

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

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