

## **3.15 CUMULATIVE IMPACTS EVALUATION**

This section evaluates the potential for the Build Alternative in combination with other past, present and future reasonably foreseeable projects to result in or contribute to cumulative environmental effects. A cumulative impact includes the total effect on a natural resource, ecosystem, or human community that is attributable to past, present, or reasonably foreseeable future activities/actions of federal, nonfederal, public, or private entities. Cumulative impacts may also include the effects of natural processes and events, depending on the specific resource in question. Cumulative impacts include the total of all impacts on a particular resource that have occurred, are occurring, and will likely occur as a result of any action or influence, including the direct and indirect effects of a federal activity. Accordingly, there may be different levels of cumulative impacts on different environmental resources.

### **3.15.1 REGULATORY REQUIREMENTS**

#### **Federal**

Under NEPA, a cumulative impact on the environment results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative impacts may result from individually minor but collectively significant actions taking place over a period of time.

#### **State**

Under CEQA, cumulative impacts are defined as two or more individual effects, which, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that 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)

Consistent with Section 15130(a) of the CEQA Guidelines, the discussion of cumulative impacts in this program-level EIR/EIS focuses on significant and potentially significant cumulative impacts. Per Section 15130(b) of the CEQA Guidelines:

the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great a detail as provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. A project's contribution to a cumulative impact may be considered *less than significant* if it is implementing a plan or program designed to avoid the cumulative impact<sup>1</sup> or if it will implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact.<sup>2</sup>

### 3.15.2 METHODS OF EVALUATION

The cumulative analysis describes the potential for the alternatives, in combination with related past, present and future projects, to result in cumulatively adverse environmental effects. Each analysis considers the area of cumulative analysis and identifies the relevant past, present, and future related to the potential cumulative impact. The evaluation identified whether the cumulative impact would be substantial and whether the contribution from a project alternative to a substantial cumulative impact would be considerable.

#### **Present and Foreseeable Actions and Projects Considered in the Cumulative Analysis**

Between Salinas and San Luis Obispo, the areas of the Coast Corridor and US 101 have served as important north-south routes for people and vehicles for more than two centuries. The relatively narrow and flat Salinas Valley facilitated the growth of El Camino Real dating back to the Mission Period in the late 18<sup>th</sup> century. Much of this historic route is now incorporated into either US 101 or nearby adjacent streets. The Coast Corridor railroad is located in generally close proximity to US 101 for much of its length, particularly between Salinas and Soledad. Railroads have operated along most of the Salinas Valley since the late 19<sup>th</sup> century. A continuous rail route from San Francisco to Los Angeles was completed just before the turn of the 20<sup>th</sup> century.<sup>3</sup>

This cumulative impacts discussion takes into account this past history, the proposed action, and other reasonably foreseeable future actions and projects.

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<sup>1</sup> CEQA Guidelines Section 15064[h]

<sup>2</sup> CEQA Guidelines Section 15130[a]

<sup>3</sup> Ryan and Breschini, 2010

Given the programmatic nature of this analysis, the future foreseeable actions have been drawn from two main categories - land development and transportation projects.

Land development projects are likely to occur in and near the communities along the railroad. For the purposes of evaluating land development in the corridor between Salinas and San Luis Obispo, this analysis draws on the environmental reviews of the respective county General Plans (Monterey and San Luis Obispo) and, where more fine-grained analysis is appropriate, environmental reviews of locally adopted plans.

In addition, this analysis takes into account planned and programmed transportation improvement projects in the vicinity of the existing Coast Corridor rail alignment, US 101, and major local roadways. Therefore, proposed projects near US 101 are relevant to assess cumulative impacts for this program-level environmental document. These projects were obtained by review of federal and regional transportation improvement plans for Monterey and San Luis Obispo Counties.

**Table 3.15-1 below** summarizes the list of nearby transportation projects assessed in this cumulative analysis.

Table 3.15-1 Planned and Programmed Transportation Improvements, Monterey and San Luis Obispo Counties

ID Number	Project Title	Project Description	Project Location
<b>Related Regional Projects</b>			
	California High-Speed Rail	Construct a high-speed rail system running from San Francisco to Los Angeles/Anaheim via the Central Valley, and later to Sacramento and San Diego	San Francisco/Sacramento to Los Angeles/San Diego
	Phillips 66 Company Rail Spur Extension (Phillips 66) Project	Phillips 66 proposes to modify the existing rail spur currently on the southwest side of the Santa Maria Refinery (SMR). The proposal would add up to 5 weekly trains that would likely from Utah, North Dakota, and/or Canada (based on market economics and other factors), entering the Coast Corridor somewhere from the north (likely Gilroy) and then arriving at the SMR.	Nipomo (San Luis Obispo County)
<b>Monterey County</b>			
CT014	US 101 - Airport Blvd. I/C East	Reconstruct interchange on the eastern portion of US 101/Airport Boulevard	US 101 at Airport Boulevard in Salinas
CT017	US 101 Improvements through Salinas	Analyze Salinas General Plan buildout traffic along the US 101 corridor through Salinas, determine mainline improvements to address long term needs and construct improvements.	Between Russell/Espinosa Road and Harris Road in Salinas
CT018	US 101 - Harris Road/Eastside Connector	Construct new Interchange on US 101 at Harris Road and construct 4 lane connector between Harris Road and Williams Road.	From US 101 at Harris Road to Williams Road in Salinas.
CT019	US 101 - South County Frontage Roads	Construct Frontage Roads from Harris Road to Chualar, then to Soledad	US 101 between Harris Road/Abbott Street (Salinas) and Soledad

ID Number	Project Title	Project Description	Project Location
GON008	Alta Street	Widen and reconstruct roadway	From Gonzales city limits to US 101 interchange – approx. 2 miles
GON012	US 101 5 <sup>th</sup> St Bridge Widening	Widen 5 <sup>th</sup> Street over US 101	US 101 at 5 <sup>th</sup> Street, Gonzales
GON013	US 101/Gloria Road Interchange	Reconstruct US 101/Gloria Rd Interchange	US 101 at Gloria Rd., Gonzales
GRN019	US 101 – Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange	US 101 at Walnut Avenue, Greenfield
GRN023	Pine Avenue Overcrossing at 101	Construct new bridge over US 101 to improve E-W traffic flow	US 101 at Pine Avenue, Greenfield
KCY013	US 101 – First street interchange	Extend San Antonio over railroad tracks from lone oak to US 101/First street interchange	King City
SNS045	Airport Boulevard Improvements	Widen Airport Blvd. from Elks Lodge to US 101 and extend bike lanes	Airport Blvd. from Elks Lodge to US 101, Salinas
SNS084	Salinas Intermodal Transportation Center Station Improvements	Upgrades to passenger service terminal and freight buildings	Salinas train station
SOL023	US 101 North Soledad Interchange	Modify North Soledad interchange on US 101 and construct ramp improvements	US 101 and Front Street (Moranda Road), Soledad
SOL024	US 101 South Interchange	Modify South Soledad interchange on US 101 and construct ramp improvements	US 101 and Front Street (Santa Lucia Drive) , Soledad
SOL025	US 101 – Camphoria Interchange	Install new interchange at Camphoria-Gloria Road	US 101 and Camphoria Gloria Road, Soledad
SOL026	SR 146- Bypass to US 101	Construct a new road from SR 146/Metz Road at City Limits to Los Coches Drive, to South US 101 interchange	City of Soledad

ID Number	Project Title	Project Description	Project Location
SOL036	Camphoria Gloria Road	Construct to 4 lanes	From US 101 to Orchard Lane Extension, Soledad
SOL044	Frontage Road	Construct to 4 lanes	From Front Street to Camphoria Gloria Road, Soledad
TAM018	Rail Capital Improvements	Includes station, platform, rail yard, track and parking improvements for the rail extension to Salinas project	Santa Clara, Santa Cruz, and Monterey Counties
TAM007	Rail Operations	Operating costs to run two round trips per day between Gilroy and Salinas	Santa Clara, Santa Cruz, San Benito, and Monterey Counties
<b>San Luis Obispo County</b>			
22300000243	Cuesta Grade to Santa Margarita Median Barrier	In SLO County, collision reduction project to install concrete median barrier and improve the intersection at Tassajara Creek Road to improve traffic safety and reduce cross median collisions.	US 101
22300000297	North Cuesta Grade Wildlife Fencing Project	On Route 101 From 0.1 mile south of the Cuesta Grade Overhead to 1.5 miles north of the Santa Margarita Creek Bridge and on Highway 58 from the Route 101/58 Separation to 0.9 miles east of the Route 101/58 Separation, to install black vinyl clad chain link fencing for routing of wildlife to safe under highway culvert crossings for enhancing wildlife connectivity and reduce collisions.	US 101
22300000302	Paso Robles Median Barrier	Near Paso Robles, from South Paso Robles Overhead to Route 46; construct concrete median barrier.	US 101
22300000303	Cuesta Grade North Retaining Wall	Near San Luis Obispo, from 3.4 to 3.7 miles south of Route 58; construct retaining wall.	US 101

ID Number	Project Title	Project Description	Project Location
22300000331	101 Pavement Rehabilitation near Atascadero	In San Luis Obispo County, near Atascadero, rehabilitate 18.4 lane miles of pavement, dig out and repair areas of failure, seal cracks larger than 0.02 ft, and overlay existing pavement with 0.20 ft conventional Asphalt Concrete (AC) along US 101 from north of Traffic Way UC to Vineyard Drive OC.	US 101
22300000340	North County Shoulder Improvements	Remove and replace shoulders from San Marcos Creek Bridge to San Luis Obispo/Monterey County lines.	US 101
22300000342	North Paso Robles Rehab	In San Luis Obispo county, in and near San Miguel, from San Marcos Creek Bridge to the Monterey County line, also in Monterey County (PM 0 - 1.9); pavement rehabilitation.	US 101
22300000438	US 101 Collision Reduction at Various Locations	In and near the city of San Luis Obispo, from Santa Maria River Bridge to Cuesta overhead at various locations; construct roadside paving, access gates, weed barriers and relocate facilities.	US 101
22300000439	US 101 Collision Reduction at Various Locations (North County)	In and near Atascadero, from Cuesta overhead to South Camp Roberts overhead, at various locations, construct roadside paving, access gates, weed barriers and relocate facilities.	US 101
22300000440	US 101 Roadway Preservation	In the city of San Luis Obispo, from San Luis Obispo Creek Bridge to 0.3 miles south of Santa Fe Bridge undercrossing, rehabilitate pavement.	US 101
22300000443	Tassajara Median Barrier Landscape Mitigation	In SLO County near Santa Margarita from 0.8 miles south to 0.7 miles north of Tassajara creek road; landscape mitigation.	US 101

ID Number	Project Title	Project Description	Project Location
22300000522	US 101 Highway Planting Rehabilitation	In SLO County, replace irrigation pressure and lateral supply lines, repair booster pump and motor covers and install appropriate replacement plantings on Route 101 at various locations from 0.2 mile south of Tefft Street Overcrossing to 0.2 mile north of Avila Road Overcrossing.	US 101
22300000523	US101/SR58 Off ramp reconfiguration	In SLO County, near Santa Margarita, reconfigure Route 101 southbound off-ramp to Route 58 to abate illegal left-turn movements at Route 101 southbound off-ramp terminus.	US 101

Sources: Transportation Agency for Monterey County, 2010; SLOCOG, 2013



### 3.15.3 CUMULATIVE IMPACT ANALYSIS

The cumulative impacts analysis follows the same order of environmental topics as **Chapter 3.0, Affected Environment**.

The No Build Alternative is mentioned only when there are potential cumulative impacts that could result from not proceeding with the Build Alternative. Where the No Build Alternative would not result in impacts by 2020, or where the existing conditions would not change (or future conditions were considered too speculative to predict), the No Build Alternative is not addressed.

#### Traffic and Travel

**Area of Cumulative Analysis:** The area of cumulative analysis for effects related to traffic and travel include the US 101 corridor, the existing Coast Corridor railroad, roadways around existing and proposed train stations, and other major roadways between San Luis Obispo and Salinas.

**Summary of Build Alternative Impacts:** The Build Alternative traffic and travel analysis determined that construction of many of the proposed physical improvements would have potential to temporarily disrupt freight and passenger rail; but such effects would be temporary. Based on the analysis included in the SDP, the railroad between Salinas and San Luis Obispo can accommodate projected future levels of both freight and passenger traffic without significant disruption of on-time service.

Automobile traffic is anticipated to increase with the introduction of proposed Coast Daylight passenger rail service near existing passenger stations in Salinas, Paso Robles, and San Luis Obispo, and at proposed stations in Soledad and King City, but increased rail ridership could slightly reduce automobile traffic on US 101.

**Present and Future Projects:** Present and future projects that could affect traffic and travel include transportation and land development projects in Monterey and San Luis Obispo counties, including the Phillips 66 Project.

**Cumulative Effects:** The Build Alternative, when combined with other transportation and land use development projects, may result in increased traffic levels near existing and proposed station areas that could worsen level of service at key intersections and thus cumulatively affect traffic in these locations.

In particular, the City of Soledad identified cumulative traffic impacts regarding new traffic in the downtown area as part of its Downtown Master Plan. This cumulative impact was based on the entire program of land development, one component of

which was a rail passenger station and passenger train service identical to those elements of the Build Alternative considered here. The Build Alternative would not result in any new, not previously disclosed cumulative impact in the Soledad station area. However, buildout of the Downtown Master Plan (including the new passenger station and additional service) would result in a cumulative traffic impact

Other transportation projects in the vicinity entail operational- and safety-related improvements to US 101 and other major roadways. While construction may include impacts such as temporary detours and lane closures, most of the construction work would occur within or immediately adjacent to the roadway. Once these improvements are implemented, they would be consistent with existing roadway use. Therefore, the Build Alternative combined with other transportation projects in the Central Coast region, would not cumulatively affect traffic or travel in the study area.

Phillips 66 proposes to modify the existing rail spur at the SMR to allow up to five weekly trains delivering crude oil. It is expected that the majority of the trains would travel south on the Coast Corridor to the SMR, likely entering the corridor at San Jose. All but one existing siding (Templeton) are of sufficient length to accommodate the proposed Phillips 66 trains. A draft EIR for the Phillips 66 project did not identify any substantial impacts to on-time train performance and did not identify any need for any new physical rail facilities necessary in the Salinas to San Luis Obispo area. The additional freight traffic associated with the Phillips 66 proposal is consistent with anticipated long-term increases in freight traffic as considered in the Coast Corridor SDP. Given that the Build Alternative would improve elements of the existing rail infrastructure, and would likely create and increase the length of multiple sidings, potentially including the Templeton Siding, the Build Alternative combined with the Phillips 66 Project and other potential increases in freight rail using the corridor, would not result in a cumulative impact.

Recommended mitigation and avoidance strategies outlined in **Section 3.1, Traffic and Travel** of this program-level EIS/EIR would be incorporated in future development of any particular component of the Build Alternative to lessen any traffic or travel impacts. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures regarding traffic and travel. Therefore, the Build Alternative would not contribute considerably to any cumulative impact related to traffic/transportation.

## Air Quality and Greenhouse Gas Emissions

**Area of Cumulative Analysis:** The area of cumulative analysis for effects related to air quality and greenhouse gas emissions includes the North Central Coast and San Luis Obispo County Air Basins.

**Summary of Build Alternative Impacts:** The Build Alternative would potentially result in new air quality and greenhouse gas emissions from construction of any or all of the proposed physical improvements as well as from increased train operations (locomotive emissions). However, the Build Alternative would potentially offset some of these emissions over time as increased rail passenger ridership associated with the Coast Daylight would result in small reductions in regional air pollutant emissions and greenhouse gases.

**Present and Future Projects:** Present and future projects that could affect air quality include other land development and transportation projects within the cumulative analysis area (the respective air basins), the construction or operation of which would result in increased regional emissions.

**Cumulative Effects:** With regard to regional effects, neither County concluded that General Plan buildout would result in cumulative air quality or greenhouse gas emissions impacts.

In the EIR for its Downtown Specific Plan, the City of Soledad concluded that specific plan buildout (which included -- but was not limited to -- the proposed passenger station and reinstatement of railroad passenger service) would contribute considerably to a cumulative adverse impact on regional air quality.

Because this previously identified cumulative impact related directly to proposed station area and railroad service included as part of the Build Alternative, the Build Alternative would not contribute any further to this cumulative impact.

The Build Alternative, when combined with planned and programmed transportation improvement projects, may affect air quality and greenhouse gas emissions in the two counties and the larger region over time. The planned and programmed transportation improvements are heavily focused on capacity optimizations of existing roadways in the project vicinity. No widening or other physical expansion of US 101 is planned, although some local streets in the vicinity of US 101 are planned to be widened or expanded.

Construction of these transportation improvements as well as of anticipated land use development projects would entail one-time, construction-period emissions of air pollutants and greenhouse gases. Project-specific environmental reviews of these improvements would likely incorporate conditions of approval and/or

mitigation measures intended to limit construction-related emissions. Therefore, there would not likely be a cumulative impact related to construction emissions.

Operations of improved roadways could result in an increase in vehicle miles traveled (VMT) and related increases in vehicle emissions.

The Build Alternative presents some small potential reductions in emissions of air pollutants and greenhouse gases through a small expected mode shift from automobile to passenger rail. Passenger rail has considerably lower greenhouse gas emissions per passenger mile than other modes, including aircraft, passenger cars and light-duty trucks.

Recommended mitigation and avoidance strategies outlined in **Section 3.2, Air Quality and Greenhouse Gas Emissions**, would likely be incorporated in future design and environmental analysis of particular components of the Build Alternative to lessen any impacts on air quality and greenhouse gas emissions.

Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures regarding air quality and greenhouse gas emissions.

Therefore, the Build Alternative would not contribute considerably to any cumulative impact related to air quality or greenhouse gas emissions.

## Noise and Vibration

**Area of Cumulative Analysis:** The area for cumulative analysis includes approximately a ¼-mile radius from the Build Alternative. This area is based on the extent to which potentially significant noise and vibration can travel from the existing railroad and proposed improvements.

**Summary of Build Alternative Impacts:** Roadways and railways are major contributors to ambient noise and vibration levels. Generally, noise will continue to grow as population increases and use of highways and railroads increases. The Coast Corridor study area travels through many agricultural areas with low population density as well as urban and developed areas. The Build Alternative would increase noise and vibration levels to sensitive receptors in these areas, owing to expanded passenger rail service and physical improvements, particularly when trains sound their horns, travel at faster speeds, or where the tracks are realigned closer to residential areas.

**Present and Future Projects:** Present and future projects that have noise and vibration impacts include other land development and transportation projects within the cumulative analysis area, where the construction or operation of which would result in increased noise and vibration.

**Cumulative Effects:** A substantial portion of the railroad alignment between Salinas and San Luis Obispo is within ¼ mile of US 101, so rail and traffic noise can combine to result in cumulative effects.

Similar to the Build Alternative as a whole, proposed transportation improvements and planned land development projects would be phased in over time. Construction noise associated with any Build Alternative components selected for implementation along with noise associated with the construction of transportation improvements and land development projects would thus be unlikely to combine into cumulatively significant impacts.

In terms of operational impacts, the proposed transportation improvements would likely facilitate higher traffic volumes and would thus result in higher noise levels at locations in close proximity to US 101. Where these improvements are in close proximity to both the railroad/proposed improvements and sensitive receptors, there is the potential for railroad and highway noise to combine into a cumulatively significant impact.

The Build Alternative's contribution would be the noise associated with passing trains - 2 per day in the opening year and up to 4 per day in the horizon year of 2040. From any point along the railroad, train passings would be relatively short duration events - about 1 minute per train, or up to 4 minutes per day. In contrast, roadway transportation noises increases would likely occur for much longer durations - potentially several hours. Given the short duration of passing trains and associated noise, the Build Alternative's contribution would likely not be cumulatively considerable.

Similarly, train activity at the existing and proposed stations would result in changes in the noise and vibration environment at these locations. However, trains would be traveling at relatively low speeds in and out of the station areas for relatively few, short durations and would thus be unlikely to result in any cumulatively significant effect.

Avoidance, minimization, and mitigation measures consistent with the strategies outlined in **Section 3.3, Noise and Vibration**, would likely be incorporated in future development of any particular component of the Build Alternative to lessen any noise or vibration-related impacts. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required

to subject to CEQA and/or NEPA environmental review and would thus be expected to incorporate feasible measures to avoid or lessen any identified noise and vibration impacts.

Therefore, the Build Alternative would not contribute considerably to any cumulative impact related to noise or vibration.

## Energy

**Area of Cumulative Analysis:** The area of analysis for energy cumulative effects includes Monterey and San Luis Obispo Counties and the Central California region as a whole.

**Summary of Build Alternative Impacts:** The Build Alternative would result in construction energy usage for the manufacture of materials and the use of heavy equipment, construction worker travel to and from active work sites, and potential construction-related detours. The Build Alternative also includes expansion of passenger rail service, which will require energy resources (petroleum products) for locomotive power.

**Present and Future Projects:** Present and future projects that could have energy-related impacts include any other development projects within the cumulative analysis area, where the construction or operation of which would result in the consumption of energy.

**Cumulative Effects:** The Build Alternative, along with existing and anticipated transportation and land development projects would result in the consumption of energy resources.

Monterey and San Luis Obispo Counties have planned and programmed several transportation improvement projects that would require energy resources for construction and would facilitate increased operational energy consumption through increased road VMT. Planned land use development projects would require energy resources during both construction and operation. Together, the Build Alternative with other transportation and land use development projects could constitute significant cumulative energy impacts.

However, the Build Alternative would ultimately reduce transportation-related energy consumption by increasing passenger ridership and by increasing the efficiency of the existing railroad operations.

Recommended mitigation and avoidance strategies outlined in **Section 3.4, Energy**, would be incorporated in the design and development of any particular component of the Build Alternative to lessen any energy consumption impacts. Similarly, the

construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures.

Therefore, the Build Alternative would not contribute considerably to any cumulative impact related to energy usage.

## Land Use and Planning

**Area of Cumulative Analysis:** The area of cumulative analysis for effects related to land use includes Monterey and San Luis Obispo Counties, particularly the communities in proximity to the existing railroad and the Build Alternative (including Salinas, Chualar, Gonzales, Soledad, Greenfield, King City, San Ardo, Bradley, San Miguel, Paso Robles, Atascadero, Templeton, Santa Margarita, and San Luis Obispo).

**Summary of Build Alternative Impacts:** Land use patterns along the Salinas to San Luis Obispo portion of the railroad have been generally stable for several decades. Development has largely been focused within established communities. With a few notable exceptions, outside existing communities, lands are generally in agricultural/viticultural use, institutional use, or open space. Construction activities could result in temporary land use impacts and could include road closures and traffic detours, which could in turn disrupt access to public facilities, emergency vehicle access, and pose potential physical barriers to communities and business districts.

All curve realignments, as well as several sidings and extensions would require acquisition of lands outside the existing railroad right-of-way and the conversion of such lands to railroad use. Acquisition of adjacent agricultural, residential, and open space lands would result in an incompatible land use, and could result in environmental justice impacts.

**Present and Future Projects:** Present and future projects that could affect land use and planning include transportation and land development projects in Monterey and San Luis Obispo counties.

**Cumulative Effects:** The Build Alternative, in combination with related transportation and land development projects could contribute to cumulative impacts related to land use, communities, property, and environmental justice.

In terms of *land use compatibility*, the Build Alternative would help foster desired development around proposed station areas in Soledad and King City. Increased passenger rail service could also help reinforce the visitor-serving land uses patterns around existing train stations in Salinas and Paso Robles. The San Luis Obispo

station area is primarily residential in character, but also includes some visitor-serving mixed-use development along Osos Street, which could be reinforced by the Build Alternative. Therefore, within established communities, the Build Alternative would have complementary and beneficial effects related to land use compatibility.

Outside of established communities, however, curve realignments and siding improvements, if developed, could result in the permanent conversion of lands from agricultural, residential, or open space uses into transportation use. Some siding improvements and the bulk of other proposed improvements would be constructed immediately along the existing rail line or within the railroad right-of-way.

In contrast, planned land development and transportation projects are less likely to result in land use conversions. Land development projects face generally well-defined urban growth boundaries and/or local limitations on the conversion of agricultural lands. Planned transportation improvements primarily involve operational enhancements that would not require substantial additional right-of-way or direct conversion of residential, commercial, or agricultural land uses to transportation uses.

As the extent to which the Build Alternative might result in such conversion is unknown, it is assumed here that the Build Alternative could result in a cumulatively significant land use impact if one or more of the curve realignments is ultimately constructed and would convert substantial areas of residential or agricultural land to a transportation use. Project-level design refinements and funding availability would determine if any of the curve realignments would ultimately result in such conversion and thus whether any cumulative impact would occur.

Similarly, *property* impacts are unlikely for most of the anticipated land development and programmed transportation improvements. Land development projects will generally proceed only with the consent of the property owner and would thus be unlikely to result in the use of private property. Programmed transportation projects are set to generally occur within or immediately adjacent to the area's existing transportation facilities. As no major roadway expansion projects are included in the list of programmed improvements, the potential for substantial takes of private property is minimal.

In contrast, certain components of the Build Alternative have a much greater potential to require property acquisition. These components include curve realignments and other features for which schematic plans have been developed; final plans could require acquisition of land outside the existing railroad right-of-way. Since the extent to which the Build Alternative might result in property acquisition is unknown, it is assumed the Build Alternative could result in a cumulatively significant property impact if one or more of the curve realignments



are deemed necessary and property acquisition proceeds accordingly. Project-level design refinements and funding availability will determine if any of the curve realignments would ultimately result in such acquisition and thus whether any cumulative impact would occur.

## Aesthetics and Visual Resources

**Area of Cumulative Analysis:** The area of cumulative analysis for effects related to visual resources and aesthetics includes the viewshed, or the visible environment, surrounding the Build Alternative study area. The Build Alternative entails about 130 miles of railroad and existing/proposed station areas, all in relative proximity to the US 101 corridor between Salinas and San Luis Obispo.

**Summary of Build Alternative Impacts:** The visual analysis determined that construction and operation of some of the proposed physical improvements could result in visual impacts. In general, construction impacts include the temporary visual presence of construction equipment, light and glare impacts from any nighttime construction work, and disturbed natural land cover that would recover to its original undisturbed form once construction is complete. Operational impacts include physical changes to the additional passenger and freight rail cars over time, existing land cover, particularly where new track alignments would convert existing land cover in residential and open space areas to railroad use.

The Build Alternative, in combination with related transportation and land development projects could contribute to cumulative visual impacts.

**Present and Future Projects:** Present and future projects that could affect aesthetics and visual resources include transportation and land development projects in Monterey and San Luis Obispo counties.

**Cumulative Effects:** According to the Monterey County General Plan EIR, future growth within Monterey County would result in intensification of existing urban uses as well as conversion of open space into urban land uses. The General Plan EIR concluded that in converting of undeveloped land to urban uses, future land development projects would obstruct views of scenic areas and would thus result in a significant cumulative impact to visual character and quality in the County.

In considering the potential of the Build Alternative to combine with land development and transportation projects and result in cumulative visual impacts, it is important to note that proposed transportation projects would have negligible visual impacts because such improvements would largely occur within or immediately adjacent to existing transportation corridors, resulting in relatively little overall change in visual character or quality. The Phillips 66 project could result in

additional rail transport activity, but such activities are consistent with the visual context of the rail corridor and would thus be unlikely to result in substantial/significant visual effects. Additionally, Build Alternative improvements such as track and signal upgrades, new powered switches, and new sidings and siding extensions, would also largely occur within or adjacent to the existing railway right-of-way and would thus result in minimal visual effects.

However, curve realignments would result in some conversion of agricultural, open space, and residential lands to rail transportation use. Such conversion could permanently alter the visual character of affected areas. Recommended mitigation and avoidance strategies outlined in **Section 3.6, Aesthetics and Visual Resources**, would be incorporated in the design and development of any particular component of the Build Alternative to lessen any visual character/quality impacts.

As the extent to which the Build Alternative might result in such conversion is unknown, it is assumed here that the Build Alternative could result in a cumulatively significant visual impact if one or more of the curve realignments is ultimately constructed and would convert substantial areas of residential or agricultural land to a transportation use. Project-level design refinements and funding availability would determine if any of the curve realignments would ultimately result in such conversion and thus whether any cumulative impact would occur.

Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures.

## Agricultural and Forest Resources

***Area of Cumulative Analysis:*** The area considered for cumulative impacts to farmlands includes Monterey and San Luis Obispo Counties, as described in **Section 3.7, Agricultural and Forest Resources**.

***Summary of Build Alternative Impacts:*** Many of the components of the Build Alternative require construction outside the existing railroad right-of-way outside urban areas and thus, in several locations would require the temporary use of farmland during construction and/or the permanent conversion of farmland.

***Summary of Present and Future Projects:*** Present and future projects that could affect agriculture and forest resources include transportation and land development projects in Monterey and San Luis Obispo counties, particularly those occurring outside of urban areas.

**Cumulative Effects:** According to the Monterey County General Plan EIR, buildout of the General Plan would cumulatively contribute to conversion of Important Farmland to non-agricultural uses. Some farmland conversion is also anticipated in San Luis Obispo County, but very little Prime Farmland conversion is expected in either county, owing to strong farmland protection measures each county has adopted.

Proposed transportation improvements would largely take place within the footprint of US 101 or other adjacent roadways in the region and would therefore be unlikely to combine with the Build Alternative to result in any significant cumulative effect to agricultural or forest lands. Furthermore, Build Alternative improvements such as track and signal upgrades, new powered switches, sidings and siding extensions, etc. would also largely occur within or adjacent to the existing railway right-of-way and would have little effect to agricultural land.

Curve realignments would result in conversion of agricultural lands to rail transportation use. Such conversion would permanently alter the affected areas and could contribute to agricultural conversion effects associated with other land development projects in the region. As the extent to which the Build Alternative might result in such conversion is unknown, it is assumed here that the Build Alternative could result in a cumulatively significant impact on farmlands if one or more of the curve realignments is ultimately constructed and would convert substantial areas of agricultural land to a transportation use. Project-level design refinements and funding availability would determine if any of the curve realignments would ultimately result in such conversion and thus whether any cumulative impact would occur.

Recommended mitigation and avoidance strategies outlined in **Section 3.7, Agricultural and Forest Resources**, would be incorporated in the design and development of any particular component of the Build Alternative to lessen any farmland related impacts. However, loss of Prime Farmland impacts cannot be mitigated to a less-than-significant level even though conservation easements and other measures may lessen such impacts.

## Public Utilities and Services

**Area of Cumulative Analysis:** The area considered for cumulative effects to utilities and public services correspond to the service areas of the particular utility and public service (police and fire) providers.

Natural gas providers PG&E and SCE respectively serve substantial portions of northern and southern California. Electricity is provided by PG&E, whose service area extends from Shasta County to Santa Barbara County. Water and wastewater

services are provided by a combination of local special districts and private companies whose service areas extend well beyond the immediate boundaries of the project study area. Police and fire services are provided either by County agencies, whose jurisdiction spans the entirety of the affected counties, or by local agencies, who serve incorporated communities along the project corridor.

***Summary of Build Alternative Impacts:***

***Utility conflicts:*** Proposed new and/or extended sidings, along with the proposed second mainline, have the potential to conflict with existing utility transmission facilities in and around the existing railroad right-of-way.

***Utility usage:*** Some components of the Build Alternative would require connections to public utilities such as water, electricity, and natural gas. Proposed new stations would likely be the most utility intensive Build Alternative components; powered switches and signaling mechanisms would also require electricity.

***Public service demand generation:*** The vast majority of physical improvements comprising the Build Alternative, such as railroad sidings/extensions or curve realignments, would have a neutral effect on increasing demand for public services like fire and police. In contrast, proposed new stations could require increased police and fire services; increased ridership at existing stations could also increase demands for public services.

Present and future projects that could affect utilities and public services include transportation and land development projects not only in Monterey and San Luis Obispo counties, but potentially points well beyond when considering gas and electric providers, which operate across multiple regions in the state.

***Present and Future Projects:*** Present and future projects that could affect public utilities and services include transportation and land development projects in Monterey and San Luis Obispo counties.

***Cumulative Effects:*** In terms of utility conflicts, the components of the Build Alternative that would require construction of new linear facilities either inside or outside the railroad right-of-way may conflict with existing pipelines, electrical transmission lines, communication facilities, or other linear utilities. The severity of such impacts can usually be lessened substantially through a combination of careful design, avoidance, and/or protection-in-place policies, as called for in the mitigation strategies discussion presented herein. Similarly, future transportation projects may require construction/grading in or near existing transportation facilities like US 101,

where similar utility conveyances can be found. As it is reasonable to expect that other projects would be subject to similar mitigation to avoid or minimize any utility conflicts, there would be no cumulatively significant impact regarding utility conflicts.

Regarding electric and gas utilities, the Build Alternative would, in combination with planned/anticipated land development in the Central Coast region, result in additional demand for electricity and natural gas. The Build Alternative would require such utilities primarily at proposed stations and electric power specifically for signal upgrades and switching equipment. Similarly, demand for water and wastewater services would increase as a result of planned land development plus the Build Alternative.

Demand for police and fire services would likely increase from both planned transportation and land development projects. Proposed transportation enhancements would facilitate additional vehicle travel on US 101 and adjacent roadways, thus increasing demand for emergency response services. Additional railroad freight traffic as well as all types of land development called for in adopted local plans would similarly increase demand for emergency response.

Individual rail improvements, such as curve realignments and the second mainline, have no foreseeable connection to increased demand for public services. New or expanded station areas could incrementally contribute to increased demands for public services (police response, emergency services, etc.). However, the anticipated increase in station area activity is modest, even in the two communities where new stations are planned. Neither of the environmental documents for the Soledad or King City station area/downtown plans indicated any significant effect to public services as a result of plan implementation. Anticipated increases in passenger activity at the Salinas and San Luis Obispo stations are not at such high levels that substantial public services impacts could occur. It is unlikely that implementation of the Build Alternative with other planned development projects would result in a cumulative impact to emergency services; however, future project-level review would include coordination with emergency service providers to ensure no significant impacts would occur.

Disruption of utility services could occur as a result of potential conflicts with electrical transmission lines, natural gas pipelines, oil pipelines, wastewater and water utilities, and other utilities during construction of other roadway improvement projects (i.e., US 101 and local roads). However, measures would be taken to avoid potential conflicts in advance to the extent feasible and practical; therefore, few additional conflicts are expected from future transportation improvements.

Recommended mitigation and avoidance strategies outlined in **Section 3.8, Public Utilities and Services**, of this program-level EIS/EIR would be incorporated in future development of any particular component of the Build Alternative to lessen any impacts on utilities and public services. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures regarding utilities and public services. Therefore, the cumulative impact related to utilities and public service providers operating in the Central Coast region would not be substantial.

## Hazardous Materials and Wastes

**Area of Cumulative Analysis:** The area of cumulative analysis considered for hazardous materials effects includes the areas identified within 1/8-mile radius around the Build Alternative study area including major roadways between Salinas and San Luis Obispo.

**Summary of Build Alternative Impacts:** Overall, there is potential risk to uncover hazardous materials near roadways and agricultural areas within the entire Coast Corridor study area, because of the potential for aurally deposited lead and particulate matter deposited from vehicles (both automobiles and trains) as well as pesticide use along the railroad and along roadways. As a result, construction activities may likely encounter contaminated soil containing pesticide or herbicide residue, aurally deposited lead, or other soil or groundwater contaminants. Furthermore, database searches identified both active- and closed-status hazardous sites within the study area.

The Build Alternative would not result in sustained, long-term, routine transportation of hazardous materials. However, the Phillips 66 project proposes increased use of the railroad for transport of crude oil, a potentially hazardous substance if mishandled.

Present and future projects that would cumulatively risk exposure to hazardous materials or wastes include other transportation and land use development projects. The construction of both types of projects, similar to the Build Alternative, would require the use of materials that could be considered hazardous if used, stored, or transported improperly. Such materials are strictly regulated by federal, state, and local laws specifically to ensure they do not result in a gradual increase in toxins in the environment. Both counties reinforce these regulations by requiring

that construction and operation be conducted pursuant to applicable standards and regulations. These are implemented as part of normal development review and construction permitting procedures and typically reduce project-specific impacts to a less-than -significant level.

**Present and Future Projects:** Present and future projects that could have hazardous material and waste impacts include transportation and land development projects in Monterey and San Luis Obispo counties, as well as the Phillips 66 project.

**Cumulative Effects:** Compliance with federal, state, and local regulations concerning the storage and handling of hazardous materials and waste would reduce the potential for significant public health and safety impacts from hazardous materials to occur. Therefore, future development would not affect the number of people exposed to risks of hazardous materials.

Risks of encountering a recorded hazardous waste site are location-specific and would not contribute to (in an additive sense) the impacts on other sites. The present and future projects within close proximity to the study area are generally geographically disperse and it is not anticipated that they would use quantities of hazardous materials that would combine in such a way to endanger human or environmental health. However, other transportation projects may encounter contaminated soil containing pesticide or herbicide residue, aerially deposited lead, or other soil or groundwater contaminants along major roadways.

The Phillips 66 project, if approved, would add up to five weekly freight trains carrying crude oil through the entirety of the Salinas to San Luis Obispo corridor. This would be in addition to existing freight traffic that includes transport of oil from San Ardo south to refineries in the Los Angeles area. The Build Alternative would not contribute to any increase in freight rail or more specifically the transport of hazardous materials by rail.

Overall, hazardous materials are regulated by state and federal laws specifically to ensure that they do not result in a gradual toxification of the environment. Recommended mitigation strategies identified in **Section 3.9, Hazardous Materials and Wastes**, would lessen the adverse effects related to hazardous materials as a result. It is reasonable to assume that similar mitigation measures would be implemented as part of the present and future projects to alleviate potential adverse effects related to hazardous materials. Each individual project would be required to conduct subsequent environmental analysis to investigate and report any findings of contaminated soil or groundwater. Therefore, it is not anticipated that there would be any cumulative impact related to hazardous materials or wastes.

## Cultural and Paleontological Resources

**Area of Cumulative Analysis:** The cumulative context for cultural resources are transportation and land use development projects in both counties that could potentially affect archaeological, historical, or paleontological resources.

**Summary of Build Alternative Impacts:** The Build Alternative proposes improvements near potentially historic and archaeological sites, as well as some paleontological sensitive areas.

**Present and Future Projects:** Present and future projects that would cumulatively affect cultural and/or paleontological resources include other transportation and land use development projects that would affect the same cultural or paleontological sites as the Build Alternative.

**Cumulative Effects:** Both County General Plan EIRs concluded that build out (encompassing both land development and circulation improvements) would not result in any significant cumulative impact to cultural resources. Cumulative impacts to historical and archeological resources can occur when development of an area results in the removal of a substantial number of historic structures or archeological sites that when taken in combination could degrade the physical historical record of an area.

Cultural resources - both known and unknown-- are protected by a number of federal, state, and local regulations, reinforced by goals, policies, and mitigations associated with each county's general plan as well as the planning documents of county transportation agencies. Furthermore, recommended mitigation and avoidance strategies outlined in **Section 3.10, Cultural and Paleontological Resources** of this program-level EIS/EIR would be incorporated in future development of any particular component of the Build Alternative to lessen any impacts on these resources. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures. Therefore, there would be no cumulatively significant impact to cultural resources.

## Geology, Soils, and Minerals

**Area of Cumulative Analysis:** The area considered for cumulative effects related to geology and soils includes any proposed land development or transportation projects in the vicinity of the Build Alternative.

**Summary of Build Alternative Impacts:** Geology and soils-related hazards exist within and near the Coast Corridor rail alignment, as well as where Build Alternative



physical improvements are proposed. These hazards include varying degrees of surface fault rupture, ground shaking, liquefaction, corrosive and/or expansive soils, and landslides. The Build Alternative is not expected to have any significant impacts related to geology and soils with the implementation of avoidance and minimization measures.

***Present and Future Projects:*** As environmental effects to geology and soils are located in the same geologic setting, both present and future transportation and land development projects would be exposed to similar hazards.

***Cumulative Effects:*** The respective General Plan EIRs noted that future build-out and urbanization would result in greater exposure of persons and property to geologic and soil hazards, but that adherence to goals and policies, as well as County and local building codes and other mitigative measures, would not combine to result in a cumulative impact related to geology and soils.

Cumulative geology and soils impacts could occur if a significant number of people and/or a significant amount of property would be exposed to any one or more geologic/soils hazard - landslides, seismic shaking, ground failure, and many others.

It is unlikely that the Build Alternative in combination with projected land development and transportation projects would result in a cumulatively significant impact related to geology/soils hazards or mineral resources. This is due to the enactment of a number of federal, state, and local regulations, as well as several adopted goals, policies, and mitigations associated with local general plans that individually and collectively aim to reduce geology and soils related impacts on all land development and transportation projects. Similarly, mineral resources are protected at the local level. Future transportation projects are generally planned for existing transportation corridors and land use projects for urbanized areas; as such, neither type of project would be likely to result in limitation of access to important mineral resources.

Recommended mitigation and avoidance strategies outlined in **Section 3.11, Geology, Soils, and Minerals**, of this program-level EIS/EIR would be incorporated in future development of any particular component of the Build Alternative to lessen any impacts on these resources. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures. Therefore, there would be no cumulatively significant impact to geology, soils, or minerals.

## Hydrology and Water Resources

**Area of Cumulative Analysis:** The area of cumulative analysis for hydrology resources includes the Build Alternative study area identified plus nearby and related watersheds. These include the Salinas River and its tributary drainages. In addition, regional groundwater basins are also part of the cumulative study area.

**Summary of Build Alternative Impacts:** The Build Alternative could result in potential impacts to surface waters through runoff during construction activities, operation-related pollution in areas immediately adjacent to surface waters, and potential surface water crossings as further described below. The Build Alternative would have relatively little potential to either deplete groundwater resources or to impede groundwater recharge.

**Present and Future Projects:** Present and future projects that could contribute to cumulative impacts to the identified water resources within the area of cumulative analysis include transportation and development.

**Cumulative Effects:** According to the Monterey County General Plan EIR, general plan buildout would result in significant and unavoidable cumulative hydrological impacts related to the loss of area available for groundwater recharge, water quality deterioration, and water supply. In contrast, the EIR for the San Luis Obispo County Conservation and Open Space Element (COSE) reduced the amount of allowable development from what had been previously allowed, thereby reducing potential impacts related to groundwater depletion and other water quality impacts.

In evaluating whether the Build Alternative would contribute considerably to cumulative hydrological impacts, it is important to note that the Build Alternative would not directly result in any major new demand for water resources because it would not create any new housing units, any new maintenance facilities, nor any new commercial or industrial users, all of which could be substantial users of water. Moreover, the Build Alternative's effects to surface waters can be avoided or minimized through careful design. The Build Alternative would not result in a substantial number of new stream crossings. Recommended mitigation and avoidance strategies outlined in **Section 3.12, Hydrology and Water Resources**, of this program-level EIS/EIR would be incorporated in future development of any particular component of the Build Alternative to lessen any impacts on these resources. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures. Therefore, there would be no cumulatively significant impact to hydrology and water resources.

## Biological Resources and Wetlands

**Area of Cumulative Analysis:** The area of cumulative analysis for biological resources includes the study area identified for the Build Alternative plus any immediately adjacent lands and waterways containing sensitive biological resources (sensitive habitats or protected plant or animal species).

**Summary of Build Alternative Impacts:** The biological resources and wetlands analysis determined that the Build Alternative would have a heightened potential to result in temporary or permanent impacts directly proportional to the extent to which components of the Build Alternative diverge substantially from the existing railroad right-of-way onto lands that include sensitive vegetation, special-status species, critical habitat for protected species, wetlands, or non-jurisdictional waters. For example, one of the proposed curve realignments could entail use of lands within a designated wildlife area (Big Sandy) along the Salinas River near Camp Roberts. However, if some or all of this curve realignment can be designed to avoid or minimize its intrusion into the wildlife area, the extent of potential impact would be reduced considerably.

**Present and Future Projects:** Present and future projects that could contribute to cumulative impacts to the identified biological resources within the area of cumulative analysis include planned transportation and development projects.

**Cumulative Effects:** Neither County's general plan EIR identified any significant cumulative impact related to buildout of their respective general plans. However, the Build Alternative, in combination with other land development and transportation projects in the area, could result in significant threats to protected plant or animal species or their habitats, if significant new barriers to wildlife movement were created, or if substantial areas of wetlands were converted or otherwise compromised.

Cumulative impacts to these resources are highly unlikely to occur in part due to a broad array of federal, state, and local regulations, as well as several adopted goals, policies, and mitigations associated with local general plans that individually and collectively aim to protect biological resources like these from harm, degradation, or other diminishment. Moreover, the Build Alternative and other transportation projects in the area are planned in areas that are largely previously developed - existing roadways and railroads. Land development projects are generally concentrated within urbanized areas, away from both biological and agricultural resources. The aforementioned federal, state, and local regulations would act together to avoid or minimize such effects to biological resources including wetlands.

Wildlife movement in the vicinity of the Build Alternative occurs within and along the major waterways, including the Salinas River and tributaries. The Build Alternative in combination with future transportation improvements would primarily affect existing linear facilities and not create new barriers to wildlife movement. Land development projects that are concentrated in urban areas would have the least potential to interfere with wildlife movement, however, certain types of projects outside urban areas (solar farms, oil and gas fields, and other large-scale projects) could result in new barriers to wildlife movement. A review of projects in planning stages in each county indicates that some such facilities are being proposed but at substantial distances (at least 25 miles east) from the railroad right-of-way area.<sup>4</sup> Furthermore, even if such large-scale developments were to result in a significant cumulative impact, the contribution of the Build Alternative would not be considerable for the reasons articulated herein, including their distance from the railroad right-of-way.

As elements of the Build Alternative move forward for further design and construction, they would be subject to the recommended mitigation and avoidance strategies outlined in **Section 3.13 (Biological Resources and Wetlands)** of this EIS/EIR in the form of project-specific mitigation measures. Similarly, the construction and operation of anticipated transportation and land development projects would likely be required to abide by similar environmental review processes as the Build Alternative and would thus be expected to incorporate similar mitigation measures. Therefore, there would be no cumulatively significant impact to biological resources and wetlands.

## Growth Inducement

**Area of Cumulative Analysis:** The area for cumulative analysis of growth inducing impacts includes all three existing stations in the study area (Salinas, Paso Robles, and San Luis Obispo), as well as the two proposed station areas in King City and Soledad. This area is centered around existing and proposed stations insofar as stations comprise the main potential for a passenger railroad project to directly or indirectly affect population, employment, or economic growth.

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<sup>4</sup> In Monterey County, the proposed California Flats Solar project would create a 280 megawatt solar energy facility on 1,900 acres in the southeastern corner of Monterey County. This project area is about 25 miles northeast of Paso Robles. Additionally, a 550 megawatt solar power plant is proposed and a 250 megawatt solar power plant has been approved in the Carrizo Plain area of San Luis Obispo County. The Carrizo Plain area is separate from the Coast Corridor rail alignment by more than 50 miles and rugged mountain terrain.

**Summary of Build Alternative Impacts:** The Build Alternative would have the potential to result in minor but beneficial growth-related effects in and around the existing and proposed station areas. The proposed new stations would be located in communities that have endorsed the stations as components of larger downtown revitalization and growth plans. Given the nature of existing and proposed passenger rail service, such growth is more likely to be within the realm of visitor-serving and tourism related uses. Existing and proposed passenger rail service would not have schedules suited to commuting; therefore there would be relatively little potential for substantial transit-oriented development. However, increased rail activity as a result of the reintroduction of Coast Daylight service would also bring about locally-desired, visitor-serving activity and growth potential in the existing Salinas, Paso Robles, and San Luis Obispo station areas.

**Present and Future Projects:** A project would be considered growth inducing to the extent it facilitated new population or employment growth beyond itself. For example, a single residential development would result in a larger population within a community but would be considered growth-inducing only if it included elements that had the potential to further increase population or employment growth, such as extended transportation or service infrastructure.

**Cumulative Effects:** The proposed transportation improvements are expected to improve operations on US 101 and existing/adjacent roadways without any substantial physical expansion. Other minor roadway improvements would be similarly focused on operational enhancements. However, it is envisioned that commuter rail service (Capitol Corridor) will eventually be extended to Salinas. The advent of such service would have the potential to increase the attractiveness of the Salinas area to workers in the Silicon Valley area attracted to the generally lower housing prices in the Salinas valley relative to those in greater San Jose. The environmental review for the commuter rail extension noted that the potential growth-related effects would be beneficial insofar as growth would likely be concentrated in and around the proposed station area and the commuter rail service would help reduce area transportation related effects.

Taking all of the above into account, there would be no significant and adverse cumulative impact related to growth inducement.

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