, but the South Bay Connect website clearly indicates a desire to improve freight movements. Adding a second track will allow continued use of the Coast subdivision for freight, while freeing up significant capacity along the Niles subdivision that will be available for increased use by freight. The Niles subdivision travels directly adjacent to residential areas that will



bear the noise and air quality impacts of increased freight use, compared to the industrial areas along the Coast subdivision. These impacts should be noted as significant with mitigations identified.

- The DEIR lacks appropriate clarity on whether or not several proposed mitigation measures would be implemented. Several measures indicate that they would be implemented “if feasible” but no standard is provided for feasibility and no proposed alternatives are identified if mitigation is deemed infeasible. CCJPA needs to either provide clarity on whether mitigations would be provided or change the impacts to significant and unavoidable.

We appreciate the opportunity to provide our feedback and support CCJPA’s desire to improve rail service in the corridor. We do not believe that the Project, as defined, successfully meets these objectives, has long term sustainability, or avoids significant impacts.

If you have any questions or require additional information, please contact Hugh Louch, Deputy Director of Public Works – Transportation at [hugh.louch@hayward-ca.gov](mailto:hugh.louch@hayward-ca.gov) or at (510) 583-4781.

Sincerely,



Mark Salinas  
Mayor

cc: Hayward City Council  
Dustin Claussen, Interim City Manager  
Adam Kostrzak, Acting Assistant City Manager  
Alex Ameri, Director of Public Works  
Hugh Louch, Deputy Director of Public Works – Transportation

Attachment: Detailed comments and redline markup

