

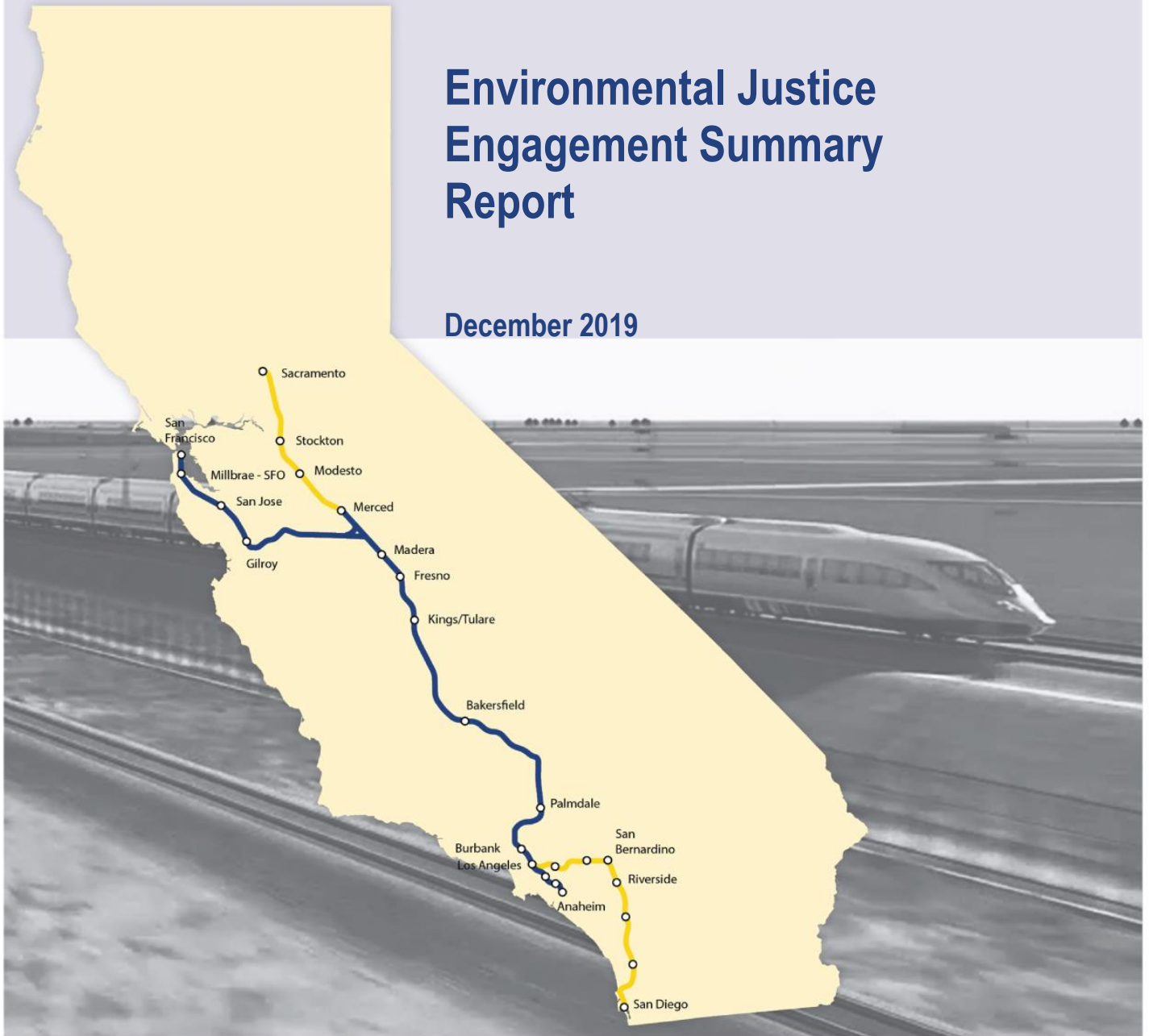
APPENDIX 5-A: ENVIRONMENTAL JUSTICE ENGAGEMENT SUMMARY REPORT

California High-Speed Rail Authority

San Francisco to San Jose Project Section

Environmental Justice Engagement Summary Report

December 2019



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
Authority	California High-Speed Rail Authority
CEQA	California Environmental Quality Act
CWG	community working group
EIR	environmental impact report
EIS	environmental impact statement
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
Gov. Code	(California) Government Code
HSR	high-speed rail
LEP	limited English proficiency
LMF	light maintenance facility
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOP	Notice of Preparation
Outreach Plan	Environmental Justice Outreach Plan
Preliminary Alternatives Analysis Report	<i>Preliminary Alternatives Analysis Report for the San Francisco to San Jose Section</i>
Project Section, project	San Francisco to San Jose Project Section
RSA	resource study area
Supplemental Alternatives Analysis Report	<i>Supplemental Alternatives Analysis Report for the San Francisco to San Jose Section</i>
U.S.C.	United States Code
US	U.S. Highway
USDOT	U.S. Department of Transportation
USEO	U.S. (Presidential) Executive Order

1 INTRODUCTION

Environmental justice is the fair treatment of people of all races, cultures, and income with respect to the development, adoption, implementation, and enforcement of environmental laws and policies. The roots of environmental justice are in Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, and national origin, including the denial of meaningful access for persons with limited English proficiency (LEP), in programs and activities receiving federal financial assistance. The California High-Speed Rail Authority (Authority) is committed to incorporating environmental justice considerations into its program, policies, and activities, and complies with federal, state, and other laws and regulations relevant to environmental justice.

U.S. Presidential Executive Order (USEO) 12898 (1994), Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires federal agencies to “ensure the full and fair participation by all potentially affected communities in the decision-making process; to avoid/mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of their programs, policies and activities on low-income and minority populations; and to prevent the denial of, reduction in, or significant delay in the receipt of benefits to low-income and minority populations.” A key component of compliance with USEO 12898 is outreach to potentially affected minority populations and low-income populations. Minority populations and low-income populations are defined by the U.S. Department of Transportation (USDOT) Order 5610.2(a) (May 2012) as follows:

- A *minority population* means any readily identifiable group or groups of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers, students, or Native Americans). *Minority* means persons who are Black, Hispanic or Latino, Asian American, American Indian and Alaska Native, and Native Hawaiian and other Pacific Islander.
- *Low-income* means a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines. A locally developed threshold or a percentage of median income for the area may also be used, provided that the threshold is at least as inclusive as the federal poverty guidelines. A *low-income population* means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically transient persons (such as migrant workers, students, or Native Americans).

Additionally, USEO 13166, Improving Access to Services for Persons with Limited English Proficiency, issued in 2000, requires that federal agencies take reasonable steps to provide LEP persons with meaningful access to information about the agency’s programs and activities (including projects) and states that “each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons.”

This report provides an overview of the identification of minority populations and low-income populations in the vicinity of the San Francisco to San Jose Project Section (Project Section, or project) of the California High-Speed Rail (HSR) System. It summarizes engagement activities undertaken to involve members of minority populations and low-income populations along the project during the planning and design of the HSR project. It focuses on outreach and communication with these populations and documents successful efforts to engage individuals and community groups in an open dialog about project benefits and effects, and to work cooperatively in refining the design of the project alternatives. This report does not provide an exhaustive discussion of the substantial outreach and coordination conducted during the development of the HSR program. Additional information on the outreach and engagement activities, particularly materials related to public outreach and scoping, is on the Authority’s website, available at www.hsr.ca.gov/high_speed_rail/project_sections/sf_sj.aspx.

2 FEDERAL AND STATE LAWS, REGULATIONS, AND ORDERS

This section provides an overview of the applicable federal and state laws, regulations, orders, and plans that are relevant to the analysis of environmental justice.

2.1 Federal

2.1.1 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act (42 United States Code [U.S.C.] § 2000(d) et seq.) was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance.

2.1.2 U.S. Presidential Executive Order 12898 and Accompanying Presidential Memorandum

USEO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs recipients and subrecipients of federal financial funding or other assistance to develop an agency-wide strategy for environmental justice in its planning and project delivery. The Presidential Memorandum accompanying USEO 12898 emphasizes the importance of existing laws, such as Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act (NEPA) of 1969, which can assist with implementation of the principles of the order. The memorandum provides that, in accordance with Title VI, “each Federal agency shall ensure that all programs or activities receiving Federal assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin.” It calls for specific actions to be directed in NEPA-related activities. They include:

- Analyzing environmental effects, including human health, economic, and social effects on minority populations and low-income populations when such analysis is required by NEPA.
- Requiring that mitigation measures outlined or analyzed in environmental assessments, environmental impact statements (EIS), and Records of Decision, whenever feasible, address disproportionately high and adverse environmental effects or proposed actions on minority populations and low-income populations.
- Providing opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving accessibility to public meetings, official documents, and notices to affected communities.

2.1.3 U.S. Department of Transportation Order 5610.2(a)

The USDOT issued an update to Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, on May 10, 2012. This order reaffirms the USDOT’s commitment to environmental justice and clarifies aspects of the 1997 Environmental Justice Order. It describes how the objectives of environmental justice will be integrated into planning and programming, rulemaking, and policy formulation. The order sets forth steps to prevent disproportionately high and adverse effects on minority populations and low-income populations through environmental justice analyses conducted as part of federal transportation planning and NEPA provisions. It also describes the specific measures to be taken to address instances of disproportionately high and adverse effects and sets forth relevant definitions.

2.1.4 Federal Transit Administration Circular 4703.1

The Federal Transit Administration (FTA) Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, provides guidance on incorporating environmental justice principles into transportation plans, projects, and activities that receive financial assistance from the FTA. It provides recommendations on how to fully engage minority populations and low-income populations in the public transportation planning and decision-making process; how to

determine whether minority populations and low-income populations would be subjected to disproportionately high and adverse effects; and how to avoid, minimize, or mitigate these effects.

2.1.5 U.S. Presidential Executive Order 13166

USEO 13166, Improving Access to Services for Persons with Limited English Proficiency, requires each federal agency to provide recipients of federal financial assistance meaningful access to their programs and activities, including applicants and beneficiaries with LEP. It requires that agencies examine the services they provide, identify needs for services to those with LEP, and develop and implement systems to provide those services.

2.1.6 Americans with Disabilities Act (42 U.S.C. §§ 12101–12213)

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination for persons with disability and requires equal opportunity in employment, state and local government services, public accommodations, commercial facilities, and transportation.

2.1.7 Uniform Relocation Assistance and Real Property Acquisition Act (42 U.S.C. § 61)

The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 provides that persons displaced from homes, businesses, and farms as a result of a federal action or by an undertaking involving federal funds, are treated fairly, consistently, and equitably. This helps individuals not to suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

The objectives of the act are to:

- Provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects
- Provide relocation assistance to displaced persons to lessen the emotional and financial effects of displacement
- Not to displace an individual or family unless decent, safe, and sanitary housing is available within the displaced person's financial means
- Help improve the housing conditions of displaced persons living in substandard housing
- Encourage and expedite acquisition by agreement and without coercion

2.2 State

An environmental justice analysis is required by federal law but is not explicitly required by the State of California. The California Environmental Quality Act (CEQA) focuses on whether a project would have a significant impact on the physical environment and whether the environmental impacts of a project would cause substantial adverse impacts on human beings. Although specific provisions of CEQA require consideration of how the environmental and public health burdens of a project would affect certain communities (e.g., through consideration of the environmental setting and the assessment of cumulative impacts of a project), CEQA does not directly address environmental justice or the fair treatment of individuals and communities, and, as a result, CEQA determinations are not included in this chapter. Nevertheless, the well-established CEQA principles and provisions of California Government Code (Gov. Code) impose environmental justice obligations that local governments must consider when approving specific projects and planning for future development.

2.2.1 California Government Code Section 65040.12(e)

California Gov. Code Section 65040.12(e) defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies."

2.2.2 California Relocation Assistance Act (California Gov. Code § 7260 et seq.)

In parallel with the federal law, the California Relocation Assistance Act requires state and local governments to provide relocation assistance and benefits to displaced persons because of projects undertaken by state and local agencies that do not involve federal funds. However, because the HSR system receives federal funding, the Uniform Relocation Assistance and Real Property Acquisition Act takes precedence.

2.2.3 California Government Code Section 11135(a), 11136

California Gov. Code Section 11135(a) prohibits discrimination or the denial of full and equal access to benefits of any program or activity operated or funded by the state or a state agency based on race, national origin, ethnic group identification, religion, age, sexual orientation, color, or disability. This provision requires local agencies to consider fairness in the distribution of environmental benefits and burdens. It is enforced through Section 11136, which reduces or eliminates state funding of local government agencies determined to be in violation of Section 11135(a).

2.2.4 California Global Warming Solutions Act (SB 535) (De León)

The California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund requires a CEQA analysis to identify disadvantaged communities for investment opportunities, as specified. The bill requires the California Department of Finance, when developing a specified 3-year investment plan, to allocate 25 percent of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities, as specified, and to allocate a minimum of 10 percent of the available moneys in the Greenhouse Gas Reduction Fund to projects in disadvantaged communities. The bill requires the California Department of Finance, when developing funding guidelines, to include guidelines for how administering agencies should maximize benefits for disadvantaged communities. Senate Bill 535 also requires that the administering agencies report to the California Department of Finance, which in turn, provides a description of how these agencies have fulfilled specified requirements relating to projects providing benefits to, or located in, disadvantaged communities to the Legislature in a specified report.

2.3 Authority Commitment

The Authority has included environmental justice considerations in its planning for the California HSR System since 2000, when it commenced a programmatic environmental review. The Authority's Environmental Justice Guidance follows the best practices of the FTA Circular 4703.1 and is guided by a commitment to provide equal protection of the laws to all people.

In August 2012, the Chief Executive Officer of the Authority, Jeff Morales, signed Policy Directive Number Poli-SB-02 related to environmental justice. The directive stated:

The California High-Speed Rail Authority (Authority) promotes Environmental Justice into its programs, policies, and activities to avoid, minimize or mitigate disproportionately high human health and environmental effects, including social and economic effects on minority [populations] and low-income populations. It is the policy of the Authority to duly emphasize the fair and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the high-speed rail project planning, development, operations and maintenance. This policy directs the Authority to appropriately engage the public through public participation forums so that decisions are mitigated and reflects environmental justice for all communities. This commitment strives to inspire environmental justice and equal access.

Consistent with this directive, in August 2012 the Authority also published guidance that listed relevant federal and state policies and guidelines on environmental justice and provided instructions on how these policies and guidance should be interpreted and implemented in HSR

environmental analysis documents. According to the guidance, there are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Provide for full and fair participation by all affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Based on this guidance, for individual project sections, the identification and documentation of efforts to assess the effect of the HSR project on minority populations and low-income populations is to be included in the environmental justice chapter of each project-level environmental impact report (EIR)/EIS. The environmental justice chapter must document outreach events held to engage minority populations and low-income populations. The chapter must conclude with a determination of whether the project would result in disproportionately high and adverse effects on minority populations and low-income populations and provide for mitigation so that the project meets the Authority's commitments regarding environmental justice.

3 MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Environmental justice effects are evaluated by determining whether there is a potential for disproportionately high and adverse effects from the project on minority populations and low-income populations. In addition to minority populations and low-income populations, the environmental justice analysis also examines the distribution of sensitive populations, such as linguistically isolated, disabled, or elderly persons. This section defines the reference community and resource study area (RSA) for the analysis, summarizes the methods for identification of minority populations and low-income populations, and provides an overview of the minority populations and low-income populations within the reference community and RSA.

3.1 Definition of Reference Community and Resource Study Area

The reference community for the environmental justice analysis is the three-county region of San Francisco, San Mateo, and Santa Clara Counties. This area represents the general population that could be affected adversely and beneficially by the project. Information for these three counties provides context and allows for comparison and contrast between communities within the RSA and the surrounding areas.

The RSA for direct and indirect effects on minority populations and low-income populations is defined as the census tracts partially or fully within the project alternatives' footprints and a 0.5-mile buffer zone from the project footprint for each of the project alternatives. Potentially affected cities and communities within the RSA include portions of San Francisco, Brisbane, Daly City, South San Francisco, San Bruno, Millbrae, Hillsborough, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, North Fair Oaks, Stanford, Atherton, Menlo Park, Palo Alto, Mountain View, Los Altos, Sunnyvale, and Santa Clara.

3.2 Methods for Identification of Minority Populations and Low-Income Populations

Census tract data on minority populations and low-income populations within the reference community and environmental justice RSA were collected from the U.S. Census Bureau 2010–2014 American Community Survey (ACS). The populations were mapped along the project alignment using geographic information systems, and census tracts with high percentages of minority and low-income individuals were identified.

The definition of minority populations is consistent with USDOT Order 5610.2, as described in Chapter 1, Introduction. Minorities include persons who are Black, Hispanic or Latino, Asian American, American Indian and Alaska Native, and Native Hawaiian and other Pacific Islander. For the purposes of this analysis, in San Francisco, San Mateo, and Santa Clara Counties, a locally developed threshold is used to account for the substantially higher household incomes in the San Francisco Bay Area relative to other California counties. This analysis defines low-income populations within the three-county region to be persons with household incomes at or below 200 percent of the poverty guidelines.¹

3.3 Minority Populations and Low-Income Populations within the Reference Community and RSA

Table 1 shows the percent minority populations and percent low-income populations in the three-county reference community and in the cities and communities within the environmental justice RSA.

¹ This is consistent with the approach adopted by the Metropolitan Transportation Commission, the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

Table 1 Minority Populations and Low-Income Populations (2010–2014 Estimates)

Characteristics	Population	Percent Minority	Percent Low-Income
Counties			
San Francisco City/County	829,072	58.6	28.3
San Mateo County	739,837	58.8	20.4
Santa Clara County	1,841,569	65.9	23.3
Reference Community Total	3,410,478	62.6	23.9
Cities and Communities within the Resource Study Area			
Daly City	103,897	87.2	24.2
Brisbane	4,421	58.2	19.3
South San Francisco	65,537	79.8	22.4
San Bruno	42,090	65.8	19.3
Millbrae	22,177	62.0	13.3
Burlingame	29,618	40.6	16.4
Hillsborough	11,148	36.5	4.7
San Mateo	100,114	53.1	19.8
Belmont	26,503	44.2	12.6
San Carlos	29,166	28.4	12.2
Redwood City	79,736	57.6	26.6
North Fair Oaks	15,181	79.8	49.0
Atherton	7,034	21.4	6.7
Menlo Park	32,792	37.0	14.1
Palo Alto	65,998	43.3	11.8
Stanford	13,506	51.4	30.7
Los Altos	29,762	33.6	5.9
Mountain View	76,741	54.1	20.1
Sunnyvale	145,921	65.3	18.1
Santa Clara	4,421	65.4	22.2

Sources: U.S. Census Bureau ACS 2010–2014a, 2010–2014b, 2010–2014c

As Table 1 shows, 23.9 percent of the population within the reference community is low-income, and 62.6 percent is minority. San Francisco City/County has higher rates of low-income populations than San Mateo and Santa Clara Counties, while the concentrations of minority populations are highest in Santa Clara County. The racial and ethnic makeup of the reference community is similar among the three counties—Asians are the largest minority group and Hispanics and Latinos are the second largest minority group in each of the three counties. For the reference community as a whole, 31.4 percent of the population are Asian and 23.7 percent of the population are Hispanic and Latino.

The economic conditions in the cities and communities within the RSA vary, and the percent of low-income population ranges from a low of 4.7 percent low-income in Hillsborough to a high of

49.0 percent low-income in North Fair Oaks. The percent minority ranges from 21.4 percent in Atherton to 79.8 percent in both South San Francisco and North Fair Oaks. Based on available census information and the proximity of the project alternatives, the following areas within the RSA have been identified as having concentrations of minority populations and low-income populations, or both, that are greater than the reference community:

- San Francisco City/County
 - High concentrations of minority populations occur east and west of the project corridor in the neighborhoods of Bayview-Hunters Point, Visitacion Valley, and Little Hollywood, which range from approximately 74 percent to nearly 95 percent minority. The Bayview-Hunters Point and Visitacion Valley neighborhoods also have high concentrations of low-income populations. The Bayview-Hunters Point neighborhood south of Cesar Chavez Street and east of U.S. Highway (US) 101 ranges from 36 to 63 percent low-income. Low-income populations in Visitacion Valley east of Bayshore Boulevard range from 44 to 64 percent low-income.
- South San Francisco
 - The portion of South San Francisco within the RSA is largely a combination of mixed-use and commercial areas, which range from 77 to 90 percent minority, and 25 to 44 percent low-income. The downtown area of South San Francisco along Grand Avenue and Linden Avenue has the highest concentration of minority populations (90 percent) and low-income populations (44 percent).
- San Bruno
 - The largely residential area between El Camino Real and US 101 in San Bruno ranges from 69 to 76 percent minority, and from 23 to 26 percent low-income.
- Millbrae
 - The residential neighborhood north of the Millbrae Station between Broadway and US 101 is approximately 70 percent minority.
- San Mateo
 - The residential area located east of the existing San Mateo Caltrain Station, between the existing Caltrain tracks on the west, Bayshore Boulevard on the east, Peninsula Avenue on the north, and East Fourth Avenue on the south, ranges from 63 to 83 percent minority, and 36 to 37 percent low-income.
 - West of the existing Caltrain tracks, a residential community bounded by the existing Caltrain tracks on the east, El Camino Real on the west, Peninsula Avenue on the north, and Tilton Avenue on the south, has a population that is 31 percent low-income.
- San Carlos
 - Residential and commercial areas east of the existing Caltrain tracks from Oneill Avenue in the north, to Bing Street in the south, to US 101 on the east, are 26 percent low-income.
- Redwood City
 - Redwood City as a whole has a greater percentage of low-income population than the reference community. Residential neighborhoods adjacent to the east and west side of the existing Caltrain tracks through Redwood City range from 64 to 90 percent minority, and 37 to 64 percent low-income.
- North Fair Oaks
 - North Fair Oaks has the largest concentration of minority populations and low-income populations in the RSA and has rates of minority populations and low-income populations that exceed that of the reference community. The neighborhood extends from Woodside

Road on the north, to Wilburn Avenue on the south, to Middlefield Road on the east, to El Camino on the west, and has a population that ranges from 85 to 89 percent minority, and 55 to 64 percent low-income.

- Mountain View
 - The neighborhood west of the existing Caltrain tracks bounded by El Camino Real, San Antonio Road, and Rengstorff Avenue is 63 percent minority and 30 to 35 percent low-income, while the neighborhood east of the existing Caltrain tracks between Rengstorff Avenue and Sierra Vista Avenue is 33 percent low-income.
 - The neighborhood south of the intersection of State Routes 85 and 238 is 66 percent minority.
- Sunnyvale
 - One residential neighborhood in northern Sunnyvale bounded by West El Camino, South Bernardo Avenue, Acalanes Drive, and the existing Caltrain tracks has a low-income population of 32 percent, which exceeds that of the reference community. The same neighborhood is approximately 65 percent minority.
 - A high concentration of minority populations, ranging from approximately 69 to 74 percent minority, exists east of the existing Caltrain tracks between North Mary Avenue and Lawrence Expressway.
- Santa Clara
 - The industrial and residential area bounded by Lawrence Expressway on the west, Norman Y. Mineta International Airport on the east, US 101 to the north, and El Camino Real, consists of between 71 and 74 percent minority and 39 percent low-income residents.

4 OUTREACH TO MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

The Authority has conducted early and continued public and agency outreach throughout the environmental review and alternatives development processes. As part of these efforts, the Authority held the following types of meetings and outreach events, which provided opportunities for engagement with the public, including minority populations, low-income populations, sensitive populations, and regulatory agencies:

- Interagency technical working group meetings
- Community working group (CWG) meetings
- Public information meetings
- Informal meetings with key community leaders, select members of the public, and local/resource agency staff
- Informal resource-specific agency meetings
- Informational open houses and informal presentations to community organizations and groups
- Letter, email, and phone requests for information and informal consultation
- Distribution of public notices, fact sheets, and a Frequently Asked Questions document with project information and updates on the ongoing studies

In total, more than 350 meetings and public and agency involvement activities were initiated by the Authority or attended by representatives of the HSR project within the vicinity of the Project Section between April 2016 and September 2019. Additional outreach activities will continue through 2020, including public meetings related to the release of the Draft EIR/EIS.

The Authority also conducted targeted outreach to minority populations and low-income populations. The purpose of targeted outreach is to understand and address the unequal environmental burden often borne by minority populations and low-income populations. Understanding the location and makeup of minority populations and low-income populations near the project allowed the Authority to tailor outreach activities for effective public participation and access to information. In addition, the outreach provides these populations with early and ongoing opportunities to provide input on the HSR project and assist in identifying social, economic, and environmental effects as well as potential mitigation measures that could be used to avoid or minimize adverse effects.

The Authority has conducted this outreach to minority populations and low-income populations with the understanding that these efforts are most effective when done from the earliest opportunity and maintained over the course of the project. Outreach was also coordinated with trusted individuals and organizations, such as faith-based organizations, neighborhood associations, community centers, and schools. This approach provides a bridge between the community and the project and provides a forum to gain the input of leaders and members of minority communities and low-income communities who are able to provide insights that may not otherwise be apparent. The resulting input is used to make sure the project would not result in disproportionately high and adverse effects on minority populations and low-income populations relative to the potential benefit gained by those populations from the project.

The San Francisco to San Jose Project Section Draft EIR/EIS outreach process began for a four-track system in 2008 and continued with public discussions through 2010 about the range of alternatives for evaluation. Various alignment and profile design options were considered in the *Preliminary Alternatives Analysis Report for the San Francisco to San Jose Section* (Preliminary Alternatives Analysis Report) published in April 2010 and *Supplemental Alternatives Analysis Report for the San Francisco to San Jose Section* (Supplemental Alternatives Analysis Report) published in August 2010 (Authority and FRA 2010a, 2010b). Based on community concerns

about the magnitude of potential effects on environmental and community resources, the Authority suspended work on the Draft EIR/EIS in mid-2011 so that it could consider blended operations for Caltrain and HSR services within a smaller project footprint and determine the HSR service to be studied in the Draft EIR/EIS. In 2016, the Authority re-initiated planning for a two-track blended system. Throughout this process, the Authority has conducted extensive outreach to the public, including minority populations and low-income populations, and regulatory agencies. This report provides an overview of the public and agency outreach that was conducted for the planning phases prior to 2016, with detailed information regarding outreach to minority populations and low-income populations following the shift to the two-track blended system in 2016.

4.1 Early Project Phase Public and Agency Outreach for a Four-Track Fully Dedicated System (2008–2010)

In 2008, the Authority and Federal Railroad Administration (FRA) began a Tier 2 project-level environmental review process. The proposed project was a fully grade-separated four-track system between San Francisco and San Jose with HSR operating on separate tracks within a shared corridor with Caltrain express commuter trains.

4.1.1 Initial Project Scoping, Notice of Intent, and Notice of Preparation (2008–2009)

The Authority initiated pre-scoping public outreach activities in December 2008, including the development of project information materials, establishment of a project information phone line, early engagement with interested parties, and media communications. The FRA published a Notice of Intent (NOI) in the *Federal Register* on December 29, 2008, announcing the preparation of an EIS for the project. On January 8, 2009, the Authority distributed a Notice of Preparation (NOP) announcing preparation of an EIR for the project.

The Authority and the FRA initiated the formal scoping period in January 2009, and the Authority held scoping meetings in San Francisco, San Carlos, and Santa Clara. An estimated 382 residents, property and business owners, agency representatives, elected officials, members of the media, and other interested parties attended these meetings. The Authority provided information about the history of the HSR project to date, the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System* (Authority and FRA 2005), and the environmental review process, including alternatives development and analysis.

In addition to the three scoping meetings, there were three public project information meetings held in February and March of 2009 in the cities where a potential mid-Peninsula HSR station was under consideration—Millbrae, Palo Alto, and Redwood City. These meetings provided opportunities for interested parties to provide comments and to focus the discussion on the potential station locations. Over 350 residents, property and business owners, agency representatives, elected officials, members of the media, and other interested parties attended these meetings.

4.1.2 Alternatives Analysis and Agency and Public Participation (2009–2010)

The Authority conducted more than 125 meetings throughout the project alternatives analysis effort with agencies, elected officials, the general public, and small groups. These meetings included technical working group meetings, policymaker working group meetings, three public open house meetings, and several community workshops. The purposes of these meetings were to explain the project alternatives analysis process, share the results of preliminary studies with the public and agencies, and receive feedback.

The Authority and the FRA prepared and issued a Preliminary Alternatives Analysis Report in April 2010 and a Supplemental Alternatives Analysis Report in August 2010. These reports provided information to the public regarding the project alternatives analysis process, the initial range of alternatives considered, and the criteria for evaluating those alternatives. Throughout the

project alternatives analysis process, the Authority held community workshops, open houses, and stakeholder briefings to share information about the alternatives under considerations for the project at that time (Authority and FRA 2010a, 2010b).

4.1.3 Issues Raised during Early Project Phase Outreach

Over 950 comments were received during the early outreach and scoping period. The *San Francisco to San Jose High-Speed Rail Project EIR/EIS Draft Scoping Report* (Authority and FRA 2009) summarized these comments. The following issues were consistently raised in the early project phase outreach meetings and during the scoping period (via verbal and written comments):

- **Protection of the environment**—Commenters requested that all effects of HSR construction and operation be evaluated, especially land acquisition, displacement, and property values. Other key concerns included community character, quality of life, safety and security, air quality, noise and vibration, transportation, biological resources, and cultural resources.
- **Alignment and station alternatives**—Commenters wanted the Authority to consider alternatives that do not follow the Caltrain right-of-way, especially various vertical alignments and station locations and design. There was an emphasis on consideration of underground alignments through residential areas.
- **Connectivity to other transportation facilities**—Commenters wanted the design to be integrated with existing and proposed transit systems and planned improvements.
- **Alternative technologies**—Commenters proposed having the HSR system stop in San Jose and relying on the electrification of Caltrain combined with BART and buses to transfer passengers from San Jose to San Francisco.
- **Project funding/cost**—Commenters raised concerns regarding the full costs of constructing and operating the project, especially the burden on taxpayers and the social and economic effects from reduced property values and land acquisition.
- **Land use and property acquisition**—Commenters wanted more information on the extent of land acquisitions, the use of eminent domain, fiscal effects, and how the Authority would compensate property owners.
- **Public outreach**—Commenters requested an improved system for public involvement and a transparent decision-making process.
- **Support for the project**—Commenters expressed support for HSR, stating that it was long overdue. Some commenters supported specific aspects of the project such as the use of tunnels through residential neighborhoods.
- **Opposition to the project**—Some commenters opposed the HSR system entirely, some opposed the alignment along the Peninsula, and others thought that the costs would outweigh the benefits.
- **Project description**—Commenters wanted the HSR system to accommodate bicycles and freight and for the project team to consider operating two tracks instead of the proposed four tracks.
- **Environmental justice**—Commenters wanted the Authority to analyze effects on the mobility of minority populations and low-income populations and include opportunities for public input to promote context-sensitive design.

4.2 Transition to a Two-Track Blended System (2011–2016)

The four-track system that was proposed during 2009 scoping and further refined in 2009 and 2010 generated concerns from communities along the Caltrain rail corridor between San Francisco and San Jose because of the magnitude of potential effects on environmental and community resources along this highly developed urban corridor. In response to these concerns,

the Authority suspended further work on the Draft EIR/EIS in mid-2011 so that it could consider blended operations for Caltrain and HSR services within a smaller project footprint, and determine the HSR service to be studied in the Tier 2 EIR/EIS (Authority 2011). In November 2011, the Authority proposed blended operations within the Caltrain corridor, which would provide HSR service between the two cities and a “one-seat ride” to San Francisco by sharing track with Caltrain, without requiring a dedicated four-track system. This blended system approach minimizes adverse effects on surrounding communities, reduces project cost, improves safety, and expedites implementation.

Between 2011 and 2016, the Authority conducted extensive coordination with Caltrain to establish agreements, funding, and a general path for advancing the Caltrain Modernization Program and the two-track blended system. Throughout this time period, HSR continued to provide updates on the Project Section and coordinate with local elected officials and stakeholders. Broader public outreach efforts were largely on hold during this time.

4.3 Outreach Efforts during the Current Project Phase for a Two-Track Blended System (2016–2018)

The program-level environmental process was reinitiated in April 2016. The proposed project—a predominantly two-track blended system utilizing existing Caltrain track and remaining substantially within the existing Caltrain right-of-way—reflects public and agency feedback received during the early project planning for a four-track system between 2009 and 2010. The following section describes the public outreach and targeted outreach to minority populations and low-income populations since 2016.

4.3.1 Project Scoping, Notice of Intent, and Notice of Preparation (2016)

After reinitiating pre-scoping activities in April 2016, the Authority distributed an NOP announcing preparation of an EIR for the project on May 9, 2016. Also on May 9, 2016, the FRA published an NOI in the *Federal Register*, announcing the preparation of an EIS for the project. The 2016 NOP/NOI rescinded the 2009 NOP and 2008 NOI and presented the blended system for the Project Section. The Authority reinitiated public scoping activities for the two-track blended system, including the development of project information materials, early engagement with interested parties, and media communications.

The Authority held scoping meetings in San Francisco, San Mateo, and Mountain View. The scoping period for the environmental process lasted from May 9, 2016, to July 20, 2016. Approximately 153 residents, property and business owners, agency representatives, elected officials, members of the media, and other interested parties attended these meetings (Authority and FRA 2016). In addition to the three scoping meetings, public input on the scope of the environmental review was sought through other means, including presentations, briefings, and workshops.

4.3.2 Environmental Justice Outreach Plan

The Environmental Justice Outreach Plan (Outreach Plan) was prepared in June 2016 to “guide the Authority in engagement with minority populations and low-income populations in the project study area for the purpose of consistently communicating project information, actively listening to and responding to community thoughts and concerns, and identifying potential actions to mitigate any disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.” The Outreach Plan is provided in Appendix A, Environmental Justice Outreach Plan.

4.3.3 Outreach Methods and Technology

In locations where minority populations, low-income populations, and other sensitive populations may be affected by the project, a variety of outreach activities were conducted to inform local community members of the project and its status; solicit the thoughts and concerns of the community regarding effects of the project; and gain an understanding of the potentially adverse effects of the project on minority populations and low-income populations. These outreach efforts

used many formats, including public meetings, advertising and mailing of public notices, digital engagement, and direct outreach to stakeholders and community organizations through open houses, meetings, small group working sessions, and interviews. Additionally, the Authority set up information tables at community centers and events to answer community questions and sign up people to receive regular information on the project.

These outreach efforts considered all recommendations and factors for outreach included in the Authority's Title VI and environmental justice guidance, including:

- Consideration of the time, location, and accessibility of all meetings. This effort also includes encouraging meaningful participation of sensitive populations by using other means for engagement besides meetings, such as interviews, briefings, and the use of audio devices to record comments. In addition, all meetings include multiple notification methods, provision of interpreters, venue locations that are accessible (i.e., ADA compliant) and formats that provide for different ways to learn about the project alternatives and share feedback.
- Reaching people within their communities during existing community group meetings and using the groups' knowledge of the community to more effectively reach minority populations, low-income populations, and sensitive populations. This effort also includes selecting meeting locations that are culturally sensitive.
- Provision of interpreters to support persons with LEP at meetings and translation of meeting materials at all public information meetings hosted by the Authority. This includes provision of Spanish-speaking interpreters and translated meeting materials at open house meetings hosted by the Authority.
- Presentations focused to specific interest groups.
- Placement of meeting announcements and flyers through different types of media and advertisement of meeting notices in Mandarin, Spanish, Vietnamese, and Tagalog indicating interpreters can be made available by request to reach populations with LEP.
- Cultural sensitivity to minority and Native American tribal groups.
- Identification of barriers to public participation and ways to overcome those barriers.

4.3.3.1 Public Meetings

Numerous outreach events for the project have been held since the beginning of 2016. Outreach activities included presentations at public and stakeholder group meetings. Meeting locations were determined using the following approach:

- Coordinating with partners in the community who help with outreach and notification, and serve as a co-convenor for the meeting
- Using a venue that community members are familiar with, that is accessible by sensitive populations, and where they feel comfortable, such as neighborhood centers and community facilities
- Identifying a venue close to the HSR alignment(s) and the affected communities
- Targeting minority populations and low-income populations by referencing census data and overlaying it with the proposed alignments/areas of anticipated effects

These meetings have taken many different formats, including providing project updates to local elected officials during their meetings (e.g., City Council meetings), open houses, and presentations to neighborhood organizations. Many of these meetings were located in minority and low-income areas. Open house meetings were advertised with flyers providing information in multiple languages, including English, Mandarin, Spanish, Vietnamese, and Tagalog. A complete list of all public outreach meetings where information on the project was provided by the Authority can be found in Appendix B, List of Outreach Meetings Held for Project.

4.3.3.2 Digital Technology

One of the most successful ways to engage community members in discussions about a project is the use of high-definition aerial maps that show the proximity of different project elements to areas that are important to community members, such as their homes, businesses, and recreation areas. During the Authority-led open houses, freestanding digital terminals allowed community members to type in their addresses and look at the proximity of the different project alternatives.

4.3.3.3 Targeted Outreach to Stakeholder and Community Organizations

To inform the outreach efforts to minority populations and low-income populations, the Outreach Plan identified environmental justice and transportation advocacy groups that are active regionally or on a statewide scale, as well as stakeholders and community organizations that provide services to or represent minority populations and low-income populations in the environmental justice RSA. As such, several organizations that are headquartered outside of the RSA participated.

Table 2 shows the organizations specifically dedicated to environmental justice and transportation that were contacted during the current project design phase.

Table 2 Environmental Justice and Transportation-Related Advocacy and Interest Organizations Active in the Resource Study Area

Organization Name	Description	Website
Asian Pacific Environmental Network	Brings together a collective voice to develop an alternative agenda for environmental, social, and economic justice	http://apen4ej.org/
Bay Area Environmental Health Collaborative	Bay Area partnership among six coalitions and numerous organizations working to protect public health in communities heavily affected by air pollution	http://www.baehc.org/
Bay Localize	Bay Area organization supporting community leaders in building equitable, resilient communities	http://www.baylocalize.org/about
California Endowment	Statewide grant-making organization that promotes fundamental improvements in the health status of all Californians	http://www.calendow.org/
California Environmental Justice Alliance	Statewide, community-led alliance that works to achieve environmental justice by advancing policy solutions	http://caleja.org/about-us/vision-and-history/
California Pan-Ethnic Health Network	Statewide network that promotes health equity by advocating for public policies and sufficient resources to address the health needs of communities of color	http://cpehn.org/
California Wellness Foundation	Statewide grant-making organization that addresses the particular health needs of traditionally underserved populations, including low-income individuals, people of color, youth, and residents of rural areas	http://www.calwellness.org/
Center for Health, Environment and Justice	National environmental justice organization building healthy communities and serving as a resource for grassroots environmental activism	http://chej.org/

Organization Name	Description	Website
Center on Race, Poverty & the Environment	National environmental justice organization providing legal, organizing, and technical assistance to grassroots groups in low-income communities and communities of color	http://www.crpe-ej.org/crpe/
Communities for a Better Environment	Statewide organization working to build people's power in California's communities of color and low-income communities to achieve environmental health and justice by preventing and reducing pollution and building green, healthy, and sustainable communities and environments	http://www.cbecal.org/
Greenaction	Multiracial grassroots organization that works with low-income and working class urban, rural, and indigenous communities to fight environmental racism and build a clean, healthy, and just future for all	http://greenaction.org/#
La Raza Centro Legal	Community-based legal organization dedicated to empowering Latino, immigrant and low-income communities of San Francisco to advocate for their civil and human rights	http://www.lrci.org/
Literacy for Environmental Justice	Bay Area organization that promotes ecological health, environmental stewardship, and community development in Southeast San Francisco by creating urban greening, eco-literacy, community stewardship, and workforce development opportunities	http://www.lejyouth.org/
PODER SF	Bay Area organization that helps Latino immigrant families and youth to put into practice people-powered solutions that are locally based, community led and environmentally just	http://www.podersf.org/
Policy Link	National research and action institute advancing economic and social equity by "Lifting Up What Works"	http://www.policylink.org/
San Francisco Environment	Department of the City and County of San Francisco environmental justice program that promotes healthy environments in the City's underserved communities	http://sfenvironment.org/education-equity/environmental-justice
Sunflower Alliance	Bay Area alliance that brings together individuals and organizations committed to environmental justice and the health and safety of all Bay Area communities threatened by toxic pollution and climate change	http://www.sunflower-alliance.org/
TransForm	Transportation organization that seeks to transform communities and transportation with new solutions, smarter investments, and better planning as well as improve community access, health, justice, and sustainability	http://www.transformca.org/

Organization Name	Description	Website
The City Project	National organization working toward all people having access to healthy, livable communities	http://www.cityprojectca.org/
Youth United for Community Action	Grassroots community organization based in East Palo Alto created, led, and run by young people of color, with a majority from low-income communities, provides a safe space for young people to empower themselves and work on environmental and social justice issues	http://youthunited.net/

Bay Area = San Francisco Bay Area

PODER = People Organizing to Demand Environmental and Economic Rights

4.3.3.4 Interviews Related to Environmental Justice

A series of interviews were conducted in August 2016 with stakeholder organizations serving minority populations and low-income populations in the environmental justice RSA to inform the Authority's outreach efforts to these populations. The primary objectives of the interviews were to:

- Better understand the interests and concerns of minority populations and low-income populations and how they relate to the HSR project
- Inform the Authority's strategy for meaningfully engaging with minority populations, low-income populations, or both, including anticipating and responding to potential challenges
- Identify specific environmental justice outreach opportunities (e.g., events, meetings, neighborhood groups) and additional stakeholders with whom to partner moving forward

As a result of the interest from communities on the potential effects of the proposed Brisbane light maintenance facility (LMF) and the passing tracks under Alternative B, the project outreach team intensified environmental justice outreach and engaged community-based service providers in additional interviews in late 2018 and 2019. Representing the interests of more than 53,000 community members, the service providers were interviewed with the objectives of gathering feedback on the project's effects on the minority populations and low-income populations, and increasing their awareness and knowledge about the project. The majority of service providers engaged had little or no knowledge about the project prior to engagement and indicated that they would disseminate project information to their communities through their electronic mailing lists, websites, and community meetings. Some providers invited the project outreach team to convene in-language meetings in their areas to provide project information to their community members. This allowed for engagement with communities that historically have not been involved in infrastructure/transportation conversations (e.g., minority populations and low-income populations, homeless persons, and LEP persons around the proposed Brisbane LMF sites and the passing tracks. The project team successfully recruited representatives from these same communities to join CWGs convened by the Authority, leading up to the Draft EIR/EIS and the decision on the preferred alternative. Table 3 identifies the stakeholders that were interviewed.

Table 3 Interviews with Stakeholder Organizations Conducted between 2016 and 2019

Organization	Focus Community	Date
Bay Area Air Quality Management District	San Francisco Bay Area	August 3, 2016
San Francisco Environment	San Francisco	August 3, 2016
City of San Jose District Three	San Jose	August 4, 2016
Delmas Park Neighborhood Association	San Jose	August 4, 2016
Metropolitan Transportation Commission Policy Advisory Council	San Francisco Bay Area	August 5, 2016

Organization	Focus Community	Date
San Mateo County Health Department	San Mateo County	August 5, 2016
Sustainable San Mateo County	San Mateo County	August 5, 2016
Metropolitan Transportation Commission	San Francisco Bay Area	August 25, 2016
Resident, Visitacion Valley	Visitacion Valley	October 2, 2018
The Children's Place	San Carlos	October 3, 2018
Santa Clara University	Santa Clara County	October 5, 2018
San Carlos Elms Senior Housing	San Carlos	October 16, 2018
League of United Latin American Citizens	San Jose	October 16, 2018
San Mateo County Office of Sustainability	San Mateo County	October 16, 2018
Anders and Anders Foundation	Visitacion Valley	October 22, 2018
Mountain View Coalition for Sustainable Planning	Mountain View	October 23, 2018
San Mateo County Health Department	San Mateo County	October 23, 2018
Community Legal Services	East Palo Alto	October 24, 2018
Downtown Millbrae Neighborhood Walk	Millbrae	October 24, 2018
Brisbane Senior Center	Brisbane	October 25, 2018
Ravenswood Health Clinic	East Palo Alto	October 25, 2018
Mayview Health Clinic	Mountain View	October 25, 2018
Sunnydale Health and Wellness Center	Sunnydale	October 25, 2018
St. Vincent de Paul Society	4th and King Street Station	October 26, 2018
Bessie Carmichael School/Filipino Education Center	4th and King Street Station	October 26, 2018
Committee for Green Foothills	North Fair Oaks	October 26, 2018
Real Options for City Kids (R.O.C.K.)	Visitacion Valley	October 26, 2018
Biblioteca Latinoamericana	San Jose	October 29, 2018
Community Services Agency of Mountain View	Mountain View	October 29, 2018
St. Francis Center	North Fair Oaks	October 29, 2018
Silicon Valley Bicycle Coalition	San Mateo and Santa Clara Counties	October 30, 2018
Santa Clara County Office of Supportive Housing	Santa Clara County	October 31, 2018
Sequoia District Adult School	North Fair Oaks	October 31, 2018
Youth Leadership Institute	San Mateo County	November 1, 2018
Saint Athanasius Parish	Mountain View	November 2, 2018
Acterra Action for a Healthy Planet	East Palo Alto	November 6, 2018
Nuestra Casa	East Palo Alto	November 6, 2018
Youth United for Community Action	East Palo Alto	November 8, 2018
Biblioteca Latinoamericana	San Jose	November 9, 2018

Organization	Focus Community	Date
Santa Maria Urban Ministry	San Jose	November 12, 2018
Santa Clara County Social Services	Santa Clara County	November 14, 2018
Siena Youth Center	North Fair Oaks/Redwood City	November 19, 2018
Salvation Army Family Services, San Jose	San Jose	November 27, 2018
Gardner Community Center, San Jose	San Jose	December 3, 2018
Salvation Army's Emmanuel House	San Jose	December 4, 2018
Santa Clara County Office of Education, Head Start	Santa Clara County	January 8, 2019
North Fair Oaks Community Council	North Fair Oaks	January 22, 2019
Day Worker Center of Mountain View	Mountain View	January 23, 2019
Mercy Housing Transformation Project	Sunnydale	February 1, 2019
Santa Clara County Office of Immigrant Relations	Santa Clara County	February 6, 2019
Alviso Neighborhood Group	Alviso	February 13, 2019
San Jose Downtown Residents Association	San Jose	February 14, 2019
LifeMoves	San Mateo County	February 15, 2019
Mayor's Office of Housing and Community Development and HOPE SF	Sunnydale	February 26, 2019
Youth United for Community Action	East Palo Alto	February 26, 2019
County of San Mateo Office of Sustainability	San Mateo County	February 26, 2019
Santa Clara County Office of Immigrant Relations	Santa Clara County	February 28, 2019
Youth Leadership Institute	San Mateo County	March 14, 2019
Russel Morine, Little Hollywood neighborhood resident	Visitacion Valley	March 20, 2019
Homeless community (in coordination with LifeMoves)	San Mateo	March 26, 2019
Homeless community (in coordination with LifeMoves)	Redwood City	March 28, 2019
Homeless community (in coordination with LifeMoves)	South San Francisco	April 4, 2019
Homeless community (in coordination with LifeMoves and the St. Vincent de Paul Homeless Help Center)	San Mateo	June 20, 2019
DeBug Community and Advocacy Group	Santa Clara County	June 26, 2019
Resident, Mountain View	Mountain View	July 24, 2019
Bill Wilson Center	San Jose	June 25, 2019
Chinatown Community Development Center	San Francisco	July 26, 2019
Charity Cultural Services Center	San Francisco	August 9, 2019
Community Activist, San Mateo	San Mateo County	September 9, 2019
FacesSF	San Francisco	September 24, 2019
Youth Leadership Institute	San Francisco Bay Area	September 26, 2019
FacesSF	San Francisco	October 3, 2019

Organization	Focus Community	Date
ICAN (International Children Assistance Network), La Raza Radio	Santa Clara County	October 24, 2019
Charities Housing (property manager for HomeSafe Santa Clara)	San Francisco Bay Area	December 9, 2019
Univision	Santa Clara County	December 9, 2019
La Raza Radio	San Francisco Bay Area	December 9, 2019
Sacred Heart Nativity School	San Francisco Bay Area	December 13, 2019
Univision	San Jose	December 13, 2019
Charities Housing (property manager for HomeSafe Santa Clara)	San Francisco Bay Area	December 13, 2019
Charities Housing (property manager for HomeSafe Santa Clara)	Santa Clara County	December 16, 2019

4.3.3.5 Environmental Justice–Focused Meetings and Other Events

The Authority scheduled and attended a number of meetings and events specifically intended to engage minority populations and low-income populations near the project to gather input on project alternatives. The Authority also organized on-the-ground outreach, such as information tables and presentations at community events frequented by local residents. These locations were identified by the project team through interviews with local stakeholders as an effective means to reach the minority populations and low-income populations in the environmental justice RSA. These events included:

- July 13, 2016: Information table at the East Palo Alto Farmers Market
- August 25, 2016: Presentation to North Fair Oaks Community Council
- September 18, 2016: Information table at Viva CalleSJ community event with bilingual staff
- October 9, 2016: Day on the Bay Multicultural Festival at Alviso Marina County Park
- November 15, 2016: Presentation to the East Palo Alto City Council
- November 19, 2016: Presentation to the Visitacion Valley Planning Alliance (neighborhood in San Francisco)
- December 7, 2016: Presentation to the Bayview Citizens Advisory Committee (San Francisco)
- December 13, 2016: Presentation to the San Bruno City Council
- January 18, 2017: Presentation to the Little Hollywood Neighbors Group
- February 13, 2017: Presentation to Gardner Neighborhood Association at regular meeting, San Jose
- February 16, 2017: Presentation to Friendly Acres Group (neighborhood in Redwood City)
- March 6, 2017: Presentation to the Bayview Hill Neighborhood Association (neighborhood in San Francisco)
- March 8, 2017: Presentation to Goodyear-Mastic and Alma Neighborhood Associations at their joint meeting; the Tamien Neighborhood Association was also invited to attend, San Jose
- July 27, 2017: Presentation to North Fair Oaks Community Council
- September 9, 2017: Presentation to United Neighborhoods of Santa Clara County Neighborhood Development Conference, San Jose

- September 18, 2017: Presentation to Gardner Neighborhood Association, San Jose
- July 2, 2018: Presentation to the Oak Grove Neighborhood Association meeting, San Jose
- September 15, 2018: Information table at the Sunnyvale State of the City
- October 23, 2018: Presentation at the Delmas Park Neighborhood Association meeting, San Jose
- March 7, 2019: Presentation to the Visitacion Valley Service Providers Collaborative
- March 20, 2019: Presentation to service providers (including the Family Alliance for Counseling Tools and Resolution, Silicon Valley Independent Learning Center, and Jewish Family Services of Silicon Valley) at the Refugee and Immigrant Forum, San Jose
- March 26, 2019: Presentation to the Transportation Equity Allied Movement Coalition (TEAMC), San Mateo County
- April 9, 2019: Information table at NeighborUp Night (monthly community meeting in Sunnydale run by Mercy Housing), San Francisco
- April 25, 2019: Presentation at North Fair Oaks Community Council meeting
- May 13, 2019: Gardner Community Meeting with Spanish translation, San Jose
- May 18, 2019: Information table at Sunnydale Family Day event
- May 19, 2019: Information table at North Fair Oaks mural unveiling event
- May 30, 2019: Visitacion Valley Community Leaders' Meeting
- June 14, 2019: Homeless Walks with PATH around Diridon Station, San Jose
- June 24, 2019: Presentation to Youth United for Community Action (YUCA), East Palo Alto
- June 29, 2019: Information table at Parkside and Shoreview Community Summer Picnic, San Mateo
- July 18, 2019: Information table at Thursday Night Live, a weekly music event hosted by the City of Mountain View
- August 1, 2019: Presentation at Visitacion Valley Service Providers Collaborative
- August 3, 2019: Information table at the Sunnydale Community Health Fair
- August 9, 2019: Information table at the Downtown San Jose Farmers Market
- September 7, 2019: Information table at the San Mateo Farmers Market
- October 7, 2019: Presentation to the Asian Pacific Islander (API) Council, San Francisco
- October 16, 2019: Ground-truthing (observing) outreach in communities around the Tamien Caltrain and Santa Clara Stations, San Jose and Santa Clara
- November 14, 2019: Meeting with Visitacion Valley community, San Francisco
- December 13, 2019: Presentation at Gardner Academy, San Jose
- December 13, 2019: Gardner Neighborhood Walk, San Jose

4.3.3.6 Community Working Group Meetings

The Authority reconvened CWGs to discuss and gather input on project alternatives with community members representing a broad range of local interests. Each of the groups includes representatives of minority populations and low-income populations in the environmental justice RSA. During the current design phase, the Authority conducted the following CWG meetings:

- July 25, 2016: San Mateo County CWG

- August 2, 2016: Santa Clara County CWG
- August 4, 2016: San Francisco CWG
- October 6, 2016: San Mateo County CWG
- October 13, 2016: Santa Clara County CWG
- October 26, 2016: San Francisco CWG
- January 30, 2017: San Mateo County CWG
- January 31, 2017: Santa Clara County CWG
- February 2, 2017: San Francisco CWG
- October 15, 2018: South Peninsula CWG (formerly Santa Clara County CWG)
- October 22, 2018: San Mateo County CWG
- October 24, 2018: San Francisco CWG
- March 12, 2019: San Mateo County CWG
- March 14, 2019: South Peninsula CWG
- March 18, 2019: San Francisco CWG
- May 7, 2019: South Peninsula CWG
- May 20, 2019: San Mateo County CWG
- May 28, 2019: San Francisco CWG
- July 22, 2019: San Francisco CWG
- July 24, 2019: San Mateo County CWG

4.4 Key Issues Identified during Current Phase of Stakeholder Engagement

This section discusses key recurring issues and concerns identified by the focus stakeholders and communities during meetings and other engagement efforts throughout the project’s environmental justice RSA:

- **HSR alignments**—Participants provided input on how different project alternatives and project elements (e.g., the Brisbane LMF sites, the four-track passing track between San Mateo and Redwood City) would avoid, benefit, or adversely affect different neighborhoods along the Project Section.
- **Brisbane LMF**—Participants in Brisbane, Sunnydale, Visitacion Valley, and Little Hollywood expressed concern about the Brisbane LMF, including visual and noise effects, the integration with the Brisbane Baylands development project, and the necessity of the LMF. These same participants expressed concern that the Authority could use proposed LMF site to eventually accommodate activities of a heavy maintenance facility, which would result in greater community impacts. Some participants proposed locating the LMF at the existing 4th and King Street Station. Participants in the Sunnydale, Visitacion Valley, and Little Hollywood neighborhoods inquired about possible positive benefits for the communities related to local employment opportunities at the LMF, improved lighting to address safety for residents moving through the area, and development of more open/green space to offset the potential pollution from operations at the LMF.
- **Passing track**—Participants within the communities of San Mateo, Belmont, San Carlos, and Redwood City expressed concerns about construction- and operations-related noise, safety, pollution, and displacements.

- **Project-related noise**—Participants along the entire project alignment expressed concerns about operations noise levels and horn noise at at-grade crossings. Stakeholders also asked about noise mitigation such as quiet zones.
- **Traffic and transportation**—Participants in all three counties noted concerns about traffic congestion resulting from construction and project operations. Participants were concerned that without grade separations, the four-quadrant gates would be down more frequently, leading to more congestion. Participants were also concerned about pedestrian access, parking availability, and traffic at stations.
- **Safety and security**—Participants raised concerns regarding safety associated with train speeds and at-grade crossings. Many communities expressed particular concern about accidents at the station platforms and the safety of at-grade crossings. Commenters requested consideration of grade separations and reinforced fencing around the perimeter of the right-of-way. Participants in the North Fair Oaks community expressed a high level of concern over safety due to the close proximity of the train tracks to their homes.
- **Aesthetic effects**—Participants all along the alignment expressed concerns about the visual effect of radio towers. Participants in San Mateo specifically mentioned the visual effects of the passing track under Alternative B.
- **Community cohesion and connectivity**—Participants in many communities such as Mountain View, Visitacion Valley, Little Hollywood, Sunnydale, North Fair Oaks, East Palo Alto, and Sunnyvale expressed concern regarding community cohesion and connectivity effects due to impaired pedestrian access, disruption of community functions, and division of neighborhoods. Participants in the North Fair Oaks community expressed concern about access to community, health, family and children services because the tracks would form a dividing line for their community. Participants in North Fair Oaks and East Palo Alto indicated that a primary concern for their communities is the limited number of grade-separated crossings of the tracks, which would require community members to walk or take transit for unreasonably long distances to access services across the tracks. These community members noted that although there is an existing underpass on Woodside Road, it is not safe for pedestrians or bicyclists due to the fast-moving traffic and heavy congestion on that road.
- **Displacements**—Participants voiced concerns related to the number and type of residential displacements. Others expressed concern as to whether adequate replacement housing and other zoned properties exist to relocate those affected.
- **Affordable housing**—Participants from a number of communities including Brisbane, Stambaugh-Heller, San Carlos, North Fair Oaks, Redwood Village, Sunnyvale, Mountain View, East Palo Alto, and Visitacion Valley raised concerns regarding gentrification and displacement of low-income housing. This is especially applicable for residents facing construction- and operations-related effects in and around the alternatives (e.g., LMF and passing track).
- **Environmental justice**—Participants were concerned about equitable distribution of project benefits and effects. Community members in San Francisco’s Sunnydale, Visitacion Valley, and Little Hollywood neighborhoods cited the statistic that residents of these neighborhoods have a shorter life expectancy than their counterparts on Russian Hill because over half of the land in San Francisco zoned for industrial use is located in the proximity of their neighborhoods, creating poor air quality and significant environmentally related health conditions. Community members expressed interest in the availability of reduced-fare tickets and jobs for local low-income residents.
- **Cumulative effects**—Participants expressed concerns about the compatibility of HSR with other planned projects. Participants in San Mateo referred to the 25th Avenue Grade-Separation Project; participants in San Francisco and Brisbane referred to the Baylands development, Schlage Lock, and Bayshore Multimodal Station; and participants in Menlo

Park, Palo Alto, Mountain View, and Sunnyvale referred to planned grade-separation projects.

Stakeholders also offered suggestions to effectively engage communities along the Project Section. These suggestions included conducting door-to-door canvassing in some neighborhoods to reach community members, using social media and public service announcements on Spanish-language radio stations to engage Spanish-speaking residents, and providing food and childcare at evening meetings. The Authority's outreach team worked with local service providers as part of a multipronged and diverse engagement approach to identify and accommodate the needs of local communities.

For more information about these public engagement meetings and activities, see Appendix C, Biannual Environmental Justice Outreach Reports, which contains twice-yearly reports summarizing these meetings.

5 ONGOING ENVIRONMENTAL JUSTICE ENGAGEMENT ACTIVITIES

The Authority has been engaging and is continuing to engage with minority populations and low-income populations as well as services that serve these populations to identify the concerns of individuals about the effects of the project. The Authority will continue to engage with these communities between the release of this Draft EIR/EIS and the release of the Final EIR/EIS.

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