APPENDIX 5-B, ATTACHMENT D-2: COPY OF OUTREACH MATERIALS DISTRIBUTED

Updated Environmental Justice Analysis for the Final EIR/EIS: San Jose to Merced Project Section

(September 2021)

Summary of Environmental Justice Requirements

The California High-Speed Rail Authority (Authority), has prepared an environmental justice analysis pursuant to requirements of state and federal law. Under federal law, agencies must analyze whether actions would result in disproportionately high and adverse effects to minority and low-income populations, identify feasible ways to avoid or reduce those effects, engage with affected communities and disclose the analysis and findings in the National Environmental Policy Act (NEPA) documentation. The Authority continues to consider how the project will affect communities and as part of the ongoing outreach the Authority is considering potential updates to the analysis as noted below.

Updates to Analysis

In consideration of comments on the Draft EIR/EIS, review of the environmental justice analysis, and guidance, the Authority has made the following updates to the analysis:

- The **methodology** section was clarified to match the definition of disproportionately high and adverse effects in the most recent US Department of Transportation guidance. Clarifications did not substantially change the overall conclusions.
- The **summary of environmental justice engagement** is being updated to include additional outreach and engagement since circulation of the Draft EIR/EIS.
- The **Assessment of Effects** is being updated to reflect the following:
  - Full consideration of project benefits.
  - Additional or updated mitigation measures for traffic, construction bus transit delay, emergency vehicle response, residential displacements and noise.
  - Refined analysis of traffic, construction bus transit delay, emergency vehicle response, displacements, noise and vibration.
- **Community Improvements**. The Authority has been evaluating community improvements in collaboration with affected communities since late 2019. The Authority is now considering implementation of certain potential community improvements where they would offset residual disproportionately high and adverse effects after consideration of mitigation and project benefits.
- **Preliminary Conclusions**. The conclusions are now being refined considering the updated analysis, new and updated direct mitigation, project benefits, potential community improvements, and the views and concerns of affected minority and low-income populations along the project corridor.

Next Steps

The Authority is currently seeking public input. Please submit any feedback by October 1, 2021 (see cover letter for details as to where to submit feedback). The Authority will consider input from affected communities during outreach in September 2021 and will incorporate such feedback into the Final EIR/EIS, as appropriate.

California High Speed Rail Project
San Jose to Merced Project Section
Environmental Justice Analysis Process

The Authority has engaged with environmental justice communities along the San Jose to Merced Project Section for many years, conducted analysis of potential effects to these communities, and developed potential mitigation and community improvements considering community input throughout:

Initial EJ Outreach (2016-2019): Extensive outreach throughout the EIR/EIS development process included targeted outreach to potentially affected minority populations and low-income populations. Initial environmental justice outreach activities included presentations at public and stakeholder group meetings, interviews with local stakeholders, informational tabling at various types of community events, and online community webinars, through which feedback was obtained from environmental justice organizations, community leaders, and community members during community events. The purpose of these outreach efforts was to provide opportunities for meaningful participation and input into the project design, identification of disproportionately high and adverse effects, and development of mitigations.

Draft EIR/EIS EJ Analysis (2017-2020): Chapter 5, *Environmental Justice*, of the EIR/EIS contains the analysis of the project's effects on minority populations and low-income populations. The chapter describes the existing conditions related to the environmental justice communities in the project study area; summarizes the environmental justice engagement and key issues and concerns; analyzes the potential effects of the project alternatives on environmental justice communities; and identifies whether the project alternatives would have a disproportionately high and adverse effect. The analysis considered the application of mitigation and generally considered project benefits that could reduce disproportionately high and adverse project effects. The Draft EIR/EIS was published for public review and comment in April 2020.

Community Improvements Outreach Phase I (December 2019-March 2020): Community Improvements Outreach Phase I consisted of stakeholder interviews, community meetings, and focus groups with a total of 44 meetings. Presentations were to a multitude of local minority and low-income community organizations, including community-based service providers, school leaders, community groups, neighborhood associations, churches and other faith-based organizations, and community leaders and representatives, along with public agency representatives and elected officials representing relevant areas. During this engagement, the Authority solicited input for potential improvement concepts to be considered and identified potential partner agencies or entities that would be involved with implementing each improvement concept. Potential implementing partners include jurisdictions, agencies (e.g., school districts), and other organizations who would be the entities that would work with the Authority to implement specific improvements.

Development and Evaluation of Community Improvement Concepts (February-June 2020): The list of potential improvements developed by the Authority based on identified past plans and projects was expanded during Outreach Phase I to include the improvements suggested by cities, agencies, community organizations, and community representatives. This expanded list was then subject to another round of screening to determine which improvements would be developed and considered in greater detail. The improvements carried forward were refined based on input from potential partners and community stakeholders to ensure that they would meet community needs and priorities. The improvements were then evaluated based on the set of established evaluation criteria such as feasibility and relative benefit to minority populations and low-income populations.

Public Review of the Draft EIR/EIS (April-June 2020): The Draft EIR/EIS was distributed to agencies, stakeholders, organizations, and the public for their review and comment. The Draft EIR/EIS includes the analysis of environmental justice in Chapter 5 of the document. Numerous agencies, stakeholders, organizations, and individuals submitted comments on the project's alternatives, potential effects, the environmental justice analysis, and proposed mitigations.

Community Improvements Outreach Phase II (July-August 2020): After development and evaluation of the improvement concepts collected and refined during Outreach Phase I, the Authority undertook a second phase of outreach to gather feedback from potential implementing partners. The Authority shared the evaluation of the improvements that were advanced for detailed evaluation with potential implementing partners through a series of 12 meetings as well as follow up email and phone communications. The potential partners provided input on the improvements that were a priority for them, the methodology being used for the evaluation, the description of the improvements, and in some cases new concepts for improvements.

Refinements of Potential Community Improvements (October 2020-July 2021): Following public review of the Draft EIR/EIS, the Authority considered comments provided from local community members, organizations, and agencies. The Authority developed a potential list of community improvements it is considering implementing based on the list of community improvements that would offset residual disproportionately high and adverse effects of the project alternatives.

Outreach Phase III (September 2021): During this (**current**) phase of outreach, the Authority is presenting our latest assessment of impacts and project benefits that environmental justice communities could experience as a result of the project and the community improvements the Authority is considering implementing to address these impacts. Meetings are being held with implementing partners, community organizations, stakeholders, and representatives of local communities with the goal of obtaining feedback on our impact assessment, evaluation of project benefits, and the community improvements under consideration. Meetings are being held with agency partners and community stakeholders in each of the affected communities. The feedback gathered during this phase will be evaluated and incorporated into the Authority's Final EIR/EIS, as appropriate. **Feedback for this phase is being requested by no later than October 1, 2021.**

Final EIR/EIS (October 2021-February 2022): After Outreach Phase III, the EIR/EIS will be revised, as appropriate, to reflect the feedback gathered from implementing partners, community organizations, and stakeholders regarding the project effects, project benefits, potential community improvements, and the preliminary conclusions. The Final EIR/EIS will include the Authority's environmental justice analysis, findings, and conclusions for Board consideration in deciding whether to approve this project section.

2016 – 2019
Initial EJ Outreach

Draft EIR/EIS EJ Analysis
2017 – 2019

Initial Development of Community Improvements Concepts
Nov 2019

Dec 2019 – March 2020
Outreach Phase 1: Input on Concepts

Development and Evaluation of Concepts
Feb – June 2020

Draft EIR/EIS Public Review
Apr – June 2020

Jul - Aug 2020
Outreach Phase 2: Concept Refinement

Updated EJ Impact Assessment and Identification of Potential Community Improvements
Oct 2020 - Jul 2021

Sep 2021
Outreach Phase 3: Updated EJ Impact Assessment and Potential Community Improvements

Final EIR/EIS Preparation
Oct 2021 – Feb 2022

California High Speed Rail
San Jose to Merced Project Section
Environmental Justice Outreach (September 2021)
GLOSSARY OF KEY TERMS

- **Disproportionately High and Adverse Effects** = The focus of the environmental justice analysis is to determine whether the project would result in high and adverse effects that disproportionately affect minority populations or low-income populations.
- **Direct Mitigation** = Measures in the EIR/EIS that directly avoids, minimizes, reduces, or compensates for identified adverse effects.
- **Project Benefits** = As explained in the EIR/EIS, the high-speed rail project would result in a number of benefits including the following: quick and efficient travel in California; access to jobs, goods, and services; integration with local transit connections and services; reduction of highway traffic; upgrades to railroad safety and signaling systems; reduced need for airport and highway expansion; reduced air pollution; reduced greenhouse gas emissions; construction Spending and employment; operational spending and employment; and support for transit-oriented development near stations.
- **Community Improvements** = Any upgrading of an existing community facility, structure, function or action, or addition of a facility, structure, function, or action that is made solely for the benefit of the local community, including an increase in the capacity, capability, efficiency, duration, function, or action over existing conditions. Community improvements do not include the following: proposed elements of the high-speed rail project; feasible direct mitigation to address significant adverse environmental effects as defined in the project EIR/EIS; improvements mandated by existing local, state, or federal mandates; or improvements fully funded by dedicated existing funding sources. At present, the Authority is only considering community improvements that have a close relationship between a disproportionately high and adverse effect and the benefits of the community improvement. For example, a community improvement that promotes community safety would have a close relation to residual safety effects.
- **HSR** = high-speed rail
- **CHSRA or Authority** = California High Speed Rail Authority
- **NEPA =** National Environmental Policy Act, which requires federal agencies to analyze the environmental effects of their actions, including effects on minority populations and low-income populations, consider ways to reduce adverse effects, disclose their findings in environmental documents, and provide opportunities for the public to provide input on the agency evaluation.
- **CEQA = California Environmental Quality Act**, which requires state agencies to analyze the environmental effects of their actions, identify feasible mitigation to address significant impacts, disclose their findings in environmental documents, and provide opportunities for the public to provide input on the agency evaluation.
- **Environmental Impact Report/Environmental Impact Statement (EIR/EIS)** = A report disclosing the environmental impacts of the high-speed rail project, prepared in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

California High Speed Rail
San Jose to Merced Project Section
Gardner/Willow Glen Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
GWG-IMP#1: Gardner Elementary Noise Insulation or Soundwalls	School noise improvements offsets noise DHAE in Gardner/Willow Glen area	Improvement to educational environment	4
GWG-IMP#2: Noise Insulation for certain Residential Buildings adjacent to the west side of SR 87 (between W. Virginia St. and Brown St.)/adjacent to the south side of I-280 (between Spencer Ave. and Los Gatos Creek) to Address Existing Noise	Community noise improvements offsets noise DHAE in Gardner/Willow Glen area	Noise abatement, improved livability, health benefits	4

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
Fuller Park/Fuller Avenue Recreational Amenities	Recreation, community cohesion, livability	1
Biebrach Park Improvements	Recreation, health, livability	2
West Virginia Railroad Crossing Warning Lights	Safety, community cohesion	3
Delmas Avenue Streetscape and Crossings	Safety, visual quality, livability, community cohesion	4
Bird Avenue North-South improvements	Safety, connectivity, transportation	5
West Virginia Streetscape and Pedestrian Crossings	Safety, visual quality, livability, community cohesion	6
Neighborhood Lighting	Visual quality, safety	7
Three Creeks Trail Extension Crossing of SR 87/Caltrain/HSR	Recreation, safety, connectivity, health, livability	8
National Night Out Contribution	Safety, community cohesion	9
West Virginia Ave Pedestrian/Bicycle Crossing	Safety, livability, community cohesion, connectivity, health, recreation	10
Community Art	Visual quality, community connection/identity	11
Guadalupe River Trail Pedestrian Crossing at Willow Street	Recreation, safety, connectivity, health	12
Guadalupe River Trail Extension (Virginia to Curtner)	Health, livability, health, connectivity, community cohesion	13
Biebrach Park Connection to Fuller Park	Safety, community cohesion, connectivity, health, recreation	14
West Virginia Pocket Park at Prevost South of West Virginia Street	Health, recreation, livability	14
Jerome/Illinois to Bird Avenue Pedestrian Pathway	Safety, health, connectivity, community cohesion	15
West Virginia Pocket Park South of West Virginia Railroad Crossing	Health, recreation, livability	16

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail,
San Jose to Merced Project Section
Washington, Guadalupe, Tamien, Alma, Almaden Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
WGTA-IMP#1: Community Art	Community aesthetic/character improvement partially offsets visual aesthetics DHAE in Washington, Guadalupe, Tamie, Alma, Almaden	Enhanced neighborhood visual quality, identify, and livability	1,2,3
WGTA-IMP#2: Streetscape Improvements (Goodyear, Humboldt, Floyd)	Investment in community aesthetics partially offsets visual aesthetics DHAE in Washington, Guadalupe, Tamien, Alma, Almaden	Visual quality, safety, and livability	1,2,3
WGTA-IMP#3: Noise insulation for certain residential buildings adjacent to the east side of SR 87 (between Virginia St. and Shadowgraph Drive) to address existing noise	Community noise improvements offsets noise DHAE in Washington, Guadalupe, Tamien, Alma, Almaden	Noise abatement, improved livability, health benefits	4

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
Tamien Park Westside Fencing along Railroad	Safety, recreation, health	1
Washington School Recreation Improvements	Recreation, health, livability	2
Rocketship Mateo Sheedy Elementary School Play Fields/Landscaping	Safety, recreation, livability	3
Alma Community Center and Teen Center Improvements	Recreation, education	4
Washington Elementary School Pedestrian and Bicycle Safety Improvements	Safety, health, recreation, community cohesion, livability	5
Pedestrian and Bicycle Crossing Safety Improvements	Safety, recreation, health, community cohesion	6
Oak/Almaden Pocket Park	Recreation, livability	7
Bellevue Park Improvements.	Recreation, health, livability	8
Traffic Calming	Safety, connectivity, livability	9
Healing Grove Health Center Sports/Outdoor Activity/Arts Programs	Recreation, health, livability	10
Rocketship Mateo Sheedy Elementary School Circulation and Safety Improvements	Safety	11
Guadalupe River Trail Pedestrian Crossing at Willow Street	Recreation, safety, connectivity, health	12
Three Creeks Trail Extension Crossing of SR 87/Caltrain/HSR	Recreation, safety, connectivity, health, livability	13
Guadalupe River Trail Extension (Virginia to Curtner)	Health, livability, health, connectivity, community cohesion	14

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail,
San Jose to Merced Project Section
Morgan Hill Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
Morgan Hill			
MH-IMP#1: Park/Trail Under Viaduct (Cochrane Road to Tennant Ave.)	Park and trail improvements would partially offset visual aesthetic DHAE in Morgan Hill	Visual quality, connectivity, and general livability	2
MH-IMP#2: Railroad Avenue Complete Streets	Complete Streets includes landscaping which would partially offset visual aesthetic DHAE in Morgan Hill	Visual quality, connectivity, and general livability	2
MH-IMP#3: Noise insulation for residences immediately adjacent to the west side of US 101 from approximately 0.35 north of East Main Avenue to Diana Avenue and from San Pedro Avenue to Barret Avenue	Community noise improvements offsets noise DHAE in Morgan Hill	Noise abatement, improved livability, health benefits	4

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
Morgan Hill and Gilroy			
MH/G- IMP#1: Affordable Housing Investment (Morgan Hill & Gilroy)	Helps to offset affordable housing adverse effects due to Alternative 2 in Morgan Hill and Gilroy where there is inadequate residential relocation availability (Residential Displacements DHAE)	Increased availability of affordable housing and related services	2

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
School Bus Route Study	Safety, connectivity	1
Downtown Pedestrian/Bicycle Railroad Overcrossings	Safety, connectivity, community cohesion	2
New Park South of Butterfield Avenue	Recreation, health, livability, visual aesthetics	3
Monterey Road Pedestrian and Bicycle Intersection Improvements	Safety, recreational, connectivity	4
Bus Transit stop amenities	Transportation, livability	5
Caltrain Station Access	Safety, connectivity, livability	6
Tennant Sidewalk Improvement	Safety, connectivity, community cohesion	7
Bike Lane Upgrades	Recreation, transportation, safety, livability	8
Coyote Creek Low-Flow Crossings Replaced with Bridges	Safety, recreation	9
New High School Site Acquisition	Education	10
Butterfield Road Pedestrian and Bicycle Intersection Improvements	Safety, connectivity, community cohesion	11
Perry's Hill Staging Area, Coyote Creek Parkway County Park	Health, recreational, livability	12
New Park North of El Toro Fire Station	Recreation, visual aesthetics	13
Llagas Creek Trail (Santa Theresa Boulevard to East San Martin Avenue)	Transportation, safety, recreation, health, connectivity	14
Monterey Corridor Express Bus route and stops	Transportation	15
Senior Shuttles	Transportation, livability	16

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail
San Jose to Merced Project Section
Gilroy Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
Gilroy			
G-IMP#1: Sidewalk and Curb improvement (within the Gilroy Neighborhood Revitalization Strategy Area nominally along the HSR alignment between Las Animas Ave. on the north and US 101 on the south)	Safety improvement offsets emergency vehicle response time DHAE in Gilroy	Safety, connectivity, and community cohesion	4
G-IMP#2: Bikeway Improvements (IOOF Ave., Monterey Road, 6th Street, 4th Street, Alexander Street)	Safety improvement offsets emergency vehicle response time DHAE in Gilroy	Safety, health benefits, improved circulation, and community cohesion	4
G-IMP#3: Neighborhood Street Lighting (within the Gilroy Neighborhood Revitalization Strategy Area nominally along the HSR alignment between Las Animas Ave. on the north and US 101 on the south)	Safety improvement offsets emergency vehicle response time DHAE in Gilroy	Safety and quality of life	4

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
G-IMP#4: Murray Avenue Sidewalk Gap Closure Project	Safety improvement offsets emergency vehicle response time DHAE in Gilroy	Safety, connectivity, community cohesion, and accessibility	4
G-IMP#5: IOOF Bicycle/Pedestrian Overcrossing and Complete Streets	Safety improvement offsets emergency vehicle response time DHAE in Gilroy	Safety, accessibility, connectivity, health, and community cohesion	4
G-IMP#6: Noise Barriers or Noise Insulation for certain Residences and/or sound walls in Gilroy adjacent to the west side of US 101 from south of Las Animas Avenue to Leavesley Road, from Adams Court to San Ysidro Park, and from San Ysidro Park to north of East 7th Street	Community noise improvements offset noise DHAE in Gilroy	Noise abatement, improved livability, health benefits	1, 2, 4
G-IMP#7: South Valley Middle School Recreational Amenities	Recreational amenities partially offset for loss of part of school track/field	Educational, recreational, and community livability	2
Morgan Hill and Gilroy			
MH/G-IMP#1: Affordable Housing Investment (Morgan Hill & Gilroy)	Helps to offset affordable housing adverse effects due to Alternative 2 in Morgan Hill and Gilroy where there is inadequate residential relocation availability (Residential Displacements DHAE)	Increased availability of affordable housing and related services	2

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
San Ysidro Park Improvements	Recreation, health, livability	1
Forest Street Park Expansion Project	Recreation, health, livability	2
Rebekah Children's Services Improvements	Health, recreation, visual quality, livability	3
Bicycle/Pedestrian Overcrossings (Leavesley Road, 10th Street)	Safety, connectivity, community cohesion	4
Gavilan College Low-Income Student Housing	Livability, economic, education	5
Gavilan College: Bicycle Connection and Wayfinding from Downtown	Safety, connectivity, health, community cohesion	6
Lead Service Line Replacement Project	Health, safety	7
West Branch Llagas Creek Trail	Recreation, health	8
Lions Creek Trail Extension	Recreation, health	9

Juan Bautista de Anza Trail	Recreation, health	10
Marcella Avenue Trail	Recreation, health	11
Student Transit Pass Program Initial Funding	Transportation, education	12
VTA Express Bus Service Gilroy to Diridon	Transportation, connectivity	13
Bikeshare Program	Access, connectivity, health	14

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail
San Jose to Merced Project Section
San Jose Diridon Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Community Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
SJD-IMP#1: Streetscape Improvements to Delmas Neighborhood	Investment in community aesthetics partially offsets visual aesthetics DHAE in San Jose Diridon area	Visual quality, community cohesion, livability, enhanced connectivity	1, 2, 3
SJD-IMP#2: Noise insulation for certain residential buildings adjacent to the west side of SR 87 (between San Fernando St. and Auzerais Ave.)/adjacent to the north side of I-280 (between Delmas Ave and Los Gatos Creek to address existing noise	Community noise improvements offsets noise DHAE in San Jose Diridon area	Noise abatement, improved livability, health benefits	4

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
Re-establish Inez C. Jackson Library	Education, technology, identity	1
Cahill Park Improvements	Recreation, livability	2
Los Gatos Creek Trail Extension and Crossings	Recreational opportunities, health, connectivity	3
Los Gatos Creek Trail Lighting Improvements Under I-280	Safety, connectivity, livability	4
Auzerais Railroad Crossing Warning Lights	Safety	5
Auzerais Pedestrian/Bicycle Crossing	Safety, community cohesion, connectivity	6
Improved Pedestrian Route to Gardner Academy and Biebrach Park.	Safety, connectivity, community cohesion	7
Park/Trail under HSR Viaduct from Los Gatos Creek to Bird Avenue	Recreational opportunities, health, community cohesion, connectivity	8

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail
San Jose to Merced Project Section
South San Jose Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
SSJ-IMP#1: Landscaping improvement elements of Monterey Highway Grand Blvd.	Landscaping improvements to partially offset visual aesthetic DHAE in South San Jose	Visual quality	1, 2, 3
SSJ-IMP#2a: Monterey Road ped/bike overpass at Skyway	Safety improvement offsets emergency vehicle response time DHAE in South San Jose	Traffic/transportation, safety, connectivity, and community cohesion	4
SSJ-IMP#2b: Monterey Road ped/bike overpass at Branham	Safety improvement offsets emergency vehicle response time DHAE in South San Jose	Traffic/transportation, safety, connectivity, and community cohesion	4
SSJ-IMP#2c: Monterey Road ped/bike overpass at Chynoweth	Safety improvement offsets emergency vehicle response time DHAE in South San Jose	Traffic/transportation, safety, connectivity, and community cohesion	4
SSJ-IMP#3: Noise insulation for up to 20 residential buildings along the west side of US 101 from Blossom Hill Road to SR 85, including the southbound exit ramp to SR 85;	Community noise improvements offsets noise DHAE in South San Jose	Noise abatement, improved livability, health benefits	4

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
Caroline Davis Intermediate School All Weather Turf and Track	Recreation, health, livability	1
Monterey Road Grand Boulevard (other than landscaping)	Transportation, recreation, connectivity, community cohesion	2
Cottonwood and Parkway Lakes Fish Screens and Supporting Improvements	Recreation, livability, education	3
Capitol and Blossom Hill Caltrain Stations Access Improvements	Transportation, safety, connectivity	4
Coyote Creek Trail-Fisher Creek Trail Connection	Recreation, health	5

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail
San Jose to Merced Project Section
Santa Clara/North San Jose Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Community Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
SC/NSJ-IMP#1: Noise insulation for certain Residential Buildings immediately adjacent to the west side of the Caltrain Corridor (between the Santa Clara Caltrain Station and I-880)	Community noise improvement offsets noise DHAE in Southern Santa Clara/Northern San Jose	Noise abatement, improved livability, health benefits	1,4

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
El Camino and Benton Street Safety Improvements	Safety, connectivity, livability	1
El Camino Real Class IV Bikeway	Safety, connectivity	2
Pedestrian safety improvements (included sidewalk gap closure and pothole repair)	Safety, livability, community cohesion, improved visual quality	3
Streetscape Improvements	Safety, community cohesion, livability	4
Newhall Street Bicycle/ Pedestrian Crossing	Safety, connectivity, community cohesion	5

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

California High Speed Rail
San Jose to Merced Project Section
San Joaquin Valley Community Area
Potential Community Improvements (September 2021)

The Authority is seeking community input on the importance or value of community improvements to community members. These improvements were considered and evaluated during the community improvements planning process from November 2019 through July 2021 (See separate handout describing that process).

The Authority is considering implementation of the potential improvements listed in the first table below because they have a close relationship to the potential residual disproportionately high and adverse effects (DHAEs) in this community area and would help to offset those effects.

The other improvements considered are listed in the second table and are not currently being considered for implementation because they lack a close relationship to potential residual disproportionately high and adverse effects in this community.

The Authority may consider changes in potential community improvements after consideration of community input through outreach in September 2021.

Potential Improvements	Relationship to potential residual DHAEs for HSR Alternatives	Benefits	Alternatives
SJV-IMP#1: Volta School Improvements	School improvements help to offset noise DHAE and partially offset visual aesthetic DHAE in Volta area	Health, safety, educational, and recreational benefits	1, 2, 3 (noise, visual aesthetic DHAE), (noise only DHAE) 4
SJV-IMP#2: Volta Elementary School: Acquire Property For/Construct Recreation/Community Park	Community park helps to partially offset visual aesthetic DHAE in Volta area	Recreation, health, safety	1, 2, 3 (visual aesthetic DHAE), and 4 (to address adverse visual effects).

Other Improvements Considered	Benefits	Ranking[1] (Among Other Improvements Considered)
Pedestrian/Bicycle Improvements at Volta	Health, connectivity, safety, community cohesion	1
Los Banos to Gilroy and Merced HSR Station Shuttles	Transportation, connectivity	2

[1] The ranking of the other improvements was completed in summer 2020 using the following evaluation criteria: benefit intensity, relative number of beneficiaries, practicability, defined project or action, satisfying Authority obligations, defined roles and responsibilities, evidence of agreement, and cost-effectiveness. The ranking provides a general sense of how these other improvements measure up against each other against a broad set of criteria.

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

GARDNER/WILLOW GLEN

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the Gardner/Willow Glen community area before consideration of project benefits or community improvements.

Summary of Potential Effects
Gardner/Willow Glen

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	○	○	○	○
Residential Displacements				◎
Business Displacements [1]				
Emergency Response Delays [1]				
Parks [2]				○
Operational Noise Effects				●
Operational Vibration				◎
Construction Traffic/Bus Transit Delay				○
Operational Traffic				○

● Potential disproportionately high and adverse effects (DHAE).

◎ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] No business displacements or emergency response delays in community. [2] Alternative 4 would require acquisition of a small portion (.03 ac) of Fuller Park, but this effect is not considered high and adverse because it would not compromise recreational use of the park.

GARDNER/WILLOW GLEN (p. 2)

As shown in the table above, in the Gardner/Willow Glen community area, with direct mitigation, there would be the following residual DHAEs:

- **Operational Noise:** The adverse operational noise effects with Alternative 4 are related to at-grade train operations.

Consideration of Project Benefits and Potential Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the Gardner/Willow Glen community was evaluated as follows:

- **Operational Noise:** While the project would reduce adverse noise effects associated with airport and highway expansion, this would not fully offset the adverse noise effects with Alternative 4 in this community area.

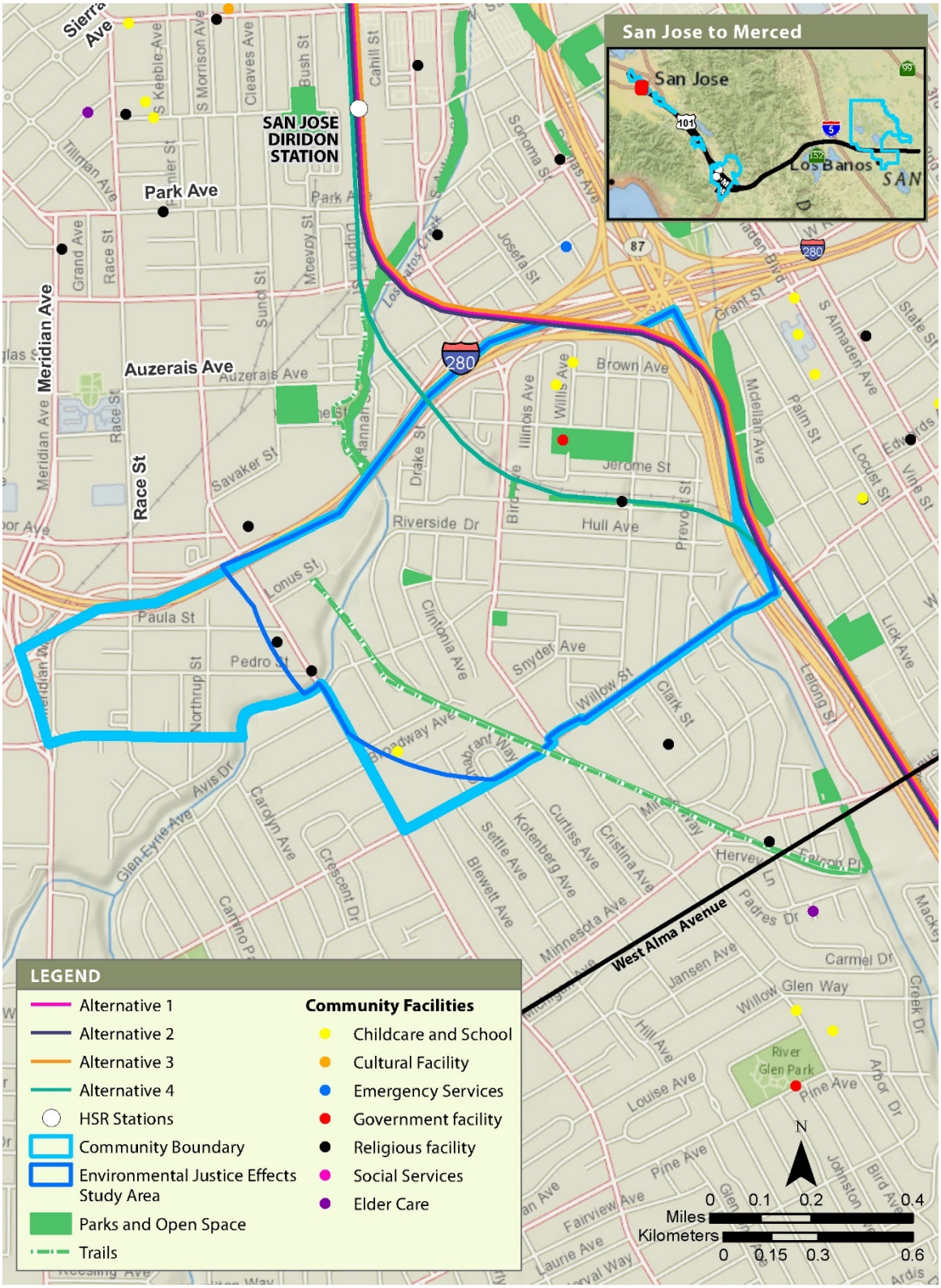
The Authority has identified the following community improvements:

- **Alternative 4:**
  - The Authority would install noise insulation for existing residences immediately adjacent to the west side of SR 87 (between W. Virginia St. and Brown St.) and to the south side of I-280 (between Spencer Ave. and Los Gatos Creek) to reduce noise effects from existing highway traffic.
  - The Authority would provide funding to the San Jose Unified School District to provide noise treatments to benefit the Gardner Elementary School.

These measures would reduce community noise effects sufficient to offset the DHAEs related to noise with Alternative 4 in this community area.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects with any of the alternatives in the Gardner/Willow Glen community area.



Gardner/Willow Glen Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

WASHINGTON/GUADALUPE/TAMIEN/ALMA/ALMADEN

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the Washington/Guadalupe/Tamien/Alma/Almaden community area before consideration of project benefits or community improvements.

Summary of Potential Effects
Washington/Guadalupe/Tamien/Alma/Almaden

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	○
Residential Displacements [1]				
Business Displacements	○	○	○	
Emergency Response Delays [1]				
Parks [2]	○	○	○	○
Operational Noise Effects	○	○	○	●
Operational Vibration	○	○	○	○
Construction Traffic/Bus Transit Delay	○	○	○	○
Operational Traffic [1]				

● Potential disproportionately high and adverse effects (DHAE).

○ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] No residential displacements, emergency response delays, or operational traffic adverse effects in community. [2] There would be acquisition of a portion of the SR 87 Bikeway north and the planned location of the three creek trails, but the trails would be relocated after construction. For Alternatives 1, 2 and 3, there would also be acquisition of a portion of the sports field adjacent to the Tamien Station for a viaduct footing, but the permanent encroachment would only be underground.

WASHINGTON/GUADALUPE/TAMIEN/ALMA/ALMADEN (p. 2)

As shown in the table above, in the Washington/Guadalupe/Tamien/Alma/Almaden community area, with direct mitigation, there would be the following residual DHAEs:

- **Aesthetics and Visual Quality:** The adverse visual effects for Alternatives 1, 2, and 3 are related to the aerial viaduct, which will be observable to residents along the high-speed rail alignment.
- **Operational Noise:** The adverse operational noise effects with Alternative 4 are related to at-grade train operations.

Consideration of Project Benefits and Potential Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the Washington/Guadalupe/Tamien/Alma/Almaden community was evaluated as follows:

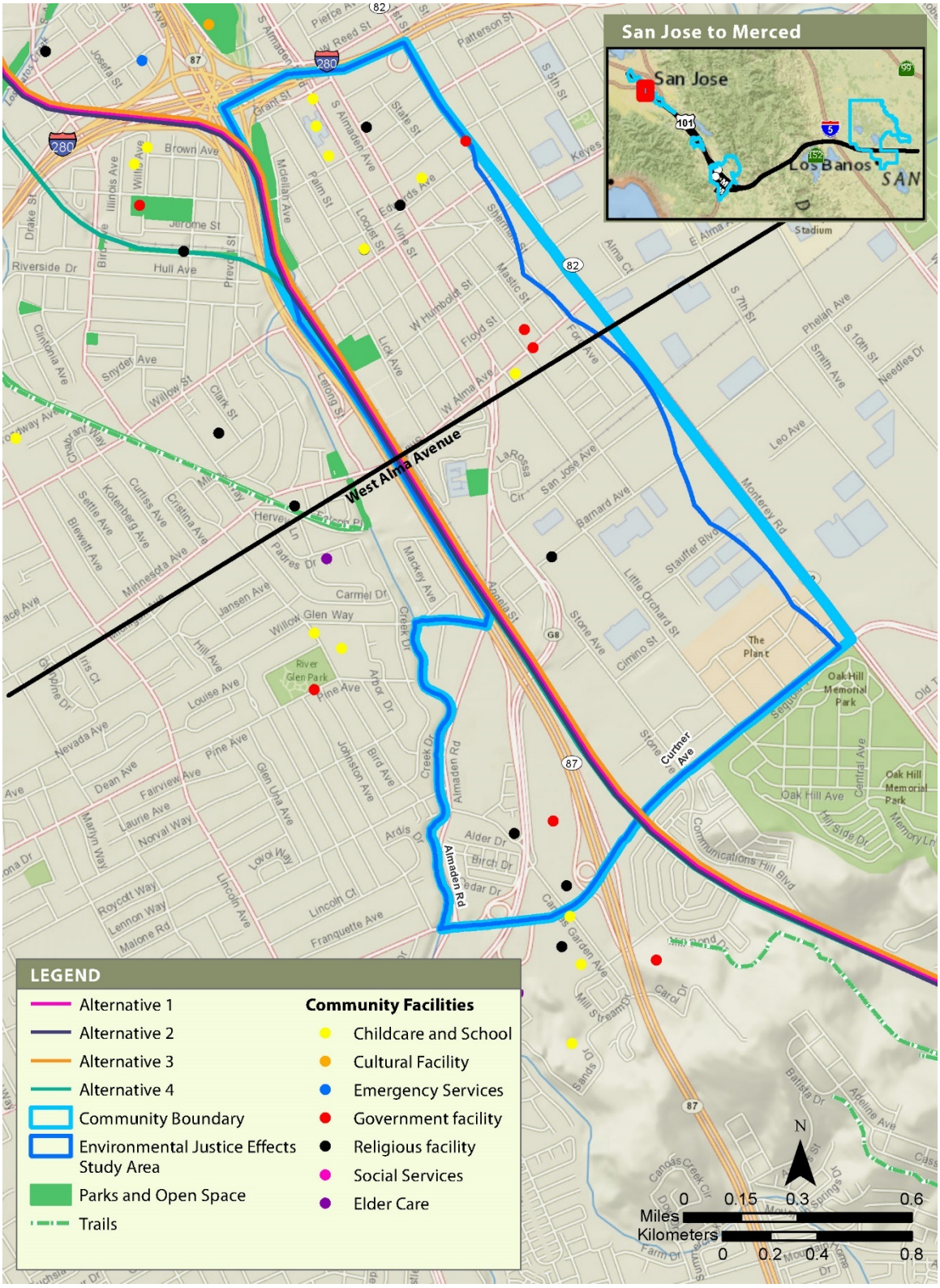
- **Aesthetics and Visual Quality/Operational Noise**: While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not fully offset the adverse visual effects for Alternatives 1, 2, and 3 or the adverse noise effects with Alternative 4 in this community area.

The Authority has identified the following community improvements:

- **Alternatives 1, 2, and 3:**
  - The Authority would provide funding for the City of San Jose to implement streetscape improvements along Goodyear Street, Humboldt Street, and Floyd Street to improve both visual aesthetics and safety for local residents.
  - The Authority would provide funding, in partnership with local artists, community organizations and the City of San Jose, to support community art installations in the local community, which will also help to improve visual aesthetics and a sense of community.
  - While the streetscape and community art measures will help improve community aesthetics, they are not considered sufficient to offset the DHAEs of the aerial viaduct with Alternatives 1, 2 and 3 in this community area.
- **Alternative 4:** The Authority would install noise insulation for residential buildings immediately adjacent to the east side of SR 87 (between Virginia St. and Shadowgraph Drive) to reduce noise effects from existing highway traffic. This measure would reduce community noise effects sufficient to offset the adverse noise effects with Alternative 4 in this community area.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 1, 2 and 3 due to the aerial viaduct. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects with Alternative 4 in the Washington/Guadalupe/Tamien/Alma/Almaden community area.



Washington/Guadalupe/Tamien/Alma/Almaden Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

GILROY

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the Gilroy community area before consideration of project benefits or community improvements.

Summary of Potential Effects
Gilroy

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	○
Residential Displacements	◎	●	◎	◎
Business Displacements	●	●	◎	●
Emergency Response Delays	○	○	○	●
Parks [1]	○	●		
Operational Noise Effects	●	●	○	●
Operational Vibration	○	○	○	○
Construction Traffic/Bus Transit Delay [2]	●	●	○	○
Operational Traffic	○	●	○	●

● Potential disproportionately high and adverse effects (DHAE).

◎ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] Acquisition of portion of school play area at the South Valley Middle School. [2] Bus delays during construction.

GILROY (p. 2)

As shown in the table above, in the Gilroy community area, with direct mitigation, there would be the following residual DHAEs:

- **Aesthetics and Visual Quality:** The adverse visual effects for Alternatives 1, 2, and 3 are related to either the aerial viaduct (Alternative 1 and 3) or the elevated embankment (Alternative 2), which will be observable to residents along the high-speed rail alignment.
- **Residential/Business Displacement:** The adverse residential displacement (Alternative 2) and business displacement effects (Alternatives 1, 2 and 4) would occur because there is inadequate relocation availability in Gilroy to absorb the amount of displacements that would occur.
- **Emergency Response Delay:** The adverse emergency response delays for Alternative 4 are related to increased gate down time at the at-grade crossings. Adverse delays greater than the delay threshold could occur if the City of Gilroy chooses to not implement the improvements included in proposed direct mitigation measure SS-MM#4 based on the construction funding and partial operational funding proposed by the Authority.
- **Parks**: The adverse park effects for Alternative 2 are related to acquisition of part of the field and track for the South Valley Middle School.
- **Operational Noise:** The adverse operational noise effects with Alternatives 1, 2 and 4 are related to train operations.
- **Construction Bus Transit Delay:** The adverse bus transit delays during construction with Alternative 2 would occur on a temporary basis due to roadway modifications when there is a requirement for closure or partial closure of roadways.
- **Operational Traffic:** The adverse operational traffic effects are related to changes in roadways (Alternative 2) or due to increased gate-down time at the at-grade crossings (Alternative 4).

Consideration of Project Benefits and Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.

- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the Gilroy community was evaluated as follows:

- **Construction Bus Transit Delays/Operational Traffic:** The increased travel options, transit connectivity, and regional vehicle miles travelled with the project are considered to offset both the temporary adverse bus transit delays during construction with Alternative 2 and the operational traffic delays with Alternatives 2 and 4. The long-term benefit of introducing a substantial new travel option and investment in alternatives to passenger vehicle travel is considered to offset both the temporary bus transit delays and the localized operational traffic delays in this community area.
- **Business Displacements:** The increased construction and operational spending and employment is considered to adequately offset the economic and employment effects of business displacements with Alternatives 1, 2, and 4 that may not be able to relocate in the immediate vicinity.
- **Aesthetics and Visual Quality/Operational Noise:** While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not fully offset the adverse visual effects for Alternatives 1, 2, and 3 or the adverse noise effects with Alternatives 2 and 4 in this community area.
- **Parks:** There are no project benefits that would offset the DHAEs related to residential displacement or parks with Alternative 2 in this community area.

The Authority has identified the following community improvements:

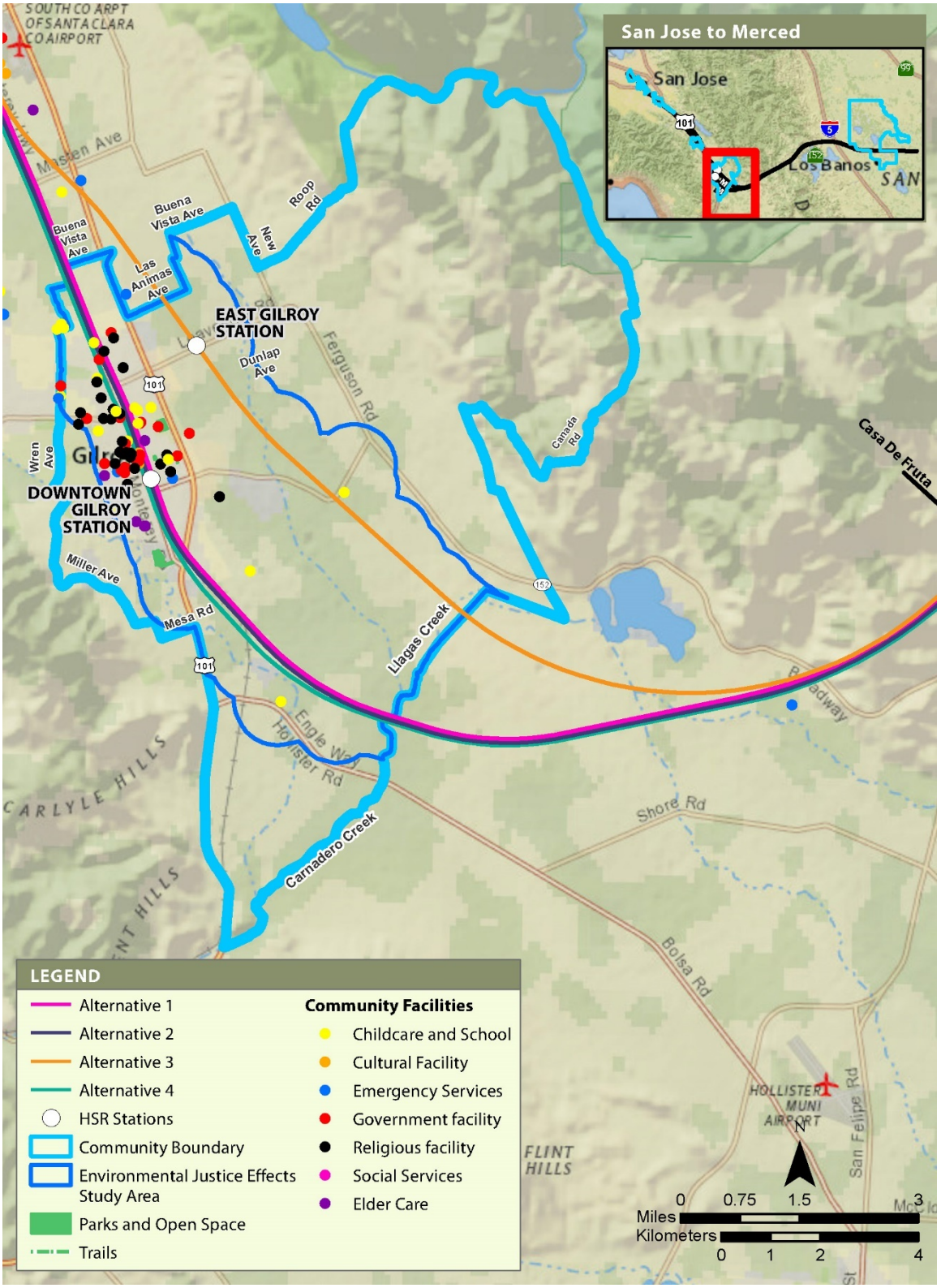
- **Alternatives 1, 2, and 4:** The Authority would install noise insulation certain residences and/or sound walls adjacent to the west side of US 101 from south of Las Animas Avenue to Leavesley Road, from Adams Court to San Ysidro Park, and from San Ysidro Park to north of East 7th Street to reduce noise from existing highway traffic. This measure would reduce community noise effects sufficient to offset the adverse noise effects with Alternatives 1, 2 and 4 in this community area.

- **Alternative 4:** The Authority would provide funding to the City of Gilroy to implement a series of investments in community safety in Gilroy, including a new pedestrian/bicycle overcrossing of the railroad at IOOF Avenue, bikeway improvements (along IOOF Ave., Monterey Road, 6th Street, 4th Street, and Alexander Street), sidewalk gap closure along Murray Avenue, and neighborhood street lighting and sidewalk and curb improvements within the Gilroy Neighborhood Revitalization Strategy Area (nominally along the high-speed rail alignment between Las Animas Ave. on the north and US 101 on the south) that, in combination with project mitigation and project safety investments, would offset the DHAEs related to emergency vehicle response times in this community area.
- **Alternative 2:**
  - The Authority would provide funding to the Gilroy Unified School District to provide recreational amenities for the South Valley Middle School. While this measure will help to provide recreational opportunities for students and the neighboring community, it is not considered sufficient to offset the DHAE related to the loss of use of a portion of the field and track at the school.
  - The Authority, in partnership with affordable housing supportive agencies and organizations, would partially fund affordable housing development at 50% of full cost of 75 new units, which corresponds to the estimated number of residential units that could not be relocated locally in Gilroy with Alternative 2. This measure, in addition to state and federal required relocation assistance and direct mitigation to help affected displaced residents, is considered adequate to offset the residential DHAEs with Alternative 2 in this community area.

No community improvements have been identified that could offset the aesthetics and visual effects relative to the aerial viaduct or elevated embankment relative to Alternatives 1, 2, and 3 in this community area.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 1, 2 and 3 due to the aerial viaduct or elevated embankment and with Alternative 2 related to the loss of a portion of the field and track at South Valley Middle School. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects with Alternative 4 in the Gilroy community area.



Gilroy Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

MORGAN HILL

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the Morgan Hill community area before consideration of project benefits or community improvements.

Summary of Potential Effects
Morgan Hill

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	○
Residential Displacements	◎	●	◎	
Business Displacements		●		◎
Emergency Response Delays [1]				◎
Parks [2]	○	◎	○	◎
Operational Noise Effects	○	○	○	●
Operational Vibration	○	○	○	◎
Construction Traffic/Bus Transit Delay [3]	○	●	○	○
Operational Traffic		○		●

● Potential disproportionately high and adverse effects (DHAE).

◎ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] Emergency Response Delay > 30 seconds occurs near E. Middle Avenue east of the railroad corridor, but the affected area is not disproportionately minority or low-income.[2] Morgan Hill Community and Cultural Center– construction disruption of amphitheater use. Villa Mira Monte– construction disruption of outdoor special event use. [3] Bus transit delays during construction.

MORGAN HILL (p. 2)

As shown in the table above, in the Morgan Hill community area, with direct mitigation, there would be the following residual DHAEs:

- **Aesthetics and Visual Quality:** The adverse visual effects for Alternatives 1, 2, and 3 are related to either the aerial viaduct (Alternative 1 and 3) or the elevated embankment (Alternative 2), which will be observable to residents along the high-speed rail alignment.
- **Residential/Business Displacements:** The adverse residential and business displacement effects for Alternative 2 would occur because there is inadequate relocation availability in Morgan Hill to absorb the amount of displacements that would occur with this alternative.
- **Operational Noise/Operational Traffic:** The adverse operational noise and traffic effects with Alternative 4 are related to at-grade train operations.
- **Construction Bus Transit Delays:** The adverse bus transit delays during construction with Alternative 2 would occur on a temporary basis due to roadway modifications when there is a requirement for closure or partial closure of roadways.

Consideration of Project Benefits and Community improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.

- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the Morgan Hill community was evaluated as follows:

- **Construction Bus Transit Delays/Operational Traffic:** The increased travel options, transit connectivity, and regional vehicle miles travelled with the project are considered to offset both the temporary adverse bus transit delays during construction with Alternative 2 and the operational traffic delays with Alternative 4. The long-term benefit of introducing a substantial new travel option and investment in alternatives to passenger vehicle travel is considered to offset both the temporary bus transit delays and the localized operational traffic delays.
- **Business Displacements:** The increased construction and operational spending and employment is considered to adequately offset the economic and employment effects of business displacements with Alternative 2 that may not be able to relocate in the immediate vicinity.
- **Aesthetics and Visual Quality/ Operational Noise:** While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not fully offset the adverse visual effects for Alternatives 1, 2, and 3 or the adverse noise effects with Alternative 4 in this community area.

There are no project benefits that would offset the DHAEs relative to residential displacement effects with Alternative 2 in this community area.

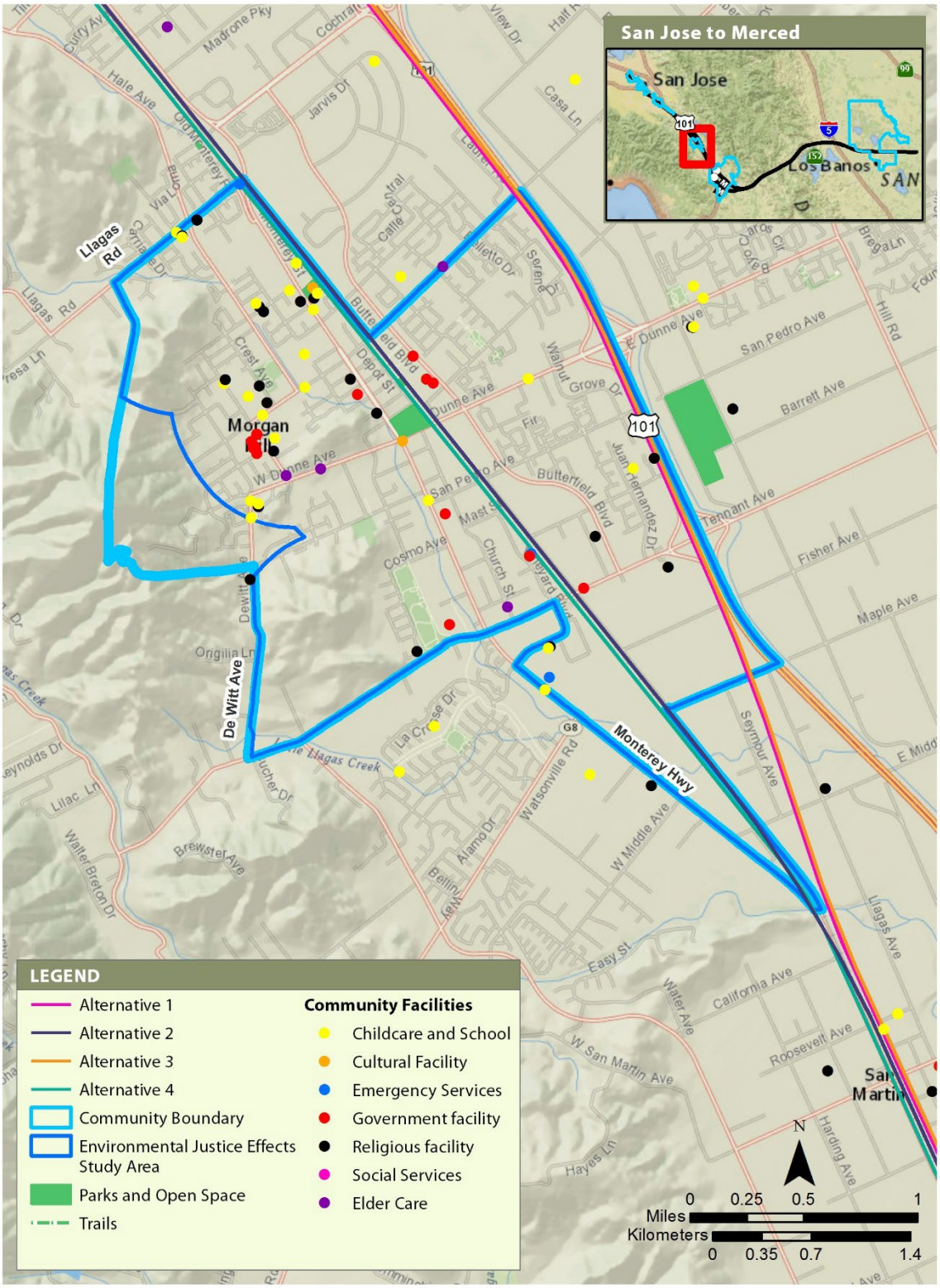
The Authority has identified the following community improvements:

- **Alternatives 1 and 3:** The Authority would provide funding to the City of Morgan Hill to implement trail and park improvements between Cochrane Road and Tennant Road under the proposed viaduct with Alternatives 1 and 3 to improve visual aesthetics. While this measure will help improve community aesthetics, it is not considered sufficient to offset the DHAEs of the aerial viaduct with Alternatives 1 and 3 in this community area.
- **Alternative 2:**
  - The Authority would provide funding to the City of Morgan Hill to implement Railroad Avenue Complete Streets improvements to improve both visual aesthetics and safety for local residents relative to Alternative 2. While this measure will help improve community aesthetics, it is not considered sufficient to offset the DHAEs of the elevated embankment with Alternative 2 in this community area.
  - The Authority would provide funding to affordable housing supportive agencies and organizations to construct affordable housing at 50% of full cost of 59 new units, which corresponds to the estimated number of residential units that could not be relocated locally in Morgan Hill with Alternative 2. This measure, in addition to state and federal required relocation assistance and direct mitigation to help affected displaced residents, is considered adequate to offset the residential displacement DHAEs with Alternative 2 in this community area.

- **Alternative 4:** The Authority would install noise insulation for existing residents along the west side of US 101 between approximately 0.35 mile north of East Main Avenue to Diana Avenue and from San Pedro Avenue to Barret Avenue where noise barriers do not already exist to reduce noise effects from existing highway traffic with Alternative 4. This measure would reduce community noise effects sufficient to offset the adverse noise effects with Alternative 4 in this community area.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 1, 2 and 3 due to the aerial viaduct or elevated embankment. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects with Alternative 4 in the Morgan Hill community area.



Morgan Hill Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

SAN JOAQUIN VALLEY

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the San Joaquin Valley community area before consideration of project benefits or community improvements.

Summary of Potential Effects
San Joaquin Valley

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	○
Residential Displacements	○	○	○	○
Business Displacements	○	○	○	○
Emergency Response Delays [1]				
Parks [1]				
Operational Noise Effects	●	●	●	●
Operational Vibration	○	○	○	○
Construction Traffic/Bus Transit Delay [1]				
Operational Traffic [1]				

● Potential disproportionately high and adverse effects (DHAE).

○ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] *No high and adverse effects to emergency response times, parks, construction traffic, bus transit, or operational traffic expected.*

SAN JOAQUIN VALLEY (p. 2)

As shown in the table above, in the San Joaquin Valley community area, with direct mitigation, there would be the following residual DHAEs:

- The adverse visual effects for Alternatives 1, 2, and 3 are related to the aerial viaduct.[1]
- The adverse operational noise effects with all alternatives are related to train operations.

Consideration of Project Benefits and Potential Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

[1] Note that although Alternative 4 would have the same design at the other alternatives, for the entire project section, Alternative 4 would not have a DHAE relative to visual aesthetics.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the San Joaquin Valley community was evaluated as follows:

- **Aesthetics and Visual Quality/Operational Noise:** While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not offset the adverse visual effects for Alternatives 1, 2, and 3 or the adverse noise effects with all alternatives because the benefits of reducing airport and highway expansion would occur in other community areas.

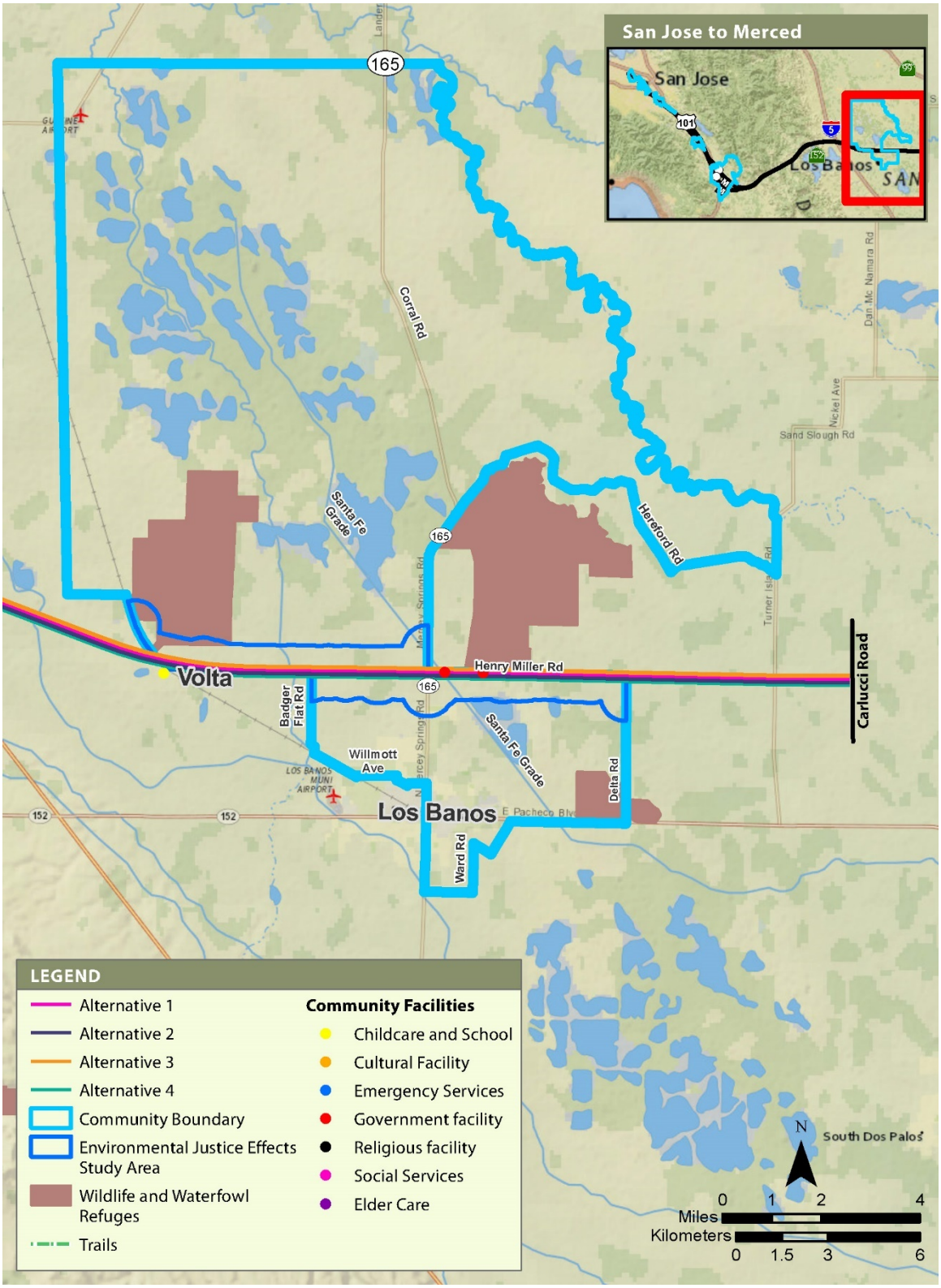
The Authority has identified the following community improvements

- All Alternatives:
    - The Authority would provide funding to the Los Banos Unified School District to provide a series of enhancements to the Volta Elementary School including improved windows and facilities which can help reduce noise levels for students, faculty, and community users of school facilities. The proposed community improvement would benefit minority and low-income residents and community members who are served by Volta Elementary School by providing enhanced education facilities and community-serving site facilities. Health, safety, educational, and recreational benefits would be provided through the provision of enhanced utilities, safety improvements, and improved educational and recreational space.
    - The Authority would provide funding to the Los Banos Unified School District and/or Merced County to support the acquisition and construction of a new community park adjacent to the Volta School that could be used for recreation by the school as well. This proposed improvement would benefit minority and low-income residents by providing additional recreational opportunities for Volta Elementary School students and for the surrounding community. The property is located between the Volta community and the elementary school, so would also provide a safe route to school for student from the community.

These community improvements, in combination with direct mitigation, project benefits, are considered sufficient to offset the adverse noise effects (for all alternatives), but not the DHAEs of the aerial viaduct with Alternatives 1, 2 and 3. Although Alternative 4 would have the same alignment design as the other Alternatives in the San Joaquin Valley subsection, for the entire project section, Alternative 4 would not have a DHAE on minority populations or low-income populations in this community area.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 1, 2 and 3 due to the aerial viaduct. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects on minority populations or low-income populations with Alternative 4 in the San Joaquin Valley community area.



San Joaquin Valley Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

SANTA CLARA/NORTH SAN JOSE

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the Santa Clara/North San Jose community area before consideration of project benefits or community improvements.

Summary of Potential Effects
Santa Clara/North San Jose

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	○	●	●	○
Residential Displacements		◎	◎	
Business Displacements	◎	◎	◎	◎
Emergency Response Delays [1]				
Parks [2]		○	○	
Operational Noise Effects	○	○	○	●
Operational Vibration	○	○	○	◎
Construction Traffic and/or Bus Transit Delay [3]	○	●	●	○
Operational Traffic [4]				

● Potential disproportionately high and adverse effect (DHAE).

◎ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine in this table), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1]No stations and no at-grade crossings, so no emergency response delays. [2]Limited partial acquisitions at Reed Street Dog Park and Reed and Grant Streets Sports Park. [3] Bus transit delays due to construction of crossover at De la Cruz Blvd. [4] No at-grade crossings or stations in community, so no operational traffic effects.

SANTA CLARA/NORTH SAN JOSE (p. 2)

As shown in the table above, in the Santa Clara/North San Jose community area, with direct mitigation, there would be the following residual DHAEs:

- **Aesthetics and Visual Quality**: The high-speed rail alignment for Alternatives 2 and 3 includes an aerial viaduct in this community, which will be observable to residents.
- **Construction Bus Transit Delay**: Bus transit delays during construction with Alternatives 2 and 3 would occur on a temporary basis due to the construction of overpasses when there is a requirement for closure or partial closure of roadways.
- **Operational Noise**: The adverse operational noise effects with Alternative 4 are limited to one location, a multifamily residence along the Caltrain Corridor north of the Santa Clara Caltrain Station.

Consideration of Project Benefits and Potential Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the Santa Clara/North San Jose community was evaluated as follows:

- **Construction Bus Transit Delay**: The increased travel options, transit connectivity, and reduced regional vehicle miles travelled with the project are considered to offset the temporary adverse bus transit delays during construction with Alternatives 2 and 3.
- **Aesthetics and Visual Quality**: While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not fully offset the adverse visual effects for Alternatives 1 and 2 or the adverse noise effects with Alternative 4 in this community.

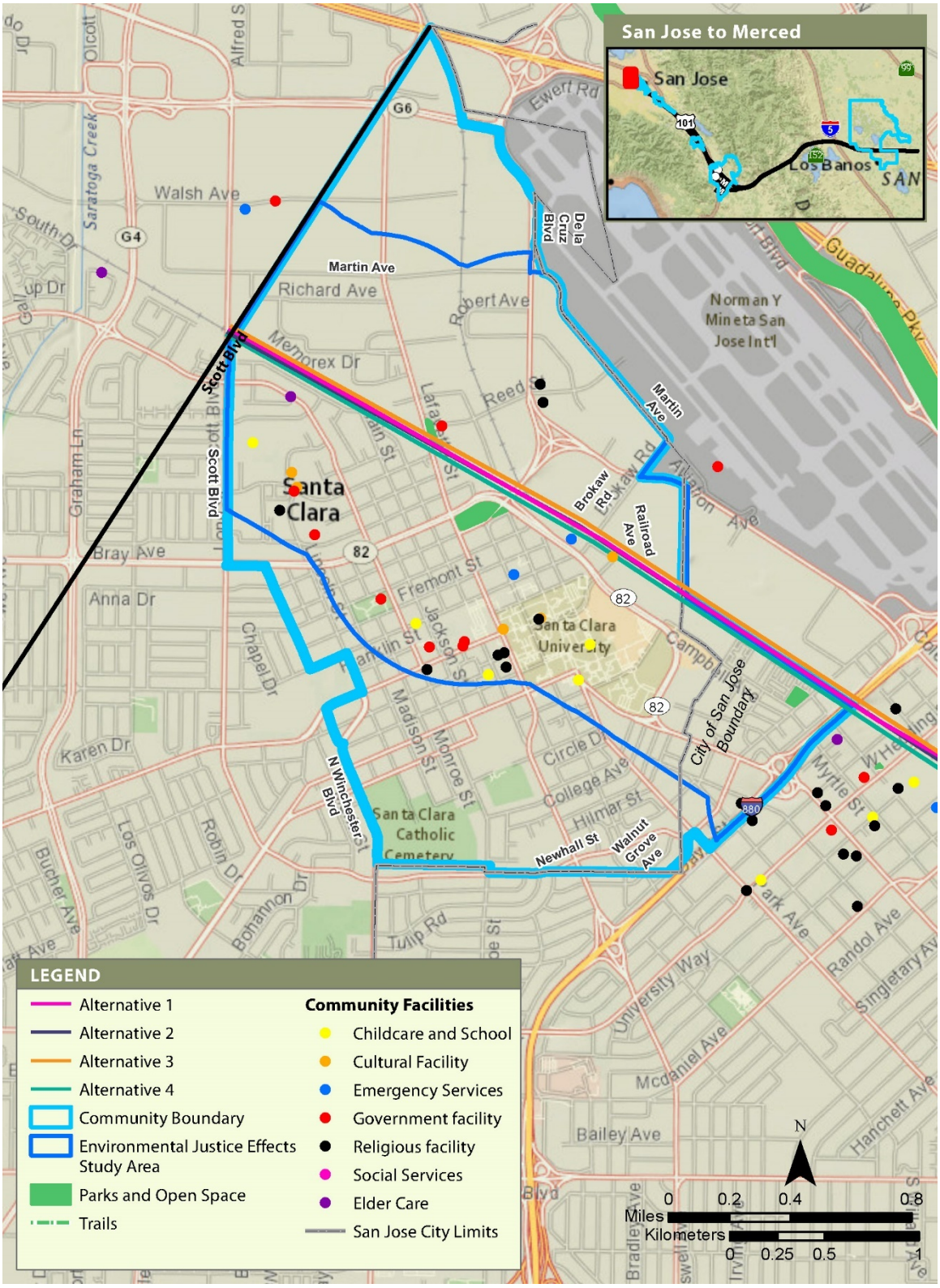
The Authority has identified the following potential community improvements:

- **Alternative 4:** The Authority would install noise insulation for up to 10 existing residences along the Caltrain Corridor between the Santa Clara Caltrain Station and I-880 to reduce noise effects from existing train traffic. This measure would reduce community noise effects sufficient to offset the adverse noise effects with Alternative 4 in this community area.

No feasible community improvements were identified to reduce the DHAE of the aerial viaduct with Alternatives 2 and 3.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 2 and 3 due to the aerial viaduct. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects in this Santa Clara/North San Jose with Alternatives 1 and 4.



Santa Clara/North San Jose Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

SAN JOSE DIRIDON

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the San Jose Diridon community area before consideration of project benefits or community improvements.

Summary of Potential Effects
San Jose Diridon

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	○
Residential Displacements	○	○	○	○
Business Displacements	○	○	○	○
Emergency Response Delays [1]	○	○	○	○
Parks	○	○	○	○
Operational Noise Effects	○	○	○	●
Operational Vibration [1]	○	○	○	○
Construction Traffic/Bus Transit Delay [2]	●	●	●	○
Operational Traffic	●	●	●	●

● Potential disproportionately high and adverse effects (DHAE).

○ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] No expected adverse vibration effects after mitigation. [2] Bus transit delays due to viaduct construction.

SAN JOSE DIRIDON (p. 2)

As shown in the table above, in the San Jose Diridon community area, with direct mitigation, there would be the following residual DHAEs:

- **Aesthetics and Visual Quality**: The adverse visual effects for Alternatives 1, 2, and 3 are related to the aerial viaduct, which will be observable to residents along the high-speed rail alignment.
- **Operational Noise**: The adverse operational noise effects with Alternative 4 are related to at-grade train operations.
- **Construction Bus Transit Delay**: The adverse bus transit delays during construction with Alternatives 1, 2 and 3 would only occur on a temporary basis due to roadway modifications when there is a requirement for closure or partial closure of roadways.
- **Operational Traffic**: The adverse operational traffic delays would occur with all four alternatives, due primarily to San Jose Diridon station traffic.

Consideration of Project Benefits and Potential Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.
- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.

- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the San Jose Diridon community was evaluated as follows:

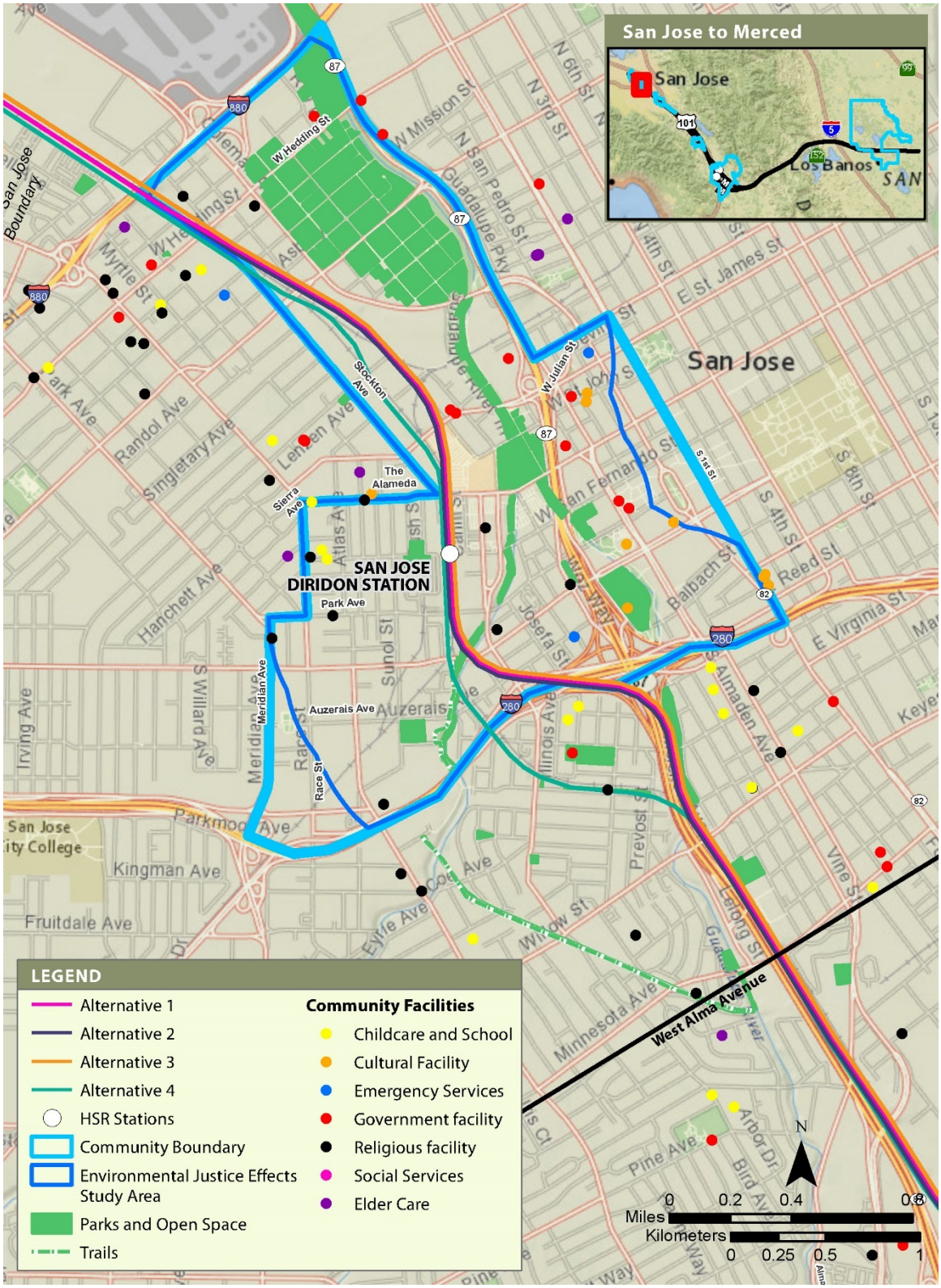
- **Construction Bus Transit Delay/Operational Traffic**: The increased travel options, transit connectivity, and regional vehicle miles travelled with the project are considered to offset both the temporary adverse bus transit delays during construction with Alternatives 1, 2 and 3 and the operational traffic delays with all four alternatives. The long-term benefit of introducing a substantial new travel option and investment in alternatives to passenger vehicle travel is considered to offset both the temporary bus transit delays and the localized operational traffic delays.
- **Aesthetics and Visual Quality/Operational Noise:** While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not fully offset the adverse visual effects for Alternatives 1, 2, and 3 or the adverse noise effects with Alternative 4.

The Authority has identified the following potential community improvements:

- **Alternative 1, 2, and 3:** The Authority would provide funding to the City of San Jose to implement streetscape improvements to the Delmas neighborhood to improve both visual aesthetics and safety for local residents. While this measure will help improve community aesthetics it is not considered sufficient to offset the DHAEs of the aerial viaduct with Alternatives 1, 2 and 3.
- **Alternative 4:** The Authority would install noise insulation for existing residents immediately adjacent to the west side of SR87 (between West San Fernando Street and I-280) and the north side of I-280 (between SR 87 and Los Gatos Creek) to reduce noise effects from existing highway traffic. This measure would reduce community noise effects sufficient to offset the adverse noise effects with Alternative 4.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 1, 2 and 3 due to the aerial viaduct. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects of Alternative 4 in the San Jose Diridon community area.



San Jose Diridon Community Area

Environmental Justice Analysis: San Jose to Merced (as of July 2021)

SOUTH SAN JOSE

The EIR/EIS for the San Jose to Merced project section evaluates effects on communities along the project alignment. Where adverse effects are identified, the Authority considers ways to mitigate these effects. The information provided below is preliminary as the Authority seeks community input to advance our environmental review. The Authority's conclusions will be included in the Final EIR/EIS for the project section after consideration of feedback through this round of outreach. After direct mitigation(meaning measures that avoid, minimize, or directly compensate for an adverse impact), the Authority evaluated the remaining effects for the entire project section (from Santa Clara to the Central Valley) to determine if there would be disproportionately high and adverse effects (DHAEs) to minority and/or low-income populations overall. Although there may be DHAEs based on analysis of the entire project section, DHAEs may not necessarily be found in each community along the alignment. The table below shows the outcomes of the EIR/EIS analysis in the South San Jose community area before consideration of project benefits or community improvements.

Summary of Potential Effects
South San Jose

Effects	Alternatives			
	1	2	3	4
Aesthetics and Visual Quality	●	●	●	○
Residential Displacements		◎		◎
Business Displacements	◎	◎	◎	◎
Emergency Response Delays	○	○	○	●
Parks	○	○	○	○
Operational Noise Effects	○	○	○	●
Operational Vibration	○	○	○	◎
Construction Traffic/Bus Transit Delay	●	●	●	○
Operational Traffic	●	●	●	●

● Potential disproportionately high and adverse effects (DHAE).

◎ Potential Effects *not* DHAE for the entire project section, but a particular community may still be affected.

○ Potential Effects not considered high and adverse.

The EIR/EIS identifies other effects (beyond the nine shown above), none of which would have a DHAE on minority and/or low-income populations. All effects are important regardless of whether they have a DHAE or not.

[1] *Construction traffic and bus transit delays during construction due to narrowing of Monterey Road.*

SOUTH SAN JOSE (p. 2)

As shown in the table above, in the South San Jose community area, with direct mitigation, there would be the following residual DHAEs:

- **Aesthetics and Visual Quality:** The adverse visual effects for Alternatives 1 and 2 are related to the aerial viaduct, which will be observable to residents along the high-speed rail alignment.
- **Emergency Response Delay:** The adverse emergency response delays for Alternative 4 are related to increased gate down time at the at-grade crossings at Skyway Drive, Branham Lane, and Chynoweth Avenue. Adverse delays greater than the delay threshold could occur if the City of San Jose chooses to not implement the improvements included in proposed direct mitigation measure SS-MM#4 based on the construction funding and partial operational funding proposed by the Authority.
- **Operational Noise:** The adverse operational noise effects with Alternative 4 are related to at-grade train operations, including the sounding of safety horns at the at-grade crossings.
- **Construction Traffic/Bus Transit Delays:** The adverse construction traffic delays and bus transit delays during construction with Alternatives 1, 2 and 3 would occur due to the narrowing of Monterey Road.
- **Operational Traffic:** The adverse operational traffic delays would occur due to the narrowing of Monterey Road (Alternatives 1, 2 and 3) or the increased gate-down time at at-grade crossings (Alternative 4).

Consideration of Project Benefits and Potential Community Improvements

The project will have a wide range of benefits to both general populations in the project area and also to minority and low-income populations along the project alignments including the following:

- **Regional and intrastate travel options**: The high-speed rail project will provide a fast and efficient connection from San Jose and Gilroy to San Francisco, the Central Valley, and Southern California. Travel by high-speed rail is safer and faster than travel by personal vehicle.
- **Increased transit connectivity:** The high-speed rail service will be connected to other transit services in San Jose and Gilroy (and at other system stations) that allow travelers to take full advantage of transit connections. For example, between Santa Clara and Gilroy, riders can use Caltrain to connect to and from high-speed rail service from their local Caltrain stations.
- **Reduction of vehicle miles travelled on regional roadways**: The high-speed rail project will divert cars from regional highways such as I-880, US 101, I-280, SR87, SR85, and SR 152 which will benefit local residents who travel along these roadways.
- **Reduced need for expanding airports and highways:** By providing an alternative to long-distance passenger vehicle and airplane travel, the project will reduce the need to expand existing airports and highways which would otherwise affect residents adjacent to such facilities who would be affected by expansion, traffic increases, noise, and other effects.

- **Construction and operational spending and employment:** The high-speed rail project will provide jobs during construction and operation as well as spending locally on materials and supplies which will provide employment opportunities for local residents and economic welfare of local areas.
- **Improved regional air quality:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will improve regional air quality which will improve health conditions for local and regional residents.
- **Reduced greenhouse gas emissions:** By reducing onroad vehicle travel and replacing it with electrified trains operating on renewable energy, the high-speed rail project will reduce greenhouse gas emissions which will help to reduce the effects of climate change over time.

The offsetting value of these project benefits relative to the residual DHAEs noted above for the South San Jose community was evaluated as follows:

- **Construction Traffic/Construction Bus Transit Delay/Operational Traffic:** The increased travel options, transit connectivity, and regional vehicle miles travelled with the project are considered to offset the temporary adverse construction traffic and bus transit delays during construction (Alternatives 1, 2 and 3) and the operational traffic delays (all alternatives).
- **Aesthetics and Visual Quality/Operational Noise:** While the project would reduce adverse visual effects and noise effects associated with airport and highway expansion, this would not fully offset the adverse visual effects for Alternatives 1, 2, and 3 or the adverse noise effects with Alternative 4.
- **Emergency Response Delay:** While the project would provide a safer long-distance travel option compared to passenger vehicle use and Alternative 4 would provide safety improvements to the existing rail corridor through fencing, four quad safety gates, median channelization, obstacle detection, and automated train controls, these benefits would not fully offset emergency vehicle response delays.

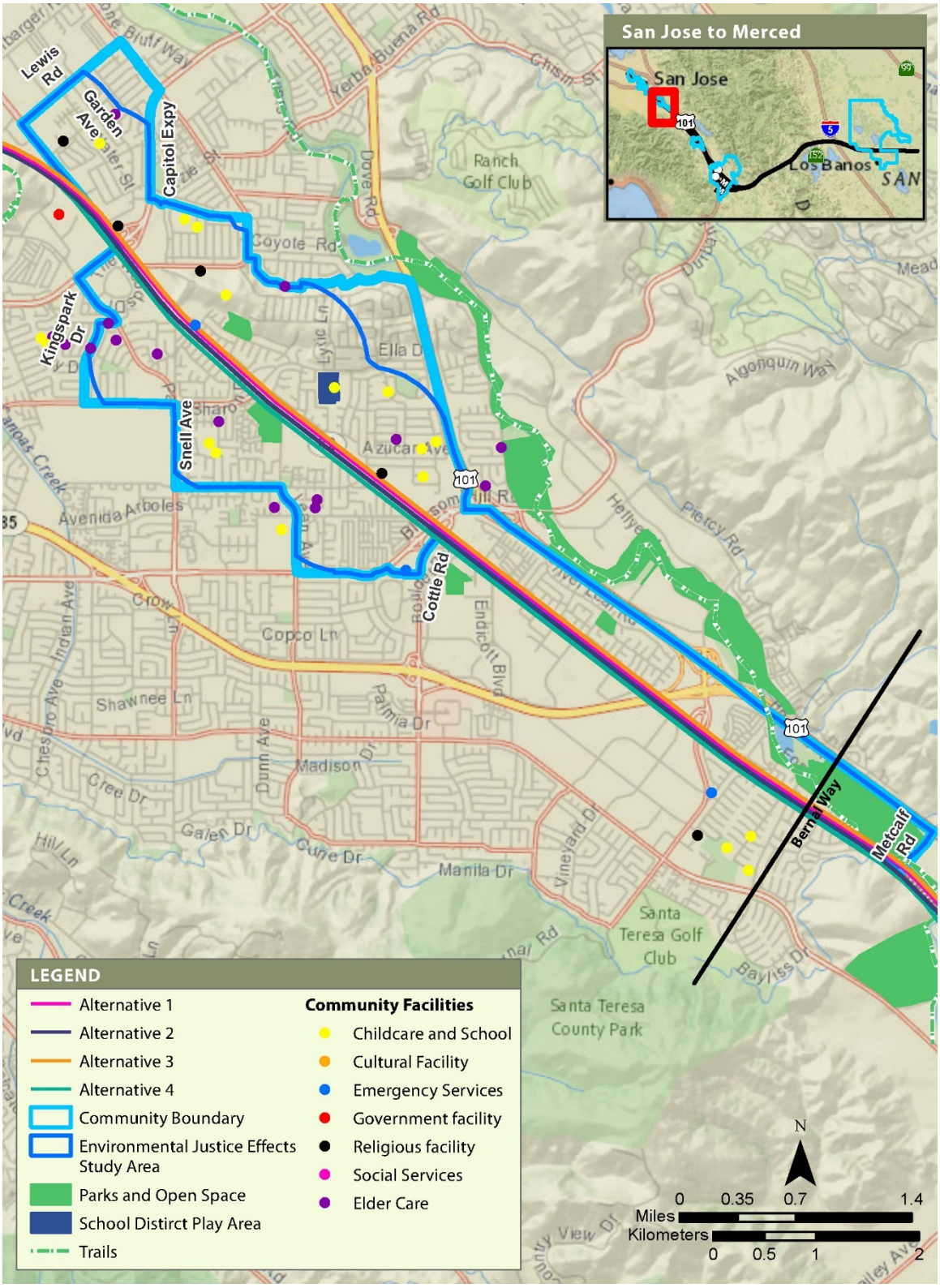
The Authority has identified the following community improvements:

- **Alternatives 1, 2, and 3:** The Authority would provide funding to the City of San Jose for landscape improvements included in City's Grand Boulevard initiative, but this measure is not considered sufficient to reduce the DHAEs of the aerial viaduct in this community area.
- **Alternative 4:**
    - The Authority would install noise insulation for up to 20 existing residences to reduce noise effects from existing traffic along the west side of US101 between Blossom Hill Road and SR 85. This measure would reduce community noise effects sufficient to offset the adverse noise effects with Alternative 4 in this community area.
    - The Authority would provide funding to the City of San Jose to construct three new pedestrian/bicycle overcrossings of Monterey Road and the railroad corridor at Skyway Drive, Branham Lane, and Chynoweth Avenue. While these measures would not avoid emergency response delays, they would enhance pedestrian and bicycle safety along Monterey Road and the railroad corridor in South San Jose, which in combination with the proposed direct mitigation and the project's benefits related to safety are together

considered sufficient to offset the emergency vehicle response delays with Alternative 4. As described in the Draft EIR/EIS, if the improvements included in proposed direct mitigation measure SS-MM#4 are implemented by the City of San Jose with the Authority's proposed funding, then adverse emergency response delays can be avoided.

Preliminary Conclusion

After consideration of direct mitigation, project benefits and potential community improvements, there would potentially remain disproportionately high and adverse effects with Alternatives 1, 2 and 3 due to the aerial viaduct. After consideration of direct mitigation, project benefits and potential community improvements, there would potentially be no disproportionately high and adverse effects with Alternative 4 in the South San Jose community area.



South San Jose Community Area