

## **Chapter 11** Coordination and Consultation

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Agency consultation and public participation for this proposed project have been accomplished through formal and informal methods including a scoping meeting/open house, formation of a Citizens' Advisory Committee, a series of public meetings, individual meetings with public agencies and other interested parties, an extensive public information program, and two public hearings.

### **COORDINATION AND CONSULTATION WITH PUBLIC AGENCIES**

The Interstate 880/Route 92 Interchange Reconstruction Project is subject to both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) have been serving as joint lead agencies in preparing the environmental documents to meet both NEPA and CEQA requirements. Since Regional Measure 1 and Alameda County Measure B monies fund the proposed project, the San Francisco Bay Area Toll Authority (BATA) and the Alameda County Transportation Improvement Authority (formerly Alameda County Transportation Authority) are also partners in this venture.

As part of the NEPA requirements, the FHWA published a Notice of Intent (NOI) in the Federal Register by FHWA in May 1991, to advise the public that an Environmental Impact Statement (EIS) would be prepared for the proposed project by the FHWA in cooperation with Caltrans. The NOI described the project funding and public involvement opportunities.

As part of the CEQA requirements, Caltrans issued a Notice of Preparation (NOP) in May 1991 expressing Caltrans' intent to prepare an Environmental Impact Report for the proposed project. The NOP was sent to all responsible agencies (as defined in the CEQA guidelines). Notification was also provided to other agencies, organizations, and interested individuals. The NOP contained a description of the study, of the alternatives being considered, and of the time and location of the scoping and public meetings. The initial scoping period was 30 days, ending on June 4, 1991. However, as all responsible agencies did not receive the NOP, a second mailing of the NOP was carried out in December 1991, and the NOP response period was

extended to 30 days following December 18, 1991. Agencies submitted comments on the scope of the EIS/EIR and provided information pertaining to the agencies' statutory responsibilities.

Opportunities for agency involvement were provided throughout the preparation of the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/R) and the Supplement to the DEIS/R. Public agencies responded through a variety of methods including written responses, verbal and written comments at the scoping/open house and public meetings, ongoing individual contacts, individual public agency meetings, and participation in the Project Development Team (PDT).

### **Federal Agency Coordination**

The following federal agencies were consulted over the course of the environmental analysis process for the proposed project.

- U.S. Army Corps of Engineers (jurisdictional determination)
- U.S. Fish and Wildlife Service (species of concern)
- U.S. Department of Interior, Bureau of Land Management (jurisdictional determination)
- U.S. Environmental Protection Agency (air quality, environmental justice, and cumulative impacts)

### **State, Regional, and County Agency Coordination**

The following state, regional, and county agencies provided project input through responses to the NOP, through participation on the Project Development Team, and through individual meetings and individual contact.

- State Office of Historic Preservation (property eligibility for inclusion in National Register)
- California Air Resources Board (Clean Air Act)
- Alameda County Congestion Management Agency
- Alameda County Flood Control and Water Conservation District (Ground Water Quality Review)
- Alameda County Planning Department
- Bay Area Air Quality Management District (Clean Air Act)
- California Highway Patrol

- Metropolitan Transportation Commission (policy guidance on California Clean Air Act)
- San Francisco Bay Region II, Regional Water Quality Control Board (Water Quality Control Plan)

### **Local Agency and Group Coordination**

Caltrans solicited input to the project from interested local agencies. Input was received from local agencies through responses to the NOP and Initiation of Studies Letter and through individual contacts and meetings. Local agencies that provided input included:

- City of Hayward Public Works, Transportation Services, Community and Economic Development, and other departments
- City of Hayward City Council

Caltrans also met with several community and interest groups. Groups that have provided comment include:

- Southgate Area Homeowners Association
- Citizens for Alternative Transportation Solution
- Parkwood/Parkmead Homeowners Association
- Brenkwitz Area Homeowners Association
- Eden Gardens Homeowners Associations
- Citizens' Advisory Committee (CAC) (appointed by the City of Hayward)
- Neighborhoods Against Freeway Intrusion (NAFI)

### **Project Development Team**

The proposed project also had a PDT to serve as the technical advisory committee, to participate in value analyses, and to provide input on decisions (e. g., preferred alternative) for the project. The PDT consisted of staff representatives from:

- Alameda County Congestion Management Agency
- Alameda County Transportation Authority/Alameda County Transportation Improvement Authority
- California Department of Transportation
- California Highway Patrol

- City of Hayward
- Federal Highway Administration
- Metropolitan Transportation Commission and the San Francisco Bay Area Toll Authority

Other agencies and entities that attended PDT meetings included the Alameda County Planning Department, the Alameda Public Works Agency, the U.S. Army Corps of Engineers, the Bay Area Transit District, the AC Transit District, and consultant firms.

### **Permits and Consultation**

Public agencies require coordination for projects involved in the environmental process as noted above. The degree of participation of these agencies depends on project-specific issues or impacts and their legal authority and responsibilities for project review. A Nationwide Permit from the U.S. Army Corps of Engineers is needed for discharges to the three small wetlands. The San Francisco Bay Region II Regional Water Quality Control Board (RWQCB) provides certification that discharges to waters will comply with effluent limitations, water quality standards, national standards of performance, and toxic/pretreatment effluent standards pursuant to Section 401 of the Federal Water Pollution Control Act as amended by the Clean Water Act and subsequent amendments. The RWQCB also verifies compliance with Caltrans' Statewide National Pollution Discharge Elimination System permit pursuant to Section 402 of the Federal Water Pollution Control Act as amended by the Clean Water Act and subsequent amendments. No other permit requirements have been identified for the project.

The project requires review of the project by the MTC for air quality conformity with the RTP, the TIP, and emissions budgets in the Bay Area component of the State Implementation Plan. A revised freeway agreement and other documents may be needed between the City of Hayward and Caltrans for any modifications in access, transfer of responsibilities, and clarifications of understandings and expectations.

## **PUBLIC PARTICIPATION PROGRAM**

### **Program Objectives**

The Public Participation Program had four primary objectives:

- To provide general and technical information to interested groups and individuals within the community
- To obtain broad community input and to provide a forum for affected parties to express their concerns
- To assist in achieving consensus on emerging design and mitigation concepts
- To support the fulfillment of the NEPA and CEQA mandated public participation requirements

### **Program Components**

The Public Participation Program included the following major components:

**Definition of Key Interested Parties.** An early task was to work with Caltrans and local government staff to define individuals and groups who may be interested in this study or affected by the project.

**Mailing List.** A comprehensive mailing list of over 3,000 interested individuals and organizations was prepared, regularly updated, and used for mailing notices and newsletters before the DEIS/R.

**Open Houses, Workshops, and Public Meetings and Hearings.** A Scoping Meeting/Open House, attended by approximately 450 people, was held on May 23, 1991 at Southgate School in Hayward. The purpose of the meeting was to give agencies and the public an opportunity to identify important environmental issues, reasonable alternatives, and mitigation measures that should be addressed in the DEIS/R. A summary of the comments received as well as samples of Open House materials can be found in the Scoping Meeting/Open House Summary Report dated July, 1991.

A second Public Meeting, also attended by approximately 450 people, was held on November 25, 1991 at Centennial Hall in Hayward. Caltrans and Consultant staff presented information on the status of the project study and

alternatives under consideration. Comments received at the Public Meeting were summarized in the Public Meeting #2 Summary Report, which is also available for public review.

The third Public Meeting for the Interstate 880/Route 92 interchange project was held on July 23, 1992 at Centennial Hall in Hayward. Approximately 285 people attended the meeting. The results of technical studies were presented and discussed by project staff. Comments received at the Public Meeting are summarized in Public Meeting #3 Summary Report, which is available for public review.

The first Public Hearing to receive public and agency comments on the project and the DEIS/R was held June 19, 1997 at Centennial Hall in Hayward. Two hundred thirty-three people attended this Public Hearing. The Record of Public Hearing is also available for review. Comments from a Map Display that preceded (June 11, 1997) the Public Hearing and the Public Hearing itself are included and addressed in Volume 2 of this Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR).

The second Public Hearing to receive public and agency comments on the project and the Supplement to the DEIS/DEIR occurred on July 24, 2002, again, at Centennial Hall. The attendance was 220. A Record of Public Hearing is also available for review. The comments from this Public Hearing are included and addressed in Volume 3 of this Final EIS/R.

**Local Government Staff Coordination.** In order to maintain thorough and ongoing communication with both elected officials and the staff of the key local jurisdictions, the program included several briefings and continued consultation with the local government staffs from the City of Hayward and from Alameda County. A special presentation was made before the Hayward City Council on July 16, 1991. A member of the Council also acted as a liaison between the Citizens' Advisory Committee and the Council. Appropriate city staff also attended the Citizens' Advisory Committee meetings.

**Citizens' Advisory Committee Meetings.** A Citizens' Advisory Committee (CAC) was formed to provide additional input into the planning of improvements to the I-880/Route 92 interchange. The CAC met with the

study team nine times through the duration of the project. Representatives were updated on the studies and input received from members was taken into consideration when making decisions on the project. Upon request from the CAC, the project team provided materials on traffic, right-of-way, property value impacts, and detailed socioeconomic evaluation. Great effort was made to evaluate recommendations made by the CAC. The efforts of the CAC led to the development of Alternative H.

**Informational Presentations.** The following special presentations and meetings were held:

- Special presentation before the Southgate Area Homeowners' Association on June 6, 1991.
- A briefing on the project to Alameda County Transportation Authority on December 10, 1991.
- Meeting of the Project Team with members of the Southgate Swim Club on February 11, 1992.
- Meeting with Alameda County on February 11, 1992, with respect to the County Corporation yard.
- Meeting with Alameda County Congestion Management Agency on May 20, 1992.
- Meeting of the Project Team with representatives of the Southland Mall on May 22, 1992.

**Newsletters/Fact Sheets.** Three informational newsletters and two fact sheets were distributed to provide project information and keep the community informed and updated on project developments prior to the DEIS/R.

**Media Relations Program.** In order to keep the press well informed of project milestones, developments, and public meetings, contact was maintained with local area newspapers and television and radio stations.

