Appendix I. Supplemental Cumulative Analysis

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.

Appendix I. Supplementary Cumulative Analysis

1 Introduction

The Capitol Corridor Joint Powers Authority (CCJPA) issued the South Bay Connect Project Draft Environmental Impact Report (EIR) for public review from May 29 through July 15, 2024. Comments received on the Draft EIR during the public review period recommended including consideration of additional projects in the cumulative analysis presented in the Final EIR. This Supplementary Cumulative Analysis amends Table 3-1, Cumulative Projects List, and Figure 3-1, Cumulative Projects Map, of the Draft EIR and updates the cumulative analysis to include additional projects identified during the public comment period.

2 Cumulative Impacts

CEQA requires that EIRs include a discussion of cumulative impacts, specifically stating:

> "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355).

According to the CEQA Guidelines, "cumulatively considerable" means that "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)).

CEQA Guidelines also provide guidelines for assessing the potential for proposed projects to contribute to cumulative impacts when the project would include implementing measures (including mitigation) to reduce effects as defined in previously approved plans or regulations:

> A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (CEQA Guidelines Section 15064 (h)(3)).

Further, the CEQA Guidelines state that "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable" (CEQA Guidelines Section 15064 (h)(4)).

2.1 Methods Used in the Cumulative Analysis

Two methods can be used for cumulative impact analysis (CEQA Guidelines Section 15130). In the list approach, the lead agency identifies related projects or activities that could add to the proposed Project's environmental impacts. In the projection, or plan, approach, the lead agency relies on projections in an adopted planning document or prior environmental document. This EIR applied the list approach.

The following terminology is used in this EIR to describe the various levels and types of environmental impacts associated with the proposed Project:

- **Cumulative Impact:** As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.
- **Significance Threshold:** Consistent with thresholds used to evaluate the impacts resulting from the proposed Project in Chapter 3, this is the criterion used in the EIR to determine whether the magnitude of a cumulative environmental impact would be significant.
- **Significant Cumulative Impact:** A cumulative impact is considered significant if it would result in a substantial adverse change in the physical conditions of the environment, as determined by whether it exceeds the applicable significance threshold.
- **Cumulatively Considerable:** Pursuant to CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," the lead agency need not consider that effect significant (CEQA Guidelines Section 15130).

2.2 Cumulative Projects List

Table 3-1 lists and describes the reasonably foreseeable, probable future projects and activities considered for the cumulative impact analysis. This list of foreseeable, probable future projects and activities was developed based on a review of publicly available information at the time of the analysis. The original projects already included in the DEIR are listed first below followed by new projects added to the cumulative list which are identified under Projects Added to Final EIR. The potential cumulative effects when the proposed Project is added to cumulative activities listed in Table 3-1 are discussed in each applicable environmental resource section. Maps presenting activities considered for the cumulative impact analysis are shown in Figure 3-1.

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
I-1	Washington Avenue/UPRR Crossing Improvement	San Leandro	Railroad Crossing Improvements at Washington Avenue near Chapman.	Constructed
I-2	Centerville Complete Streets	Fremont, Newark	Pilot project focuses on Centerville's business district along Fremont Boulevard from Thornton Avenue to Parish Avenue. Project improvements include lane reduction from four lanes to three lanes (2 southbound lanes and 1 northbound lane), additional on-street parking on both sides of the street, pop-up patios for outdoor dining and seating in on-street parking spaces at key locations, and enhanced bike facilities with separation from both pedestrians and vehicles.	Construction to begin in 2025
I-3	Centerville Railroad Safety Improvements	Fremont	Safety improvements at six at-grade crossings (Blacow Road, Dusterberry Way, Maple Avenue, Fremont Boulevard, Shinn Street, and Clarke Drive) in coordination with UPRR, the California Public Utilities Commission (CPUC) and the Federal Railroad Administration (FRA).	Submit Notice of Intent– Early 2025
I-4	Station East Residential/ Mixed Use Project	Union City	Demolition of existing buildings and surface parking lots and development of up to 1.8 million square feet (including 974 new residential units and approximately 30,800 square feet of commercial uses). The project site would include 11 planning areas with 33 residential buildings and one community building.	Construction started in mid-2023 with anticipated completion in late 2026
I-5	4150 Point Eden Way Industrial Development Project	Hayward	Construction of a new industrial building and creation of an open space/wetland preserve.	Environmental Review Completed February 2022

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
I-6	Niles Gateway Mixed Use	Fremont	Construction of a proposed residential development in the Niles Historical Overlay District that would include 75 attached residential units on approximately 6.08 acres.	Environmental Review Completed March 2021
I-7	Division 4 Modifications to Accommodate Battery Electric Buses as part of the 45 Zero Emission Bus Purchase	Oakland	Construction of charging infrastructure for zero-emission buses, including electrical service, transformers, switchgear, charging equipment, and additional emergency power units.	Environmental Review Completed August 2020
I-8	2075 Williams Street Industrial Project	San Leandro	Modifications to existing facility to increase the maximum tonnage of materials that could be received and processed from 174 tons per day to 350 tons per day.	Environmental Review Completed May 2020
O-1	Draft Environmental Assessment for Cargill, Inc. Solar Sea System Maintenance and Operations Activities	Regional	Analysis of environmental impacts as a result of continued maintenance and operation activities of Cargill Inc. Solar Salt System within historic salt-flat areas in Newark and Redwood City.	Completed in April 2021
O-2	Waterfront Ballpark District at Howard Terminal	Oakland	Construction of a new, open-air, waterfront multi-purpose Major League Baseball ballpark with a capacity of up to 35,000 persons and a mixed-use development, including up to 3,000 residential units and up to 1.5 million square feet of commercial space.	Environmental Review Completed March 2022 ** **Removed from cumulative analysis. Project no longer moving forward.**

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
O-3	General Electric Site Remediation and Redevelopment Project	Oakland	Demolition of existing buildings, remediate the site, and construction of a 535,000-square foot industrial building on the site previously owned by General Electric.	Environmental Review Completed May 2020
O-4	Brooklyn Basin Marina Expansion Project	Oakland	Modification of a previously approved 64.2-acre project (2009 Oak-to-Ninth Avenue EIR), which would include a residential density increase of 600 units (for a project site total of up to 3,700 units), an update to parking ratios to current zoning code requirements in other zoning districts, and an expansion of the approved marina infrastructure and operation including increasing the number of slips by 158 and incorporating provisions with the marina improvements to accommodate an existing water taxi/shuttle currently operating on San Francisco Bay.	Final EIR approved in 2022
O-5	Ardenwood Technology Park Planned District	Hayward	The District would rezone 32 existing industrial parcels located within a portion of the Ardenwood Technology Park to enable more intensive office space, manufacturing and research and development uses. Additionally, the District intends to create small-scale retail service uses.	Constructed
P-1	Fairmont Terrace Renovation and Expansion	Fairmont	Design and construction of park improvements and expansion of an existing 1.67-acre park to 5 acres. Improvements include on-site ADA parking, new restroom building, renovated playground and basketball, pathways, etc.	Constructed
P-2	Ashland-Mateo Street Neighborhood Park	Ashland	Construction of new 1.43-acre neighborhood park in Ashland.	Construction to begin in 2025 with

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
				anticipated completion in 2026.
P-3	Ashland-East 14th Street Park	Ashland	Extension of the Mateo Street Park to E 14th Street to create a large, through-block park for the Ashland neighborhood. This future park will also front the new Ashland community center, part of the Madrone Terrace Housing Project.	Park development project is anticipated to start in 2025
P-4	Community Center at Madrone Terrace	Ashland	Development of a new 7-story affordable housing facility, at East 14th Street and 162nd Avenue with creation of a new community center.	Under Construction
P-5	Ashland Common	Ashland	Construction of recreational facilities at the 1-acre site at the corner of 166th Avenue and E 14th Street in Ashland.	Under Construction
P-6	Mission and Mattox Acquisition	Ashland	Acquisition of the vacated Coca Cola Bottling facility and its 2.6 acres of land at the northeast corner of Mission Boulevard and Mattox Road in Ashland for future park and recreational facilities.	Preliminary Planning Review
P-7	Sunset Futsal Courts	Hayward	Development of a new futsal court facility.	Constructed
P-8	Kennedy Park Renovation	Hayward	Construction of improvements to Kennedy Park including renovated picnic areas, group picnic shelters, new central play areas, new teacup amusement ride, new concession building and public restrooms, improved pathways with seating, and informal lawn areas.	Constructed
P-9	San Lorenzo Community Park Phase 2	San Lorenzo	Construction of Phase 2 improvements to existing 31-acre community park. Phase 2 improvements include a multi-purpose field, two soccer fields, a concession	Constructed

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
			building, a dog park, community green, a neighborhood play area, additional picnic facilities, and exercise stations and parking.	
P-10	Hayward Plunge Renovation	Hayward	Evaluation of the Hayward Plunge Aquatic Center.	Construction to be completed in Winter 2025
P-11	Sulphur Creek Nature Center Master Plan	Hayward	Evaluation of improvements from access to new recreation features at the Sulphur Creek Nature Center.	Preliminary Design
P-12	Eden Greenway Improvements	Hayward	Renovation of greenways to provide new recreational features, improve pathways, planting and irrigation, fencing, and signage as needed.	Construction to begin spring 2025
P-13	Weekes Community Center Renovation	Hayward	Renovation of an existing 10,092-square foot community center.	Preliminary Planning Review
P-14	Weekes Community Park Renovation	Hayward	Construction of improvements to the 16.6-acre Weekes Community Park including open lawn areas, restrooms, concession building, playground, half-court basketball, bocce courts, fitness plaza, central plaza, group picnic areas, pavilion, shade structure, bandstand, promenade, and walking loop.	Preliminary Planning Review
P-15	Mia's Dream All-Access Playground	Hayward	Construction of a 1-acre all-access playground for inclusive play opportunities for child developmental needs. It replaces an existing playground in Tennyson Park in Hayward.	Constructed

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
P-16	El Rancho Verde Park	Hayward	Construction of park improvements at an existing park site including renovated sports fields and planting/irrigation upgrades.	Design Development
P-17	Family Aquatics Center Competition Pool	San Leandro	Construction of a competition pool and additional parking.	Constructed
P-18	Marina Mulford Branch Library Construction	San Leandro	Construction of a new 2,500-square foot library.	Constructed
P-19	Bidwell Park Master Plan	Hayward	Expansion of the existing Bidwell Park to include the former Bidwell Elementary School campus and improve the existing park facilities.	Design Development
P-20	MLK Regional Shoreline Bay Trail Gap (Doolittle Drive South) and Improvements Project	Regional	Construction of 2,300 linear feet of new Bay Trail to close an existing gap, including resurfacing, trail widening modifications, park facility upgrades, and a boat launch.	Constructed
P-21	Merritt Community College Child Care Development Center Project	Oakland	Construction of a two-story, 20,000 gross square-foot Child Care Development Center (CCDC) that would replace the existing Child Care Development buildings on campus. The new CCDC would be designed to accommodate both childcare programs and college student classrooms.	Constructed
B-1	Invasive Spartina Removal and Tidal Marsh Restoration	Regional	Continued eradication of invasive cordgrass (invasive Spartina) and enhancement of critically important tidal marsh and mudflat habitat throughout the entire nine-county San Francisco Estuary. Activities include invasive Spartina monitoring and treatment, native marsh plant	Completed in 2024

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
			revegetation, California Ridgeway's Rail monitoring, and community outreach and job training in partnership with the long-term Invasive Spartina Project led by the State Coastal Conservancy.	
T-1	Irvington BART Station	Fremont	Future Irvington BART Station to be located in the Irvington District at the intersection of Washington Boulevard and Osgood Road, approximately halfway between the existing Fremont BART Station and the Warm Springs/South Fremont BART Station.	Construction to begin in mid-2026 with anticipated completion in 2031
T-2	Oakland Alameda Access Project	Alameda, Oakland (Countywide)	Construction of roadway improvements to increase mobility for travelers between I-880, the Posey and Webster Tubes, and the Cities of Oakland and Alameda. Existing interstate ramps would be reconstructed, local streets in downtown Oakland would be reconfigured, and bicycle and pedestrian connectivity would be improved within and between both cities.	Construction to begin in spring 2025
T-3	Morrison Canyon Road Traffic Safety Project	Fremont	Project includes the permanent closure of 0.8 mile of Morrison Canyon Road to automobiles, from the intersection of Morrison Canyon Road and Ridge Terrace to where Morrison Canyon Road intersects Vargas Road.	Constructed
T-4	Quarry Lakes Parkway Project (also known as East-West Connector)	Fremont, Union City	Construction of a new roadway from Paseo Padre Parkway to Mission Boulevard and improving Mission Boulevard where it intersects with the new roadway in 5 phases.	Preliminary design and planning
T-5	Bayside Newark (formerly Dumbarton Transit-Oriented Development)	Newark	Proposed new neighborhood that will provide a broad range of new housing, retail, and business opportunities in western Newark.	Under construction

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
T-6	Interstate 880 Interchange Improvements (Winton Avenue/A Street)	Hayward	Interchange and local roadway improvements along I-880 at Winton Avenue and A Street that would enhance access to the surrounding commercial, residential, and retail land uses. Improvements would include interchange on- and off-ramp reconfigurations, implementing Complete Streets features at both interchanges, and providing northbound and southbound auxiliary lanes along the mainline between the two interchanges.	Preliminary design
T-7	Interstate 880 Interchange Improvements Project (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)	Hayward, Union City	Interchange and local roadway improvements along I-880 from 0.6 mile south of the I-880/Whipple Road-Industrial Parkway Southwest Interchange to 0.3 mile north of the I-880/Industrial Parkway West Interchange. Improvements would include interchange on- and off-ramp reconfigurations, modifications and/or replacement of bridge structures, local roadway realignments and restriping, and bicycle and pedestrian improvements.	Preliminary planning and design
T-8	Tennyson Road Grade Separation	Hayward	Proposed grade-separation project and associated safety infrastructure improvements at the existing at-grade Tennyson Road railroad crossing.	Current/Past

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
T-9	State Route 262 Cross Connector	Fremont	Development of project alternatives to reduce congestion and improve traffic flow for the local and regional transportation network in the vicinity of SR-262/Mission Boulevard. Improvements would address delay, cut-through traffic, and safety along SR-262. From I-880 to I-680, through traffic will be grade separated at the Warm Springs and Mahove Drive intersections. New separate, local multimodal road facilities will be provided to access local business, transit facilities, and residences. Finally, the configuration of the interchange at I-680 and SR-262 will be improved to balance operations and accommodate all users.	Preliminary planning and design
T-10	State Route 84 Intermodal Bus Facility	Newark, Fremont	Construction of Intermodal Bus Facility to be located on SR-84 near the Ardenwood Park-and-Ride Facility to improve access and travel times for regional buses along the SR-84 corridor. Improvements include construction of westbound and eastbound bus stop platforms on SR-84.	Environmental review to be completed in 2027
D-1	Plan Bay Area 2050	Regional	Long-range regional plan that outlines 35 integrated strategies across four key issues: housing, the economy, transportation, and the environment. The plan proposes to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges	Current/Past
D-2	Alameda General Plan 2040	Alameda	Update to the Alameda General Plan, which was last updated in 1991.	Current/Past

Table 3-1. Cumulative Projects List

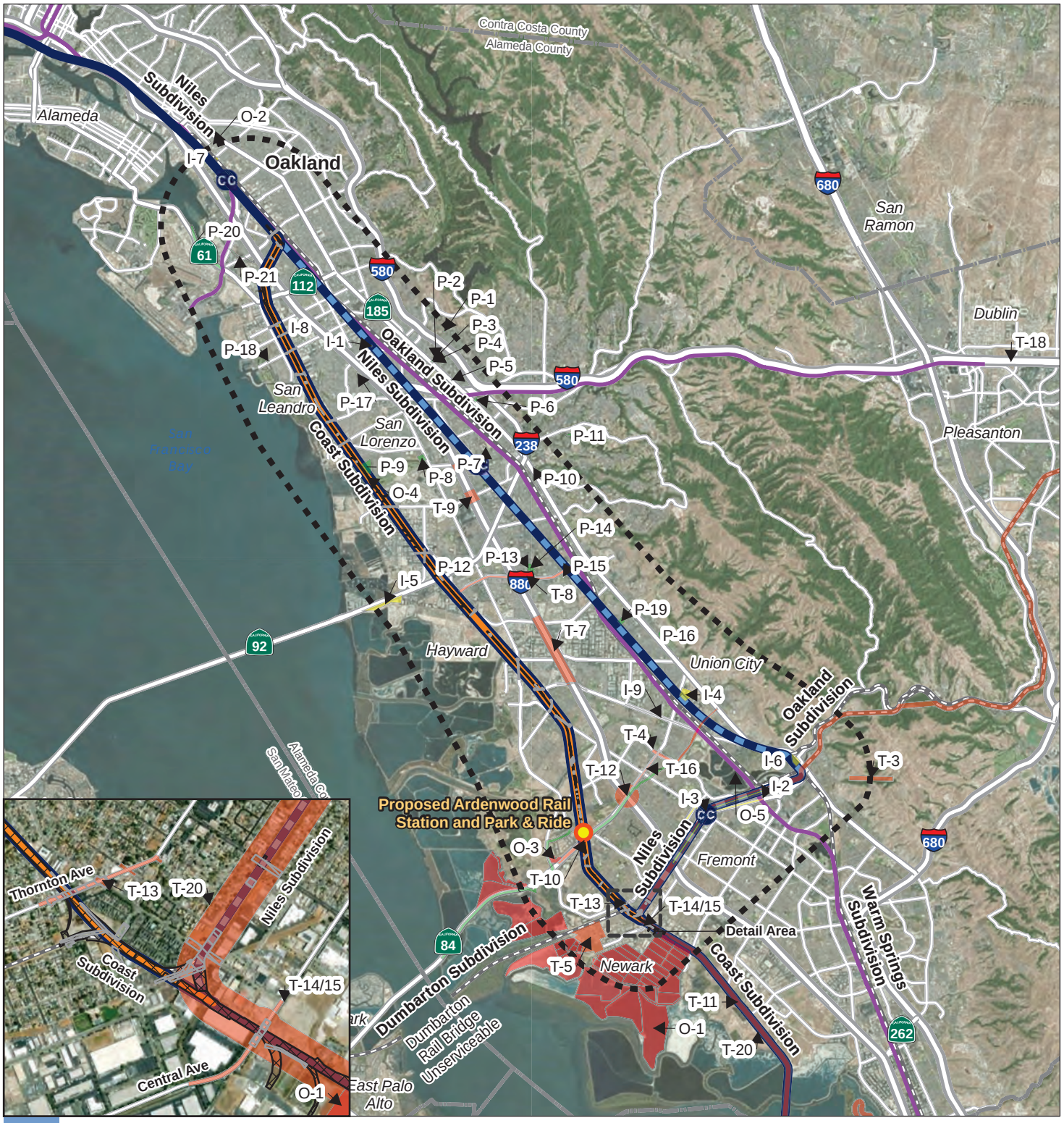
Project ID	Project Title	Project Location	Project Description	Project Status
D-3	West Oakland Specific Plan	Oakland	Redevelopment of BART parking to accommodate a new mixed-use transit village at the West Oakland BART Station consisting of residential, commercial, a new plaza, pedestrian walkways, and additional improvements.	Current/Past
Projects Added to Final EIR				
T-16	Decoto Road Complete Streets	Fremont	The Decoto Road Complete Streets Project will improve Decoto Road from just east of I-880 to Paseo Padre Parkway. The project will implement transit priority treatments to provide travel alternatives and ease congestion in the Dumbarton Corridor and will provide complete street upgrades to improve safety and access for bicyclists and pedestrians.	Currently in Environmental Review
T-12	I-880/Decoto Interchange Modernization	Fremont	The I-880/Decoto Interchange Modernization project will upgrade the existing Caltrans freeway interchange to better accommodate multimodal travel through the Decoto Road and State Route 84 (Dumbarton) corridor. The project will provide dedicated lanes for transit vehicles and a separated path for people walking and bicycling.	Currently in Environmental Review
P-18	Dumbarton to Quarry Lakes Trail Projects	Fremont	The Dumbarton Bridge to Quarry Lakes Trail will provide an east-west regional connection between San Mateo/Santa Clara Counties and Alameda County. The trail will provide access to priority development areas (PDAs), transit centers, regional open spaces, and urbanized neighborhoods and form a link in the overall Alameda County and regional trail network.	Currently in Environmental Review

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
I-9	Alvarado Niles Pipeline Seismic Improvement Project (Smith Street)	Union City	The project will include the installation of over 3.5 miles of 14-inch and 16-inch steel pipe along Smith Street and Alvarado Niles Road, between Union City Boulevard and Decoto Road.	Construction planned for 2024
T-13	Newark Old Town Streetscape Improvement Project (Thornton Avenue)	Newark	The City of Newark plans to implement streetscape improvements in Newark Old Town, aiming to enhance the aesthetic and functional aspects of Thornton Avenue, spanning from Ash to Olive Streets, as outlined in the Old Town Specific Plan.	Construction planned for 2025
T-14	Main Renewal – Central Newark (Central Avenue)	Newark	The Central Avenue Grade Separation Project will include a number of required utility relocations by Union Sanitary District (USD), PG&E, telecom providers, and District utilities, including ACWD.	Construction anticipated to be complete in 2026
T-15	Central Avenue Grade Separation Improvements – Relocations	Newark	The Central Avenue Overpass Project will construct a four- lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue.	Construction planned for 2025
O-5	Lower Alameda Creek Fish Passage Restoration in Flood Control District Zone 5	Fremont, Union City	The purpose of the project is to remove migratory barriers to fish and improve the migratory corridor below the BART Weir to allow fish, including the Central California Coast steelhead, and to access upstream spawning grounds. The Project will also facilitate sediment transport downstream and thereby reduce maintenance of the flood control channel as required under the USACE's O&M manual.	Constructed

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
O-4	First Mile Horizontal Levee	Hayward	The First Mile Horizontal Levee is a multi-benefit adaptation project that includes nature-based solutions to provide sea level rise resilience, water quality improvement, and habitat enhancements, in addition to the flood protection functions of a more traditional levee.	Completed 30 percent design
T-21	San Leandro Creek Trail Phase 1A	Oakland	The Phase 1A of the San Leandro Creek Trail Project between Hegenberger Road and Empire Road will create a 0.7-mile scenic, multi-use trail along San Leandro Creek.	Construction began Summer 2024
T-11	Newark-Albrae Siding Connection	Fremont, Newark	The project will connect two existing sidings creating a second main track within ACE's most congested corridor, permitting double track operation between Fremont and just north of the Alviso Wetlands. Through connecting the existing sidings, the project will require alterations to one private at-grade crossing and require one new 35-foot bridge over a drainage canal. The project will increase overall operating capacity and permit additional trains to run on the trackway.	Environmental Review Completed September 2024



Cumulative Projects

- Transportation and Transit Projects
- Parks, Recreational and Community Facilities Projects
- Infrastructure Projects
- Other Projects
- Permanent Impacts Footprint
- Temporary Impacts Footprint
- Cumulative Study Area

- CCJPA Stations
- Proposed Ardenwood Rail Station and Park & Ride
- Existing CC Service
- CC Route to be Discontinued
- Proposed New CC Service Route via Coast Subdivision
- BART Alignment

CUMULATIVE PROJECT MAP

SOUTH BAY CONNECT

0 1 2 3 Miles

DATA SOURCES: Caltrans, Alameda County, San Mateo County, Metropolitan Transportation Commission

2.3 Projects Added to Final EIR

The following section considers the potential cumulative effects of the projects added to the Cumulative Projects List for each resource area.

2.3.1 Resource Areas Not Analyzed

As stated in the Draft EIR, impacts to the resource areas listed below are not anticipated. Therefore, a cumulative impact analysis is not warranted and has not been included in the analysis in this section.

- Agriculture and Forestry
- Energy
- Mineral Resources
- Tribal Cultural Resources
- Wildfire

Additionally, this cumulative analysis does not evaluate the potential for cumulative impacts for specific CEQA criteria for which the proposed Project is anticipated to have no impact.

2.3.2 Aesthetics

A significant cumulative impact on aesthetics would occur if the cumulative effects of other projects, combined with the proposed Project, would adversely affect scenic vistas, existing visual character of public views, or create a new source of substantial light or glare in the cumulative impact study area. The proposed Project has no impact with respect to substantial damage to scenic resources and therefore could not contribute to a cumulative impact for that criterion. The cumulative impact RSA for aesthetics is the area adjacent to the proposed Project.

Projects added to the Cumulative Projects List would be located within urban areas, and visual changes would be required to be compatible with the existing visual character, as well as municipal design standards. These cumulative projects include infrastructure projects, transportation and transit projects, and recreational and community facility projects in proximity to the proposed Project. These projects would be subject to the same federal, state, and local regulations regarding scenic highways and other scenic viewsheds as the proposed Project, which would help reduce the risk of cumulative impacts.

The Alvarado Niles Pipeline Seismic Improvements Project includes the installation of approximately four miles of 14-inch, 16-inch, and 18-inch welded steel pipeline in Union City that largely follows the alignment of the existing pipeline within Smith Street and Alvarado-Niles Road, between Union City Boulevard and Decoto Road. Records on CEQANet indicate that an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for this project. However, it is not available on the lead agency website, and environmental documents prepared before 2018 are not hosted on CEQANet. The main impact on aesthetic resources would occur during construction, including the presence of construction equipment, associated vehicles, and soil and material transport. Construction-related impacts would be temporary. Construction is planned for 2024 and

is unlikely to overlap with the proposed Project. The Alvarado Niles Pipeline Seismic Improvements Project would not be visible above ground during operation, and thus would not visually interact with the proposed Project.

The Lower Alameda Creek Fish Passage Restoration in Flood Control District Zone 5 would remove migratory barriers to fish and improve the migratory corridor below the BART Weir to allow fish, including the Central California Coast steelhead, to access upstream spawning grounds. As stated in the IS/MND/Environmental Assessment (EA), the project would have a less than significant effect on scenic vistas, and no other impacts on visual resources. According to the environmental document, none of the project features would block a view of the primary scenic resources of the area, the existing Flood Control Channel and the coastal hills. The project features are below grade and cannot block the view of either the Alameda Creek channel or the coastal hills and the east bay hills. Therefore, there would not be a cumulative impact with respect to scenic vistas.

The San Leandro Creek Trail Phase 1A would create a 0.7-mile scenic, multi-use trail along San Leandro Creek. Phase 1A would terminate at Columbian Gardens Park on Empire Road, approximately 0.25 miles from the proposed Project limits. This project and the activities performed for the proposed Project are separated by several blocks of single-family housing, and therefore they will not visually interact.

The Newark-Albrae Siding Connection project would connect two existing sidings creating a second main track within Altamont Corridor Express' (ACE) most congested corridor. The proposed tracks for the Newark-Albrae Siding Connection project end approximately 1.5 miles from the southern terminus of the proposed Project. Therefore, the two projects will not visually interact.

The Decoto Road Complete Streets would introduce Class I shared-use bicycle and pedestrian pathways, transit priority facilities, signal modifications at intersections, and landscape elements along Decoto Road to improve safety and access for bicyclists and pedestrians. Improvements included in the project would include striping and improvements to existing signaling infrastructure. Additionally, landscape elements would be implemented to maintain the consistent aesthetic character of the community. Due to the distance between the Decoto Road Complete Streets Project and the proposed Project, they would not visually interact.

The Dumbarton to Quarry Lakes and San Leandro Creek Trail would provide an east-west Greenway to serve pedestrians and bicycle riders of all ages and abilities through Class I shared-use paths, sidewalks, and Class IV separated bikeways. The Greenway on-street network would address systemic safety challenges such as the I-880/Decoto Road interchange and unprotected bicycle lanes on high-speed streets. This project would introduce natural elements and facilities such as bicycle lanes on existing roadways, which would not be visible above ground.

The Central Newark Main Renewal would relocate utilities associated with the construction of the Central Avenue Grade Separation Project. Construction of the utility relocations is scheduled to be completed by fiscal year 2025/2026, ahead of construction of the proposed Project. Visual impacts associated with construction of the utility relocations would be temporary. Relocated utilities would not be visible above grade at the completion of construction and therefore would not visually interact with the proposed Project.

The Central Avenue Grade Separation Improvements would construct a four-lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue in the City of Newark. The Central Avenue

Grade Separation Project would add vertical structures, including a bridge span just under 1,000 feet with supporting mechanically stabilized earth retaining walls. These structures would be visible to travelers on Central Avenue, Sycamore Street, and Morton Avenue, as well as the UPRR right-of-way within the proposed Project area. While an environmental document is not available for the Central Avenue Grade Separation Improvements project, if construction of the two projects occurs simultaneously, the proposed Project would incorporate MM AES-1, construction area visual screening, MM AES-2, construction lighting plan, and MM AES-3, vegetation impact, protection, and replacement plan to minimize potential construction impacts to visual resources. Both projects would be required to comply with the local jurisdictional codes and regulations pertaining to aesthetics and visual quality for those areas proposed for construction outside of the UPRR ROW, as indicated in BMP AES-1. Visual impacts during operation would be expected to be momentary, affecting passengers crossing under Central Avenue on the train or over the UPRR right-of-way in a vehicle. The proposed Project would implement MM AES-6, Aesthetic Plan for Proposed Structural Features, and MM AES-8, lighting plan. With implementation of mitigation measures, the proposed Project is not expected to result in a cumulative impact with the Central Avenue Grade Separation Improvement Project, in terms of scenic vistas, visual character, or light or glare.

The First Mile Horizontal Levee Project would construct a horizontal levee abutting Sulphur Creek to the south, railroad right-of-way to the east, a drainage channel to the north (Bockman Canal), and the San Francisco Bay Trail along San Francisco Bay to the west. The First Mile Horizontal Levee is located adjacent to the proposed Project with a view of the existing UPRR tracks and infrastructure. The First Mile Horizontal Levee project would introduce natural elements into an area within an existing marsh, and therefore is not expected to change visual character or quality or introduce other sources of light or glare. The Hayward Regional Shoreline is designated as a scenic vista in Section 3.2.4.2, Local Setting in the Draft EIR. Unlike a traditional levee, horizontal levees are wide, gently sloping, vegetated buffers of land that prevent water from moving inland. Due to the fact that the horizontal levee would be incorporated into the existing landscape on the Oro Loma Marsh, the project would not be expected to impact any scenic vistas.

The I-880/Decoto Interchange Modernization Project would provide dedicated lanes for transit vehicles and a separated path for people walking and bicycling to better accommodate multimodal travel through the Decoto Road and State Route 84 (Dumbarton) corridor. This project would consist of improvements to an existing interchange and would not add new visual elements to the vicinity. The I-880/Decoto Interchange Modernization Project is not visible from the proposed Project and therefore would not contribute to a cumulative impact.

The Newark Old Town Streetscape Project would implement streetscape improvements in Newark Old Town, aiming to enhance the aesthetic and functional aspects of Thornton Avenue, spanning from Ash to Olive Streets. Thornton Avenue crosses the existing UPRR tracks, and the Thornton Avenue crossing would remain at grade, creating only minimal changes to the current view along Thornton Avenue. Therefore, no cumulative aesthetic impacts are expected.

Impacts from projects added to the Cumulative Projects List would not be cumulatively considerable due to their compliance with existing regulations governing visual quality, compatibility with the existing urban pattern, and improvement in public access to visual resources in the RSA.

2.3.3 Air Quality

The cumulative RSA for air quality is comprised of the proposed Project footprint plus areas within 1,000 feet and the regional RSA (the San Francisco Bay Area Air Basin [SFBAAB]). The cumulative air quality RSA would capture construction and operational impacts on criteria pollutants emissions generated from the combined effects of projects added to the Cumulative Project List and the proposed Project.

In general, projects involving public transit, such as the Newark-Albrae Siding Connection project, would provide alternatives to vehicular travel and usually result in a net reduction in emissions relative to vehicular travel. The I-880/Decoto Interchange Modernization, Decoto Road Complete Streets, Dumbarton to Quarry Lakes Trail, and San Leandro Creek Trail Phase 1A projects would also introduce infrastructure to improve multimodal transportation, including pedestrian and cycling facilities. If cumulative transportation projects result in a net decrease in VMT, they would reduce criteria pollutant emissions.

During construction, projects added to the Cumulative Projects List would emit criteria pollutants from either construction and/or during operational activities. In the discussion of Supplemental Thresholds under Section 3.4.3.4 above, it is noted that the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable while developing the thresholds of significance for air pollutants. As such, discussing individual planned projects in the RSA is not necessary for the analysis of regional air quality impacts.

As discussed above in Section 3.4.6.2 of the Draft EIR, after implementation of MM AQ-1: Implement Advanced Emissions Controls for Off-Road Equipment, and MM AQ-2: Implement Advanced Emissions Controls for Locomotives Used for Construction, the proposed Project would not exceed the established BAAQMD regional construction threshold for any pollutant. The proposed Project would also not exceed the operational thresholds and would result in a net reduction of most pollutants during the operational period. The BAAQMD thresholds are inherently cumulative; thus, the proposed Project would not slow the regional process toward attaining the NAAQS and would result in a less than significant impact. Cumulative criteria pollutant emissions would be less than significant with mitigation during construction and less than significant during operations.

According to BAAQMD's CEQA Guidelines, combined risk levels should be determined for all TAC sources within 1,000 feet of a Project site and compared to BAAQMD's cumulative health risk thresholds (BAAQMD 2023).

Nearby TAC sources as well as the proposed Project's construction and operational emissions could contribute to a cumulative health risk for sensitive receptors near the proposed Project site. BAAQMD's inventory of stationary health risks was used to estimate the combined levels of health risk from existing stationary sources in combination with the proposed Project. Geographic information system (GIS) raster files provided by BAAQMD were used to estimate roadway and railway emissions (BAAQMD 2022b). The methods used to estimate proposed Project-related TAC emissions are described above and in Appendix B. The results of the cumulative impact assessment for the proposed Project are summarized in Tables 3.4-11 through 3.4-15 for residential, school, worker, and recreational receptors, respectively. The tables show the health risk values for the maximally affected receptors and the health risk contributions from existing sources. The sum of the highest proposed Project's risk and existing background health risk values are compared to BAAQMD cumulative thresholds. Additional data on individual background contributions from existing sources are included in Appendix B.

As shown in Table 3.4-12 through Table 3.4-15 of the Draft EIR, the proposed Project would not exceed the BAAQMD cumulative cancer risk, chronic HI, risk or PM2.5 concentration thresholds. Thus, cumulative impacts for all sensitive receptor types would not be cumulatively significant.

Construction of the proposed Project and projects added to the Cumulative Projects List could result in emissions of odors in the form of diesel exhaust from construction equipment and vehicles. However, odors during construction would be short term, limited in extent at any given time, and distributed throughout the area. The proposed Project operations do not include any uses identified by the CARB as being associated with odors and therefore would not produce objectionable odors. Any odors resulting from diesel fuel combustion along the route would be short-term, occurring as trains pass by, and are not considered significant during operations. As noted above, implementation of the proposed Project would not introduce a new type of odor source in the proposed Project area and would not site sensitive receptors near sources of odor. Short-term odors from locomotives are already an existing part of the ambient environment. Accordingly, proposed Project operation is not expected to result in odor impacts that would adversely affect a substantial number of people. This impact would not be cumulatively considerable.

2.3.4 Biological Resources

The geographic context for the analysis of potential contributions to cumulative biological resources impacts includes the proposed Project footprint where proposed Project elements are located, as well as the immediate vicinity. For potential impacts on terrestrial species, the geographic context includes the biological RSA. For aquatic species, the geographic context also includes the streams traversed by the South Bay Connect Project in the aquatic RSA. A cumulatively considerable impact to biological resources would occur if the incremental effects of the proposed Project on biological resources (including special-status species, sensitive natural communities including protected aquatic resources, and wildlife migration or nursery sites) were substantial relative to other past, present, and reasonably foreseeable projects. The proposed Project has no impact with respect to conflicts with conservation plans and therefore could not contribute to a cumulative impact in this respect.

The Lower Alameda Creek Fish Passage Restoration project is the only project added to the Cumulative Projects Lit with a publicly available environmental document. According to the IS/MND, this project could impact special-status species and sensitive biological resources, including green sturgeon, western snowy plover, Ridgway's rail (formerly known as the California clapper rail), California least tern, salt marsh harvest mouse, Pacific lamprey, and raptors. Construction of the Lower Alameda Creek Fish Passage is complete, and mitigation measures described in the environmental document, as well as measures required by permits from public agencies, would have reduced the operational impacts to biological resources to less than significant. Since the project is complete, it is assumed that all measures have been implemented and impacts have been mitigated. The project was also a restoration project and would therefore had the potential to provide a net benefits to biological resources.

Impacts of other projects added to the Cumulative Projects List could not be identified due to their environmental documents and designs not being available to the public, and therefore a cumulative analysis could not be completed.

The First Mile Horizontal Levee is located adjacent to the proposed Project. Due to their proximity, both projects could have impacts to the same biological resources, and implementation of both

projects could result in a cumulative impact. Even though there is potential for cumulative impacts to biological resources, a complete cumulative analysis could not be performed. Public comments received on the First Mile Horizontal Levee Project noted that the project recently completed 30 percent design, and the San Francisco Estuary Partnership website states that 100 percent design and permitting are anticipated in 2024. CCJPA conducted a search of CEQANet, the East Bay Regional Parks District website, the East Bay Dischargers Authority website, the San Francisco Estuary Partnership website, the Hayward Area Shoreline Planning Agency website, and the East Bay Dischargers Authority Nature-based Solutions: Hayward Feasibility Study. However, no project designs, updated construction timelines, or environmental documents initiating the CEQA process or disclosing potential impacts of the First Mile Levee project are available to the public. Ultimately, the proposed Project does not preclude development of the First Mile Horizontal Levee. CCJPA hopes to work in partnership with the City of Hayward to coordinate during the permitting process and minimize potential impacts resulting from overlapping project construction and operation.

The proposed Project would implement BMP BIO-1, BMP HYD-1 through BMP HYD-5 to avoid and minimize impacts to biological resources. MM BIO-1 through MM BIO-21 would be implemented to mitigate impacts to biological resources; therefore, offsetting the proposed Project's contribution to cumulative impacts. With adherence to federal, state and local regulations concerning biological resources and the implementation of appropriate BMPs and mitigation measures, cumulative impacts would be less than significant and the proposed Project's contribution to cumulative impacts on biological resources would not be cumulatively considerable.

2.3.5 Cultural Resources

The cumulative impact study area for cultural resources is the same as the CEQA study area (see Appendix D, Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project). Projects added to the Cumulative Projects List include a fish passage project, recreational trail connectivity projects, utilities relocations and improvements, complete streets implementation, levee construction, and rail and roadway congestion alleviation projects.

Operation of cumulative rail and other regional transportation projects would not impact built-environment historical resources within the study area. Operation of the proposed cumulative infrastructure projects could increase population or noise within the Project Study Area, but those increases have no potential to impair built-environment historical resources.

The archaeological resources study identified seven previously recorded archaeological sites within the proposed Project footprint that have not been evaluated for the California Register of Historical Resources and that are assumed eligible for the purposes of environmental review. Implementation of the proposed Project may cause potentially significant impacts to these known resources. One of the seven archaeological sites identified within the Project footprint was analyzed in the Draft EIR for cumulative impacts. Historic-period archaeological site P-01-003613, the Leslie Salt Company, is within the study area analyzed for the Cargill, Incorporated Solar Sea Salt System Maintenance and Operations Activities, but no impacts were identified in the Environmental Assessment prepared for that project. Due to the developed nature of the Project Corridor, the potential of projects to encounter and cause, in conjunction with the Project, a significant cumulative impact on archaeological resources is low. The implementation of mitigation measures MM CUL-1, MM CUL-2, MM CUL-3, MM CUL 4, and MM -CUL-5 would make sure that the proposed Project's contribution would not be cumulatively considerable by requiring the establishment of environmentally sensitive

areas, implementation of a phased archaeological testing and evaluation plan, and preparation and implementation of an Archaeological Monitoring, Avoidance, and Treatment Plan (AMATP).

Implementation of the proposed Project and projects added to the Cumulative Projects List may cause potentially significant impacts to previously unknown archeological resources or human remains. The potential for an individual project to encounter archaeological resources or human remains is unknown. The Lower Alameda Creek Fish Passage project is the only project of those added to the Cumulative Projects list with a publicly available environmental document. According to the environmental document, the project would have no impact on cultural resources and therefore, would not contribute to a cumulative impact. This project in combination with the proposed Project would therefore not contribute to a cumulative impact. The potential for the other projects to contribute to a cumulative impact cannot be analyzed without access to an environmental document. The proposed Project includes implementation of BMP CUL-1 and BMP CUL-2, which would require cultural resource awareness training for all construction personnel and stop work in the event that archaeological deposits and/or human remains are encountered during ground-disturbing activities to allow for implementation of the AMATP. Implementation of these best management practices and mitigation measures would offset the proposed Project's impacts to archaeological resources.

Therefore, the Project's contribution to cumulative impacts on archaeological historical resources, unique archaeological sites, and human remains would not be cumulatively considerable, and cumulative impacts would be less than significant.

2.3.6 Geology, Soils, and Paleontological Resources

The RSA for geology, soils, and paleontological resources includes the geologic units affected by the proposed Project as listed in Figure 3.8-1 through Figure 3.8-7 of the Draft EIR.

Construction of any of projects added to the Cumulative Projects List that require ground disturbance could result in cumulatively significant erosion impacts unless construction activities are controlled. All new projects that disturb one or more acres must comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which requires substantive controls to prevent erosion during project construction, including preparation of a Stormwater Pollution Prevention Plan, as well as municipal and industrial NPDES permits. As a result, no significant cumulative erosion impact would occur.

Individual cumulative projects could increase exposure of people or structures to geologic, seismic and soil hazards that could result in a project-level impact. Projects added to the Cumulative Projects List would be subject to applicable state codes, particularly the California Building Standards Code and the requirements of the Alquist-Priolo Act, along with local codes and design standards, all of which are specifically designed to reduce site-specific geologic, seismic, and soils hazards. Portions of the proposed Project would be sited in areas with known geologic hazards, including liquefaction and expansive soils and strong ground shaking. However, the proposed Project would be designed and constructed in accordance with industry design standards, guidelines, and regulations, so that geologic and soil hazards do not compromise the structural integrity of the facilities that are proposed. Therefore, there would be no cumulative geologic and soil hazard impacts.

Since the projects added to the Cumulative Projects List generally involve improvements to existing infrastructure, they are not anticipated to excavate deeper than grading and utility relocation and

are not likely to affect paleontological resources. However, if construction activities are not mitigated, the paleontological impacts could create an incremental contribution to paleontological resources that is cumulatively considerable. The proposed Project would implement MM GEO-1, Paleontological Resource Mitigation Plan to mitigate impacts to paleontological resources.

Of the projects added to the Cumulative Projects List, the most likely to have the potential to impact paleontological resources are the Alvarado-Niles Pipeline Seismic Improvement Project, the Main Renewal – Central Newark, the Central Avenue Grade Separation, the Newark-Albrae Siding Connection project, and the First Mile Horizontal Levee project because they would likely require the most extensive ground disturbance to reach existing utilities and to construct bridge structures. The Lower Alameda Creek Fish Passage project was the only project added to the Cumulative Projects List with an available environmental document, which concludes that the project would have no impact on geology, soils, or paleontological resources.

Implementation of MM GEO-1: Paleontological Resource Mitigation Plan identified in Section 3.8.7 of the Draft EIR would confirm that the proposed Project would not contribute to a cumulative impact on geologic, soil, mineral, or paleontological resources particularly related to seismicity, liquefaction and expansive soils. Consequently, the contribution of the proposed Project would not be cumulatively considerable. Based on these factors, the proposed Project would not result in cumulative impacts on geology, soils, seismicity, and paleontological resources when considered with other planned projects. The impacts of the proposed Project therefore would not be cumulatively considerable and therefore the proposed Project would not have a significant cumulative impact.

2.3.7 Greenhouse Gas Emissions

A cumulatively considerable impact to greenhouse gas emissions (GHGs) would occur if the proposed Project when combined with past, present, and reasonably foreseeable projects, results in cumulatively considerable contribution to global climate change. The cumulative RSA for GHGs comprises the entire state and global atmosphere. The cumulative RSA captures potential construction and operational impacts on GHG emissions generated from the combined effects of planned projects and the proposed Project. As stated in the Draft EIR, the RSA for GHGs is the entire atmosphere, and, as such, discussing individual planned projects in the RSA does not yield useful information.

As discussed in the Draft EIR, construction and operation of other planned projects would result in GHG emissions. In general, projects involving public transit, such as the Newark-Albrae Siding project, would provide alternatives to vehicular travel and usually result in a net reduction in GHG emissions relative to vehicular travel. The I-880/Decoto Interchange Modernization, Decoto Road Complete Streets, Dumbarton to Quarry Lakes Trail, and San Leandro Creek Trail Phase 1A projects would also introduce infrastructure to improve multimodal transportation, including pedestrian and cycling facilities. If cumulative transportation projects result in a net decrease in VMT, they would reduce GHG emissions.

Construction of the proposed Project would generate GHG emissions from the use of heavy-duty construction equipment, construction worker vehicle trips, truck hauling trips, and locomotive trips. Although there is no threshold for construction-period emissions for either project- or cumulative-level impacts, BMP GHG-1 would also reduce GHG emissions during construction. As noted in Section 3.9.6.1 of the Draft EIR, construction GHG emissions would be offset within 2 to 5 years of

commencing proposed Project operations because the proposed Project would result in a reduction in net greenhouse gas emissions. Thus, the proposed Project's contribution to cumulative GHG emissions would be less than significant, because operational GHG emissions reductions would more than offset construction emissions in approximately 2 to 5 years.

As discussed above, operation of the proposed Project would result in a net reduction in GHG emissions, relative to the No Project Alternative. Operational GHG reduction benefits from the proposed Project would offset the short-term construction increase in GHG emissions in a few years. Emissions savings achieved thereafter would contribute to reductions in GHG emissions and more than offset the construction period GHG emissions. This reduction would be an environmental benefit and as a result, the proposed Project's contribution to cumulative GHG emissions during operations would be less than considerable. Additionally, over time, local, state, and federal plans, such as those discussed above, are seeking to dramatically reduce GHG emissions overall.

Based on these factors, the proposed Project would not result in cumulative impacts on GHG emissions when considered with other planned projects, including the projects added to the Cumulative Projects List. The impacts of the proposed Project therefore would not be cumulatively considerable and therefore the Project would not have a significant cumulative impact associated with GHG emissions.

2.3.8 Hazards and Hazardous Materials

The cumulative RSA for hazards and hazardous materials consists of the Project footprint and a 0.25-mile buffer. The cumulative RSA was developed in order to capture the potential for the proposed Project, and other relevant future planned projects in the area, to disturb contaminated sites or hazardous listings, create additional hazards for workers and sensitive receptors (that is, construction or operation near airports, private air strips, and schools), create or exacerbate fire hazards, or interfere with an emergency response or emergency evacuation plan.

The cumulative transportation and industrial projects in the Project Study Area, including the I-880/Decoto Interchange Modernization project, Alvarado Niles Pipeline Seismic Improvement projects, Central Newark (Central Avenue) Main Renewal, Central Avenue Grade Separation Improvements, and Newark-Albrae Siding Connection would require the use, transport, and disposal of chemicals and hazardous materials, such as vehicle fuels, coolants, gasoline, oils, lubricants, drilling fluids, and paints during construction and operations, similar to those needed for the proposed Project. Recreation and complete streets projects, such as the Decoto Road Complete Streets project, Dumbarton to Quarry Lakes Trail project, Newark Old Town Streetscape Improvement Project, and San Leandro Creek Trail Phase 1A project, would require the use, transport and disposal of chemicals and hazardous materials to a lesser extent. The use of these materials presents a risk of releasing hazardous wastes or materials into the environment. Construction of the Lower Alameda Creek Fish Passage project is complete, and the environmental document prepared for the project stated that the project would not create impacts associated with hazards and hazardous materials aside from the transport, use, or disposal of hazardous materials during construction.

In addition to the use of hazardous materials, contaminated soil, and groundwater are also expected to be encountered during soil excavations and dewatering activities. Projects anticipated to require the most extensive excavation include the Alvarado-Niles Pipeline Seismic Improvement Project, the Main Renewal – Central Newark, the Central Avenue Grade Separation, the Newark-Albrae Siding

Connection project, and the First Mile Horizontal Levee project. However, as with the proposed Project, other planned projects would be tightly controlled and subject to federal, state, and local health and safety requirements. Typical requirements include temporary storage BMPs, containment in closed containers, and characterization of waste material for disposal at facilities that are equipped and licensed to handle waste with specified characteristics.

During construction, the Dumbarton to Quarry Lakes Trail Project, Alvarado Niles Pipeline Seismic Improvement Project, Newark Old Town Streetscape Improvement Project, and San Leandro Creek Trail have the potential to create hazardous emissions within 0.25 mile of an existing school. These emissions would be temporary and intermittent during the construction phase of each of the planned projects and would likely be controlled by BMPs to reduce emissions to a less than significant level.

Temporary or permanent road closures may be required for the planned projects, which could result in impacts to an emergency response or emergency evacuation plan. However, any road closures proposed under the cumulative projects would require coordination and approval from appropriate agencies and departments within the City and County. The planned projects included in this cumulative analysis would be located predominantly within industrial zones outside of wildlands or very high, high, and moderate fire hazard severity zones and would not create substantial risk to wildfire.

Proposed Project BMPs include preparation of a Construction Hazardous Materials Management Plan (BMP HAZ-1), completion of an Environmental Site Assessment (BMP HAZ-2), preparation of a General Construction Soil Management Plan that includes provisions for how soils will be managed (BMP HAZ-3), parcel-specific soil management plans and health and safety plans (BMP HAZ-4), plans to halt construction work if potentially hazardous materials or abandoned oil wells are encountered (BMP HAZ-6), pre-demolition investigation prior to the demolition of any structures constructed prior to the 1970s (BMP HAZ-7), and implementation of a traffic management plan during construction (BMP TR-1). With implementation of these BMPs, potential impacts from the release of hazardous wastes and materials, disturbance of contaminated sites, emissions near schools, or interference with an emergency response or emergency evacuation plan would be minimized. It is anticipated that projects added to the Cumulative Projects List would implement similar measures during the preparation of their respective environmental documents.

The proposed Project, when considered in combination with other planned projects in the cumulative RSA that would also be tightly controlled and subject to federal, state, and local health and safety requirements, would not result in a significant cumulative impact on hazards and hazardous materials.

2.3.9 Hydrology and Water Quality

The hydrology and water quality RSA covers water bodies, groundwater basins, and floodplains that fall within a boundary extending 0.25 mile upstream of the Niles Subdivision and 1 mile downstream of the Coast Subdivision. As described in Chapter 3.11 of the Draft EIR, the proposed Project would have no impact with respect to impeding or redirecting flood flows and therefore could not contribute to a cumulative impact in this respect.

The proposed Project itself would not contribute to any cumulative temporary or permanent impacts to the surface water hydrology and water quality within the proposed Project area. The Draft EIR determined that impact under CEQA would be less than significant for the proposed

Project because proposed Project activities would not violate water quality standards or waste discharge requirements, result in a substantial alteration of the existing drainage patterns by substantially increase the rate or amount of surface runoff, result in substantial erosion or siltation on- or off-site, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

Projects added to the Cumulative Projects List that could have potential impacts to the surface water hydrology and water quality are listed below. Temporary impacts on drainage patterns and stormwater runoff would result from the following activities: grading, construction staging areas, temporary roadways, temporary stream diversion, temporary dewatering, and temporary drainage systems.

- Lower Alameda Creek Fish Passage Project: This is the only project added to the Cumulative Projects List with a publicly available environmental document. This project is anticipated to have a less than significant impact on the surface water hydrology and water quality. According to the environmental document, construction in the channel may expose sediments to runoff and create a potential for fuel and lubricant spills and leaks, which could have a potentially adverse impact on water quality. Construction of the project is complete and therefore would not contribute to a cumulative impact with the proposed Project.
- First Mile Horizontal Levee: This project would construct a horizontal levee abutting Sulphur Creek to the south, railroad right-of-way to the east, a drainage channel to the north (Bockman Canal), and the San Francisco Bay Trail along San Francisco Bay to the west. The project provides a nature-based solution to sea level rise resilience, water quality improvement, and habitat enhancements, in addition to the flood protection functions of a more traditional levee. This project would be expected to have a net benefit on water quality.
- San Leandro Creek Trail: This project would build a new paved multi-use ADA compliant public trail on the existing maintenance access road along the San Leandro Creek. The project introduces paved surfaces near a creek, but a complete cumulative analysis cannot be conducted since an environmental document is not publicly available.
- Newark-Albrae Siding Connection: This project would replace an existing railroad siding with a new mainline track along an approximately 2-mile segment of rail corridor on the Union Pacific Railroad Coast Subdivision. The project would also construct a new railroad bridge over Mowry Slough, which could increase the impervious surface area and could impact surface waters. This project is categorically exempt from CEQA, and an environmental document is not publicly available to disclose potential project impacts.
- Dumbarton to Quarry Lakes Trail Projects: The trail corridor is approximately eight miles in length and would generally be comprised of paved Class I multi-use pathways, Class IV separated bikeways, protected intersections, and wide sidewalks. The introduction of paved pathways and widened sidewalks would introduce new impervious surfaces to the project area, but a complete cumulative analysis cannot be conducted since an environmental document is not publicly available.
- Central Avenue Grade Separation: This project would construct a four-lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue in the City of Newark. The

construction of a paved overpass would introduce new impervious surfaces to the project area, but a complete cumulative analysis cannot be conducted since an environmental document is not publicly available.

- I-880/Decoto Interchange Modernization: The project would construct a new Class I multi-purpose trail through the I-880/Decoto Interchange between Cabrillo Court to the east and the existing trail connection at the northwest quadrant of the interchange through a series of freeway on/off ramp undercrossings and a widening of the existing overcrossing structure across the I-880 freeway. Due to the widening of the interchange and the construction of a multi-purpose trail, the project would introduce new impervious surfaces to the project area. However, a complete cumulative analysis cannot be conducted since an environmental document is not publicly available.
- Alvarado Niles Pipeline Seismic Improvement: This project would provide improvements to an existing utility. Construction would require ground disturbance to access existing pipes, which would disturb surface water hydrology and water quality. However, a complete cumulative analysis cannot be conducted since an environmental document is not publicly available.
- Main Renewal – Central Newark: This project would relocate existing utilities to avoid conflicts with roadway improvement projects. Construction would require ground disturbance to access existing pipes, which would disturb surface water hydrology and water quality. However, a complete cumulative analysis cannot be conducted since an environmental document is not publicly available.

These projects would similarly be subject to requirements of CWA and the Porter-Cologne Water Quality Control Act. All projects (including the proposed Project) would implement the required temporary and permanent BMP measures as detailed in the Phase II San Francisco Bay Regional Water Quality Control Board Municipal Regional Stormwater NPDES Permit for non-traditional permittees. All projects are expected to implement construction BMPs as required by the NPDES Construction General Permit. With implementation of standard BMPs, the cumulative impact of the proposed Project and Cumulative Projects would be less than significant.

No cumulative temporary or permanent impacts related to groundwater are anticipated during construction or operations of the proposed Project in combination with projects added to the Cumulative Projects List, because regulatory standards (e.g., Sustainable Groundwater Management Act and local well ordinances) and conditions of individual project approvals (e.g., CWA § 401, § 404) would minimize impacts on groundwater associated with construction. On this basis the proposed Project would not result in cumulatively considerable contributions to construction or operational impacts on groundwater under CEQA.

Projects added to the Cumulative Projects List would result in construction of new impervious surfaces, dewatering, and subsurface construction activities, which would affect both groundwater quantity and quality. New impervious surfaces associated with paving recreational trails and constructing an overpass would result in potential impacts on groundwater recharge by minimizing opportunities for infiltration (see the discussion above). It is assumed that these projects would be required to comply with the Phase II San Francisco Bay Regional Water Quality Control Board Municipal Regional Stormwater NPDES Permit for non-traditional permittees. Implementing the required temporary and permanent BMP measures required by the permit would avoid cumulative impacts between the projects.

No temporary or permanent cumulative impacts related to floodplains are anticipated during construction of the proposed Project in combination with nearby current and proposed projects because regulatory standards (e.g., National Flood Insurance Act with local floodplain management ordinances), conditions of individual project approvals (e.g., permits from local floodplain managers and coordination with the USACE), and implementation of BMPs (HYD-1 through HYD-9) and mitigation (Biological Resources MMs, and MM HYD-1 and MM HYD-2) would avoid substantial impacts on floodplains associated with construction.

Some of projects added to the Cumulative Projects List are within or adjacent to 100-year floodplains delineated by FEMA. Development of the projects included in the Project List is anticipated to comply with floodplain management regulations that minimize impacts on floodplains, or these projects would include various forms of mitigation to address impacts on floodplains. Projects of note within the proposed Project RSA that may require coordination are listed below.

- First Mile Horizontal Levee: The First Mile Horizontal Levee would be located adjacent to the proposed Project. Due to their proximity and the fact that both projects may introduce fill in a floodplain, there is the potential for the projects to cause offsite flooding and contribute to a significant cumulative impact. Even though there is potential for cumulative impacts related to floodplains, a complete cumulative analysis could not be performed. Public comments received on the Draft EIR related to the First Mile Horizontal Levee Project noted that the project recently completed 30 percent design, and the San Francisco Estuary Partnership website states that 100 percent design and permitting are anticipated in 2024. CCJPA conducted a search of several websites including CEQANet, the East Bay Regional Parks District website, the East Bay Dischargers Authority website, the San Francisco Estuary Partnership website, the Hayward Area Shoreline Planning Agency website, and the East Bay Dischargers Authority Nature-based Solutions: Hayward Feasibility Study. However, no project designs, updated construction timelines, or environmental documents initiating the CEQA process or disclosing potential impacts of the First Mile Levee project are available to the public. Ultimately, the proposed Project does not preclude development of the First Mile Horizontal Levee. If the First Mile Levee project moves forward, CCJPA will work in partnership with the City of Hayward to coordinate during the permitting approval process and minimize potential cumulative impacts to floodplains resulting from overlapping project construction and operation activities.
- San Leandro Creek Trail: This project would build a new paved multi-use ADA compliant public trail on the existing maintenance access road along the San Leandro Creek. The San Leandro Creek Trail is located in a Zone AE floodplain. However, this project is categorically exempt from CEQA, and an environmental document is not publicly available to disclose potential project impacts.

Mitigation strategies for the proposed Project crossings (MM HYD-1), balancing cut and fill within the proposed Project floodplains, addition of underground storage, and implementation of flood protection plans, among others, are listed and described in Section 3.11.5 of the Draft EIR. With the implementation of these mitigation measures, as well as BMPs HYD-1 through HYD-9, no cumulative permanent impacts to the floodplains are anticipated by the proposed Project. Given the proposed mitigation measures (Section 3.11.5 of the Draft EIR) for the proposed Project, it would result in a less than significant cumulatively impact to construction or operational impacts on floodplains under CEQA.

Given the proposed Project features and mitigation included with the proposed Project to address the potential impacts to surface water quality, groundwater, and floodplains, in combination with projects added to the Cumulative Projects List would be less than significant.

2.3.10 Land Use and Planning

The cumulative RSA for land use and planning is defined as the area within two miles of the Project footprint. The proposed Project, in combination with projects added to the Cumulative Projects List, could result in temporary land use impacts during construction, if construction of the proposed Project occurs at the same time as construction of other planned projects. This could result in a cumulative effect on various land uses if they become part of, or are near, a temporary construction easement, such as a staging area. Generally, affected parcels would be returned to previous/existing land use functions in the same or better condition as before their use.

Projects added to the Cumulative Projects List would be subject to compliance with relevant land use plans, policies, or regulations and would otherwise require the approval of Alameda County and the respective local jurisdictions. These projects generally propose improvements to existing infrastructure, such as a fish passage project, recreational trail connectivity projects, utility relocations and improvements, complete streets implementation, levee construction, and rail and roadway congestion alleviation projects, and do not alter the land use designations or zoning of the parcels in the project area.

Projects added to the Cumulative Projects List would not result in a physical division of an established community. These projects would follow the necessary regulations and would incorporate BMPs during construction work and acquisition as part of the acquisition process. Additionally, the added cumulative projects consist of railroad crossing and safety improvements, complete street improvements, utilities repairs, and the construction of recreational trails. All of these projects would be within the existing land and infrastructure. Projects added to the Cumulative Projects List include recreational facilities, such as trails; however, none of the projects proposing recreational facilities would physically divide any community. Conversely, such projects would create more community cohesion, such as safe routes to school. As a result, there would be no conflicts with existing land use, and there would be no physical division of an established community.

Implementation of the proposed Project, combined with projects added to the Cumulative Projects List, is not expected to result in significant cumulative impacts on land use and planning resources.

2.3.11 Noise and Vibration

The cumulative RSA for noise and vibration is defined by the proposed Project's RSA. The cumulative RSA would capture impacts generated from the proposed Project's construction and potential regional impacts on noise and vibration. Projects added to the Cumulative Projects List include a fish passage project, recreational trail connectivity projects, utilities relocations and improvements, complete streets implementation, levee construction, and rail and roadway congestion alleviation projects within the proposed Project's RSA.

The proposed Project, in combination with projects added to the Cumulative Projects List, would result in temporary changes in noise levels during construction if construction occurs at the same time. This could result in a cumulative effect on adjacent sensitive receptors. The Lower Alameda Creek Fish Passage Restoration is the only project added to the Cumulative Projects List with a

publicly available environmental document, and construction of the project is complete. For all other projects, construction timelines are speculative or not available, and their potential impacts on noise and vibration are not known.

Operation of the proposed Project, in combination with projects added to the Cumulative Projects List could result in a cumulative impact if combined with additional operational impacts from other projects. New recreational facilities such as the Dumbarton to Quarry Lakes Trail and San Leandro Creek Trail Phase 1A, could result in an increase in noise from more active uses if the trails are heavily utilized by recreational users. However, a complete cumulative analysis cannot be conducted without an environmental document. The environmental document for the Lower Alameda Creek Fish Passage project which was the only publicly available environmental document for the projects added to the Cumulative Projects List, concluded that noise impacts of the project would be less than significant and committed to complying with the City of Fremont noise policies.

Based on the discussion above, the proposed Project would not contribute to cumulative impacts to noise and vibration. When considered with all cumulative projects reviewed, the proposed Project would have less than cumulatively considerable impacts.

2.3.12 Population and Housing

A significant cumulative impact on population and housing would occur if the cumulative activities, combined with the proposed Project, would result in substantial unplanned population growth in the RSA. As stated in the Draft EIR, implementation of the proposed Project is not anticipated to result in substantial or unplanned population growth as the majority of the proposed improvements would occur in an existing and urbanized transportation corridor. The proposed Project would have no impact with respect to displacing substantial numbers of existing people or housing, therefore there would be no need for construction of replacement housing elsewhere.

None of the projects added to the Cumulative Projects List propose housing or land use that would result in unplanned population growth. The Lower Alameda Creek Fish Passage project, the only project added to the Cumulative Projects List with a publicly available environmental document, would have no impact on population and housing. The Main Renewal – Central Newark would relocate existing underground utilities, and the Alvarado Niles Pipeline Seismic Improvement Project would conduct improvements on existing underground utilities. The Newark Old Town Streetscape Improvement would implement streetscape improvements in Newark Old Town, aiming to enhance the aesthetic and functional aspects of the existing streetscape. The Decoto Road Complete Streets project would implement transit priority treatments to provide travel alternatives, ease congestion, and provide complete street upgrades to improve safety and access for bicyclists and pedestrians on an existing roadway. The Dumbarton to Quarry Lakes Trail and San Leandro Creek Trail Phase 1A projects would provide improved pedestrian and cyclist connectivity between existing communities. The Central Avenue Grade Separation Improvements would introduce an overpass to alleviate congestion, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times, and eliminate potential at-grade accidents. The I-880/Decoto Interchange Modernization would upgrade the existing Caltrans freeway interchange to better accommodate multimodal travel. The Newark-Albrae Siding Connection project would alleviate congestion and increase operational capacity. The First Mile Horizontal Levee project would provide sea level rise resilience, water quality improvement, and habitat enhancements, in addition to flood protection functions.

The proposed Project is consistent with applicable land use and planning goals and policies identified in regional and local planning documents that promote transit ridership, reduce automobile dependence, and enhance connections between job centers and affordable housing within the RSA (Section 3.12, Land Use and Planning). Projects added to the Cumulative Projects List would be required to comply with applicable regulations and planning standards and would be subject to the local jurisdiction planning process and environmental review as applicable.

Implementation of the proposed Project, combined with projects added to the Cumulative Projects List, is not expected to result in significant cumulative impacts on population and housing resources.

2.3.13 Public Services

The cumulative RSA for public services is defined by the Project footprint and a 1,000-foot buffer area surrounding the proposed Project footprint. A significant cumulative impact on public services would occur if the projects identified in the cumulative RSA, combined with the proposed Project, would result in the need for new public facilities or physical alterations to existing public facilities.

Projects that have been added to the Cumulative Projects list include a fish passage project, recreational trail connectivity projects, utility relocations and improvements, complete streets implementation, levee construction, and rail and roadway congestion alleviation projects. None of these projects would result in the physical acquisition, displacement, or relocation of public facilities or otherwise have direct or indirect significant impacts on public facilities, including fire protection facilities, police protection facilities, schools, libraries, and hospitals. The Lower Alameda Creek Fish Passage project, the only project added to the Cumulative Projects List with a publicly available environmental document and has been constructed, would have no impact on public services.

The proposed Project, as well as projects added to the Cumulative Projects List, may result in temporary impacts related to emergency vehicle access if they are delayed as a result of construction. Therefore, the proposed Project includes implementation of BMP TR-1: Transportation Management Plan, which would reduce impacts related to emergency vehicle access during Project construction. Coordination with local jurisdictions would help confirm that any concurrent construction projects would not significantly delay emergency vehicles. Additionally, projects added to the Cumulative Projects List and the proposed Project must comply with state and local regulatory plans and policies related to public services. Therefore, with the incorporation of BMP TR-1, there would not be a considerable contribution to a cumulative impact on emergency vehicle delay.

With the addition of projects to the Cumulative Projects List, the proposed Project would not make a considerable contribution to a cumulative impact on public services, and therefore the proposed Project would not have a significant cumulative impact.

2.3.14 Recreation

The cumulative RSA for recreation is defined by the Project footprint plus a 1,000-foot buffer area around the footprint. As stated in the Draft EIR, a significant cumulative impact on recreation would occur if the projects identified in the cumulative recreation RSA, combined with the proposed Project, result in a shortage of park facilities for communities or loss of parkland that communities presently use within the cumulative recreation RSA. Cumulative impacts would also occur if the development or expansion of recreational facilities in the cumulative recreation RSA results in environmental impacts. The proposed project would have no impact, and, therefore, would not

contribute to a cumulative impact, associated with the increased demand for or degradation of recreational facilities.

Construction of the projects added to the Cumulative Projects List located on, adjacent to, or in close proximity to existing recreational resources could potentially disrupt use of the resource and contribute to a cumulative impact. Construction activities near recreational resources could result in temporary increases in noise and dust, trail and road closures, and visual degradation experienced by users of these recreational resources. Construction of cumulative projects that are located completely or partially on the site of recreational resources could also require temporary construction easements within a recreational resource or the temporary closure or disruption to the use of a recreational resource. A cumulative construction-period impact on recreational resources is considered significant if these activities prevent the function of a recreational resource from continuing or would diminish the ability of users to use or access the recreational resource. The Decoto Road Complete Streets, I-880/Decoto Interchange Modernization, Alvarado Niles Pipeline, Newark Old Town Streetscape Improvement, Main Renewal – Central Newark, central Avenue Grade Separation, and Newark-Albrae Siding Connection projects would be constructed within public right-of-way or on UPRR privately-owned right-of-way and would not be anticipated to include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The First Mile Levee Project would be constructed on a marsh and does not have proposed recreational facilities or public trail access as part of the First Mile Levee Project. An environmental document is not publicly available for this project. The Lower Alameda Creek Fish Passage project has already been constructed.

Planned parks and recreation projects that have been added to the Cumulative Projects List, such as the Dumbarton to Quarry Lakes Trail and San Leandro Creek Trail projects would result in new recreation facilities within the cumulative RSA; these projects would provide more recreation options for the public and decrease the demand on existing parks, thereby preserving their current conditions. There is no public environmental document available for either of these trail projects. Any planned recreational projects would be subject to compliance with state and local regulatory plans and policies. These projects would be required to comply with CEQA by avoiding, minimizing, and mitigating environmental impacts and are therefore assumed to avoid adverse impacts.

Projects added to the Cumulative Projects List and the proposed Project must comply with state and local regulatory plans and policies related to recreation. The air quality and noise BMPs and mitigation measures in the EIR would limit exposure of construction activities, minimize potential construction air quality and dust impacts, and limit noise of construction activities to users of nearby recreational resources. Thus, the proposed Project's contribution to cumulative impacts on recreational resources because of construction would be less than significant with mitigation.

The projects added to the Cumulative Projects List would not directly result in permanent acquisition, displacement, or relocation of parks or recreation facilities. However, temporary road closures may be required during construction of planned projects, including the proposed Project, which could limit access to parks or recreation facilities. Thus, the proposed Project's contribution to cumulative impacts on recreational resources as a result of operations would be less than significant.

2.3.15 Transportation

As stated in Section 3.18.8, Cumulative Impact Analysis, of the Draft EIR, a cumulatively considerable impact to transportation would occur if the proposed Project, when combined with past, present, and reasonably foreseeable projects, results in cumulatively considerable impact to the transportation network. The cumulative RSA for transportation includes a 2-mile buffer around the proposed Project improvements in the Cities of Oakland, San Leandro, Hayward, Fremont, Newark, and Union City.

The proposed Project would result in temporary impacts to traffic, traffic circulation, transit operations, vehicular, bicycle, and pedestrian access, and parking during construction. The Lower Alameda Creek Fish Passage Restoration project is complete and would not contribute to additional construction traffic during construction of the proposed Project. While their exact construction timelines are not known, projects with the potential to overlap were added to the Cumulative Projects List. If construction occurred simultaneously with the proposed Project, each cumulative project would be required to adhere to local jurisdiction transportation policies to avoid and/or minimize construction-related impacts on the transportation system and to maintain circulation and access. The proposed Project includes implementation of BMP TR-1: Transportation Management Plan, which would reduce impacts related to emergency vehicle access during Project construction. Coordination with local jurisdictions would ensure that any concurrent construction projects would not significantly delay emergency vehicles.

Operation of the proposed Project would reduce, not increase, VMT and would have beneficial operational and safety effects when combined with projects that improve rail, such as the Newark-Albrae Siding Project. The I-880/Decoto Interchange Modernization, Decoto Road Complete Streets, Dumbarton to Quarry Lakes Trail, Newark Old Town Streetscape Improvements, and San Leandro Creek Trail Phase 1A projects would introduce infrastructure to improve multimodal transportation, including pedestrian and cycling facilities, which would also be anticipated to have beneficial operational effects. The Central Avenue Grade Separation Improvements project designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times and eliminate potential at-grade accidents. Operation of the Lower Alameda Creek would have no impact on transportation resources, as stated in the environmental document. Operation of the First Mile Horizontal Levee, Main Renewal – Central Newark, and Alvarado Niles Pipeline Seismic Improvement projects would not be expected to impact transportation resources due to the nature of the projects.

Therefore, with the addition of projects to the Cumulative Projects List, the proposed Project would not have a cumulatively considerable or potentially significant impact on transportation when combined with other transportation or infill projects.

2.3.16 Utilities and Service Systems

The cumulative RSA for utilities and service systems varies by CEQA criteria. The cumulative RSA for Section 3.20.6.1 of the Draft EIR (cumulative utility RSA) includes the cities of Oakland, San Leandro, Hayward, Newark, Union City, and Fremont. The proposed Project would relocate utilities in all of these cities. Water use impacts during construction (Section 3.20.6.2 of the Draft EIR) and the cumulative water use within the RSA is limited to the City of Hayward (HWS) and the service area for ACWD (cities of Newark, Fremont, and Union City). Due to the availability of recycled water from EBMUD, there are no impacts to water availability within EBMUD's service area. For Section 3.20.6.4

of the Draft EIR, disposal of construction waste would occur at Alameda County landfills and therefore requires a larger study area covering Alameda County (cumulative waste RSA).

Projects added to the Cumulative Projects List that are within the cumulative utility, water use, or waste RSAs and were expected to have some impact on utilities, water use, or waste were identified for further analysis. Where available, impacts to these same resources are described and impact determinations from their respective environmental documents have been included. Where no environmental document is available, or the environmental document does not analyze the same types of impacts (e.g., an older CEQA document that used a different Appendix G checklist), general assumptions about the level of potential impacts that could occur from the type of project have been included.

Table 1-1, Utilities and Service Systems Cumulative Analysis

Project ID	Project Name	Location	Cumulative Evaluation – New/Relocated Utilities	Cumulative Evaluation – Water Use	Cumulative Evaluation – Waste
T-16	Decoto Road Complete Streets	Fremont	No CEQA document available. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	Construction timeline is unknown. Environmental documents are being prepared. Impacts are unknown. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.
T-12	I-880/Decoto Interchange Modernization	Fremont	No CEQA document available. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	No current plans for construction, project is in the planning stages. Impacts are unknown. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.

Project ID	Project Name	Location	Cumulative Evaluation – New/Relocated Utilities	Cumulative Evaluation – Water Use	Cumulative Evaluation – Waste
				to avoid cumulative impacts.	
P-18	Dumbarton to Quarry Lakes Trail Projects	Fremont	No CEQA document available. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	No current plans for construction, project is in the planning stages. Impacts are unknown. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.
I-9	Alvarado Niles Pipeline Seismic Improvement Project	Union City	Exempt from CEQA (ACWD, 2018). It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	Exempt from CEQA (ACWD, 2018). It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts. Construction planned for 2024 and is unlikely to overlap with proposed Project.	Exempt from CEQA (ACWD, 2018). Solid waste management would comply with regulations and not exceed local capacity.
T-13	Newark Old Town Streetscape Improvement Project	Newark	No CEQA document available. It is assumed that standard avoidance and minimization	No CEQA document available, but project web page states construction is planned for 2025.	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.

Project ID	Project Name	Location	Cumulative Evaluation – New/Relocated Utilities	Cumulative Evaluation – Water Use	Cumulative Evaluation – Waste
			measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	
T-14	Main Renewal – Central Newark (Central Avenue)	Newark	No CEQA document available. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	Water use has not been evaluated but would be evaluated as part of the future environmental document. Construction may occur prior to construction of the proposed Project ending in 2026.	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.
T-15	Central Avenue Grade Separation Improvement	Newark	No CEQA document available. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	Construction timeline is unknown. Environmental documents are being prepared. Impacts are unknown. Construction may occur prior to construction of the proposed Project beginning in 2025.	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.
O-5	Lower Alameda Creek Fish Passage Restoration	Fremont, Union City	No Impact (ACFCWC, 2020).	No Impact (ACFCWC, 2020). Construction completed.	No Impact (ACFCWC, 2020). Construction completed.

Project ID	Project Name	Location	Cumulative Evaluation – New/Relocated Utilities	Cumulative Evaluation – Water Use	Cumulative Evaluation – Waste
O-4	First Mile Horizontal Levee	Hayward	No CEQA document available. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	No current plans for construction, project is in the planning stages. Impacts are unknown. It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	No CEQA document available. Solid waste management would comply with regulations and not exceed local capacity.
T-21	San Leandro Creek Trail	Oakland	Exempt from CEQA (ACFCWC, 2019). It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	Outside of cumulative utility RSA.	Exempt from CEQA (ACFCWC, 2019). Solid waste management would comply with regulations and not exceed local capacity.
T-11	Newark-Albrae Siding Connection	Fremont, Newark	Exempt from CEQA (SJRRC, 2024). It is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts.	Availability of water was not analyzed, as the project is statutorily exempt from CEQA. Assumed to be planned for as part of ACWD's UWMP. It is assumed that standard avoidance and minimization measures, BMPs,	Exempt from CEQA (SJRRC, 2024). Solid waste management would comply with regulations and not exceed local capacity.

Project ID	Project Name	Location	Cumulative Evaluation – New/Relocated Utilities	Cumulative Evaluation – Water Use	Cumulative Evaluation – Waste
				and mitigation would be applied to avoid cumulative impacts.	

ACFCWC= Alameda County Flood Control and Water Conservation Agency, ACWD=Alameda County Water District, BMP=Best Management Practice, CEQA=California Environmental Quality Act, LTS=Less than Significant, RSA=Resource Study Area, SJRRC=San Joaquin Regional Rail Commission

For the proposed Project, water use during construction within the City of Hayward and ACWD would be limited to the construction years of 2027-2029. As described in Section 3.20.6.2 of the Draft EIR, the proposed Project would minimize the use of potable water (BMP UT-2: Minimize Potable Water Use) and would coordinate with HWS and ACWD during dry construction years (BMP UT-5: Coordinate with the HWS and ACWD). The Decoto Road Complete Streets, I-880/Decoto Interchange Modernization, Dumbarton to Quarry Lakes Trail, and First Mile Horizontal Levee Projects do not have publicly available environmental documents or construction schedules, so a cumulative analysis cannot be completed regarding their contribution to a cumulative impact on water use during construction. The Lower Alameda Creek Fish Passage Restoration Project has completed construction. The Alvarado Niles Pipeline Seismic Improvement, Newark Old Town Streetscape Improvement, Main Renewal – Central Newark, Newark-Albrae Siding Connection Project, and Central Avenue Grade Separation Projects will potentially begin construction prior to the proposed Project. If overlap in project construction occurs, coordination with HWS and ACWD would require that the proposed Project, in combination with projects added to the Cumulative Projects List, would not result in a significant cumulative impact with respect to water use.

As described in Section 3.20.4, Affected Environment, of the Draft EIR, Alameda County has landfill waste capacity through 2049. Compliance with municipal, County, and state waste diversion policies (as described in BMP UT-6: Minimize C&D Disposal) would reduce waste that needs to go to the landfill. Projects added to the Cumulative Projects List above would also be similarly required to comply with waste diversion policies. Given the available capacity of existing landfills and mandatory waste diversion policies, the proposed Project in combination with projects added to the Cumulative Projects List above, would not result in a significant cumulative impact with respect to waste. Since the projects added to the Cumulative Projects List generally include improvements to existing infrastructure, there are no project features that require substantial volumes of water, electricity, telecommunications.

The two projects that would be relevant to new and relocated facilities include the Main Renewal – Central Newark (Central Avenue) and the Alvarado Niles Pipeline Seismic Improvement Project. There is not a CEQA document available for the Main Renewal – Central Newark (Central Avenue), so it is assumed that standard avoidance and minimization measures, BMPs, and mitigation would be applied to avoid cumulative impacts. The Alvarado Niles Pipeline Seismic Improvement Project is exempt from CEQA, and it is assumed that standard BMPs would be applied to avoid cumulative impacts. Therefore, Projects added to the Cumulative Projects List would not result in a significant cumulative impact with respect to new and relocated facilities.

3 Conclusion

Eleven projects were added to the cumulative analysis since the release of the Draft EIR which were reviewed for potential impacts. The addition of these 11 projects to the Cumulative Projects list would not result in significant cumulative impacts for any resource areas. Therefore, the effects of the proposed Project, when added to other closely related past, present, and reasonably foreseeable probable future projects, are not cumulatively considerable.

4 References for Supplementary Cumulative Analysis

Alameda County Flood Control and Water Conservation District (ACFCWC). 2019. Notice of Exemption, San Leandro Creek Urban Greenway – Phase 1. July 31, 2019. Accessed October 16, 2024. https://files.ceqanet.opr.ca.gov/254247-2/attachment/7psab9w0VjoexUxTmRZ4-gB-TO2-zML0JH2z56mpDOgnJbewBuqy9Z-FVUXGryCCHNGxTBIDNiLYJkpe0

_____. 2020. Initial Study with Mitigated Negative Declaration/Environmental Assessment, Lower Alameda Creek Fish Passage Restoration in Flood Control District Zone 5, Cities of Fremont and Union City, California. January 30, 2020. Accessed October 16, 2024. https://files.ceqanet.opr.ca.gov/259339-2/attachment/Qc2lDqYCGoefwIxAUTASTCmWRlpHDldcmW1Q9YfJwVg5HNx4oQBZKmVTmg6sJ_GW_IbzU7sbvTN2SHQ40

Alameda County Public Works Agency. 2024. San Leandro Creek Trail. Accessed October 16, 2024. https://www.acpwa.org/projects/2021/San-Leandro-Creek-Trail/San-Leandro-Creek-Trail.page

Alameda County Transportation Commission. 2018. Dumbarton Corridor Improvements (Central Avenue Overpass). July 2018. Accessed October 16, 2024. https://www.alamedactc.org/wp-content/uploads/2018/12/1211001_Dumbarton_Corridor_Improvements_CentralAveOverpass.pdf

Alameda County Water District (ACWD). 2018. Initial Study with Mitigated Negative Declaration, Alvarado-Niles Pipeline Seismic Improvement Project. August 2, 2018. Accessed October 16, 2024. https://ceqanet.opr.ca.gov/2018082006

_____. 2024. Alvarado Niles Pipeline Seismic Improvements. Accessed October 16, 2024. https://www.acwd.org/594/Alvarado-Niles-Pipeline-Seismic-Improvem

_____. 2024. Engineering and Information Technology Committee Meeting Summary Minutes. March 6, 2024. Accessed October 16, 2024. https://ca-alamedacountywater.civicplus.com/agendacenter/viewfile/minutes/_03062024-1386

City of Fremont. 2021. Project Study Report-Project Development Support (PSR-PDS) to Request Approval to Proceed to the Project Approval and Environmental Document Phase (PA&ED) for a Locally Funded Project. October 2021. Accessed October 16, 2024. https://www.fremont.gov/home/showpublisheddocument/11141/637967769574330000

_____. 2023. Decoto Road Complete Streets Project. May 2023. Accessed October 16, 2024. https://www.fremont.gov/home/showpublisheddocument/13121/638187947782470000

_____. 2023. I-880/SR-84/Decoto Road Interchange Modernization Project. October 2023. Accessed October 16, 2024. https://www.fremont.gov/home/showpublisheddocument/13860/638318312647470000

City of Newark. 2023. Project Background. Accessed October 16, 2024. https://sites.google.com/view/newarkoldtownstreetscape/project-background

_____. 2023. Request for Proposals (RFP) Construction Management Services For Central Avenue Overpass Project Project No. 1014. September 21, 2023. Accessed October 16, 2024. https://www.newark.org/home/showpublisheddocument/9690/638282256865796862

Fehr and Peers. 2018. Dumbarton Bridge to Quarry Lakes Trail Study. July 2018. Accessed October 16, 2024. https://www.fremont.gov/home/showpublisheddocument/7219/637824962042470000

San Francisco Estuary Partnership. 2024. Transforming Urban Water Initiative. Access October 16, 2024. https://www.sfestuary.org/first-mile-horizontal-levee/

San Joaquin Regional Rail Commission (SJRRC). 2024. Notice of Exemption, Newark/Albrae Siding Connection Project. August 2, 2024. Accessed October 16, 2024. https://files.ceqanet.opr.ca.gov/305359-1/attachment/EGeIzrTpch4dTiV14FzuWyB15eFw1as8r6ekbDCswwvi0J7a0IWNJRLqbT6bOHZBCvHM2X3wEju8TB8N0

_____. 2024. Newark/Albrae Siding Connection Project Fact Sheet. July 2024. Accessed October 16, 2024. https://d2j5fyfnufxt9o.cloudfront.net/wp-content/uploads/20240712114909/Albrae-Fact-Sheet_20240205.pdf