

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

TTY 711

www.dot.ca.gov

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Governor's Office of Planning &amp; Research

*Making Conservation  
a California Way of Life.***Aug 13 2020**

August 13, 2020

**STATE CLEARINGHOUSE**

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Shirley Qian, Senior Planner  
Capitol Corridor Joint Powers Authority  
300 Lakeside Drive, 14th Floor East  
Oakland, CA 94612

**Capitol Corridor South Bay Connect Project – Notice of Preparation (NOP)**

Dear Shirley Qian:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Capitol Corridor South Bay Connect Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the June 2020 NOP.

***Project Understanding***

The proposed Project is located in Alameda County between the Capitol Corridor Oakland Coliseum Station to the north and Newark Junction to the south. The project proposes the relocation of Capitol Corridor passenger rail operations to the Coast Subdivision and to facilitate the relocation of freight rail operations to the Niles and Oakland Subdivisions between Oakland and Fremont/Newark to create operational improvements for both services. The project calls for upgrades to the Coast Subdivision to Federal Rail Administration Class 5 track standards to accommodate passenger rail service; improvements on the Niles and Oakland Subdivisions, including connections between the two lines at Industrial and Shinn to allow for more efficient freight movements; and construction of a new passenger rail station at the existing Ardenwood Park & Ride that connects rail service with express buses, private shuttles, and the surrounding bicycle and pedestrian network.

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability”*

**Multimodal, Bicycle and Pedestrian Planning**

We commend the proposed project track change for the potential to increase access to Capitol Corridor passenger rail services.

Please clarify how connections to the proposed new stations will be made by riders. Also clarify whether local bus route services will be adjusted to accommodate the new Capitol Corridor stations. Accordingly, specify the funding sources of station shuttles and their routes. Future documents should have more information on connections to the new stations, an important component of Plan Bay Area 2050 which highlighted the need for better connected services between the multiple agencies in the Bay Area. Additionally, if the connections are not publicly funded (via local transit agencies) and are instead funded by private sources, address how the connected services are to be maintained into the future.

Additionally, the project could also potentially provide faster times for BART trains. We recommend including this in the analysis.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at [laurel.sears@dot.ca.gov](mailto:laurel.sears@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact [LDIGR-D4@dot.ca.gov](mailto:LDIGR-D4@dot.ca.gov).

Sincerely,



Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

cc: State Clearinghouse