

## **APPENDIX 5-C, ATTACHMENT A: PROFILES OF PROPOSED OFFSETTING MITIGATION MEASURES**

# 1. OFFSETTING MITIGATION MEASURE SC/NSJ-OMM#1: NOISE TREATMENTS FOR RESIDENTIAL BUILDINGS ALONG CALTRAIN CORRIDOR TO ADDRESS EXISTING NOISE

## COMMUNITY: SANTA CLARA/NORTH SAN JOSE

### ALTERNATIVE: 4

#### Measure Description

The proposed offsetting mitigation measure will provide funding for installation of building insulation and window treatments for up to three (3) building façades affected by existing freeway noise between Santa Clara Station and Interstate (I-) 880.

#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAЕ) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the Santa Clara/North San Jose community after the application of project noise barrier mitigation and consideration of project benefits. Alternative 4 would have severe noise impacts at one location (a suite hotel) in Santa Clara south of the Santa Clara Caltrain Station. DHAЕs would be related to project-generated noise levels above existing ambient levels because of train operations. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction and will reduce noise levels in the same community affected by project noise.

#### Benefit to Minority Populations and/or Low-income Populations

The proposed offsetting mitigation measure will benefit low-income populations in the Santa Clara/North San Jose community by providing sound-reducing improvements at apartment buildings affected by highway noise between Santa Clara Station and I-880/State Route (SR) 82. This will provide improved livability and health for residents.

#### Consistency with Community Goals and Planning

The proposed offsetting mitigation measure will help achieve compliance with the indoor noise standards enforced through City of Santa Clara and City of San Jose General Plan policies.

#### Community Outreach Input and Relationship to DHAЕs

Community concerns, as expressed by stakeholders from Next Door Solutions and from various local elementary schools, that are addressed include the following:

- Existing train noise
- Noise disrupting an already challenging living environment

This improvement will provide noise abatement benefitting residents exposed to existing noise along the Caltrain Corridor between Santa Clara Station and I-880/SR 82 by providing improved livability and health (Figure SC/NSJ-1). Because the high-speed rail (HSR) alignment is along the Caltrain corridor in this community, these same residents would experience residual DHAЕ noise effects under Alternative 4 after the application of project mitigation and consideration of project benefits.

#### Improvement Cost Estimate

Building insulation and window treatments for the first row of residential buildings, approximately three building façades between Santa Clara Station and I-880/SR 82, is estimated at \$75,000. Providing building and/or window insulation is estimated at \$25,000 per building.

## Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to property owners to fund and implement this improvement and will fund the entire measure. A program implementer will need to be identified/developed to work with homeowners and building owners. The Authority will coordinate with City of Santa Clara regarding making homeowners aware of the program. The City would process any required encroachment and building permits needed for building upgrades.

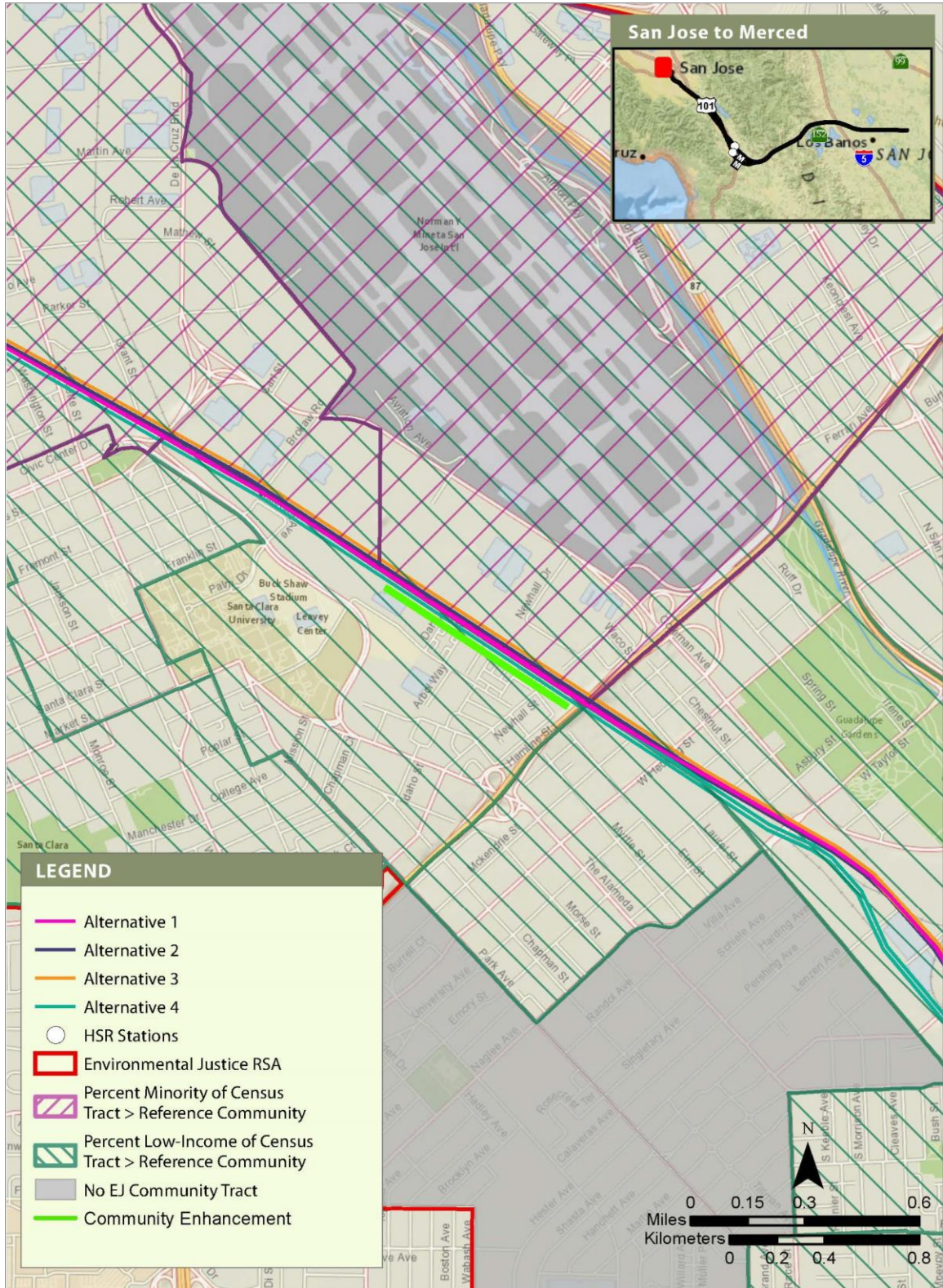
## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	These communities are already affected by transportation noise, and this measure will provide direct benefit to these low-income populations in the community.
Relative Number of Beneficiaries	9	This measure will directly benefit low-income populations along the Caltrain corridor but not the community at large.
Practicable	15	Funding for this improvement is mostly practicable, need mechanism for implementing. Relatively low-cost request.
Defined Project or Action	15	The Authority will provide funding; need to identify implementer.
Satisfy Authority Obligations	15	Addresses noise from transportation infrastructure.
Defined Roles and Responsibilities	5	Authority will fund treatments Program implementer needs to be identified.
Evidence of Agreement	0	City of Santa Clara did not indicate support or opposition to this measure since it will be implemented by the Authority directly.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>86</b>	

Authority = California High-Speed Rail Authority.



**Figure SC/NSJ-1 Noise Treatments for Residential Buildings Along Caltrain Corridor to Address Existing Noise Santa Clara/North San Jose**



## 2. OFFSETTING MITIGATION MEASURE SC/NSJ-OMM#2: EL CAMINO REAL AND BENTON STREET SAFETY IMPROVEMENTS

### COMMUNITY: SANTA CLARA/NORTH SAN JOSE

ALTERNATIVES: 1, 2, 3, 4

#### Measure Description

The proposed improvement will provide safety improvements at the intersection of El Camino Real and Benton Street. The City of Santa Clara has identified a suite of improvements, including decorative crosswalk, curb extensions, pedestrian crosswalk motion sensor, and signal improvements (leading pedestrian interval, countdown timers, accessible pedestrian signal). The California High-Speed Rail Authority (Authority) will either contribute a portion of funding for the full suite of improvements or will fund certain discrete improvements up to the identified funding commitment level.

#### Nexus to Disproportionately High and Adverse Effects

The project would not result in disproportionately high and adverse effects (DHAE) on minority populations or low-income populations in Santa Clara/North San Jose related to operational railroad safety, transit access, community connectivity, or community cohesion.



Thus, this improvement is not being proposed due to a direct connection to a DHAE in Santa Clara. Instead, based on the City’s identification that the Authority funding of improvements, such as this one, will help to offset the project’s general effects on the community, the Authority has identified this as a general improvement.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment under all project alternatives would traverse the Santa Clara/North San Jose community, where the percentage of minority residents and low-income residents is greater than that within the reference community.

The proposed improvement will benefit minority residents and low-income residents in the Santa Clara/North San Jose community by providing increased multimodal safety and connectivity within the community and to the Santa Clara Caltrain Station. Improved safety will also improve overall livability within the community. The location of the improvement relative to the location of the HSR alignment within the Santa Clara/North San Jose community is shown in Figure SC/NSJ-2.

#### Consistency with Community Goals and Planning

The proposed improvement will promote the following goals of the *City of Santa Clara Bicycle Master Plan Update 2018* (Bicycle Master Plan) and the *2019 City of Santa Clara Pedestrian Master Plan* (Pedestrian Master Plan):

- Safe: Design pedestrian environments that are accessible and reduce the risk of pedestrian-involved collisions.
- Comfortable: Identify pedestrian improvements that create an easy-to-navigate and comfortable pedestrian environment.

- Convenient: Coordinate future land use efforts that will provide more mobility options for people in Santa Clara to include walking for their utilitarian trips.
- Active: Develop lively and unique pedestrian spaces that sustain healthy communities and generate economic activity.
- Implementable: Identify, develop, and maintain a complete and convenient pedestrian network.

## Community Outreach Input and Relationship to DHAEs

Concerns expressed during community outreach that are addressed include the following:

- Safety for bicyclists and pedestrians
- Connectivity between areas isolated by transportation facilities

This improvement is highlighted in both the Bicycle Master Plan and Pedestrian Master Plan as an intersection location that should be improved to enhance the user experience as a bicyclist and/or pedestrian. In the Bicycle Master Plan, this intersection is listed as a priority “Spot Improvement” location that would benefit from enhanced bicycle signal detection and tighter turning radii. The Pedestrian Master Plan lists this intersection as a high-priority location within the Downtown/University Area of Santa Clara that should be reviewed to provide pedestrian improvements, such as traffic signal improvements and curb extensions. Overall, these improvements will provide for enhanced safety and connectivity for residents east of El Camino Real at Benton Street to safely access Caltrain, future Bay Area Rapid Transit to Santa Clara, services, commerce, schools, and other facilities west of El Camino Real. Because the HSR alignment is along the Caltrain Corridor in this community, these same residents would experience various project effects under all project alternatives. Therefore, this improvement will apply under all project alternatives.

However, as noted above, the project does not result in safety, connectivity, or transit access effects due to operations, so this improvement is a general improvement and not related narrowly to a specific DHAE.

## Improvement Cost Estimate

The cost of pedestrian safety improvements (rectangular flashing beacons, high-visibility crosswalk markings, and overhead crosswalk lighting) is estimated to be \$2,000,000 in 2020 dollars, based on comparable projects. The Authority will fund \$500,000 out of the total cost. If the City advances the entire project, the Authority’s funding could be used to defray part of the total cost. If the City does not have funding for the entire project, then a smaller project could be pursued with the \$500,000 provided by the Authority. In concept, that smaller project could include a decorative crosswalk and either one or more curb improvements or some of the signal improvements.

## Roles and Responsibilities

The Authority will provide funding to the City of Santa Clara to implement these improvements.

## Assessment Based on Selection Criteria

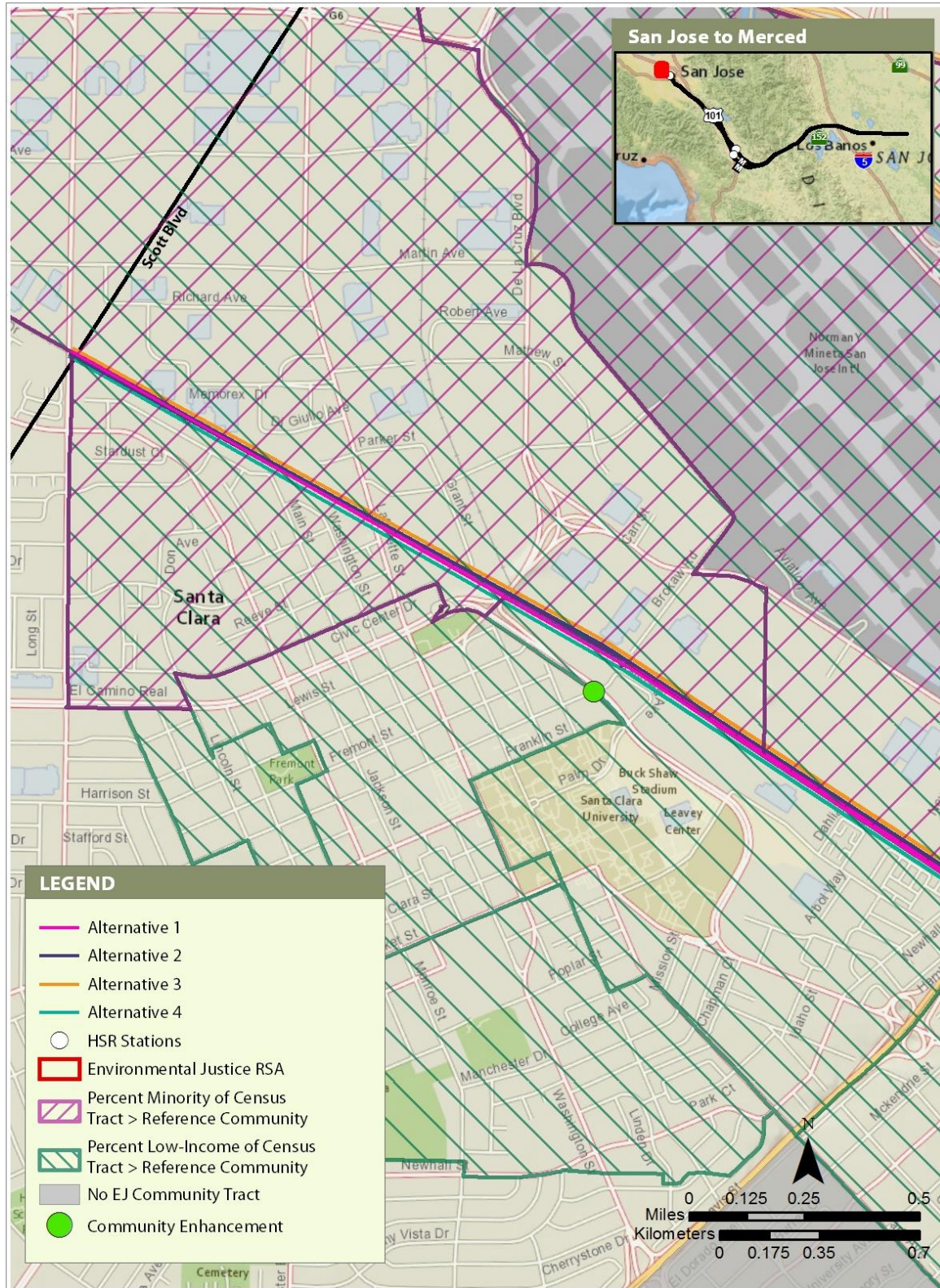
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

**Evaluation**

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Safety improvement for surrounding minority population and low-income population.
Relative Number of Beneficiaries	12	Major roadway likely used by more than just the immediately surrounding minority population and low-income population.
Practicable	15	Technically feasible; relatively low-cost request.
Defined Project or Action	15	Project is defined.
Satisfy Authority Obligations	15	Provides safety and connectivity improvement.
Defined Roles and Responsibilities	15	Authority to provide funding to the City of Santa Clara.
Evidence of Agreement	15	City of Santa Clara in support.
Cost-Effectiveness	12	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>109</b>	

Authority = California High-Speed Rail Authority.





**Figure SC/NSJ-2 El Camino Real and Benton Street Safety Improvements Santa Clara/North San Jose**



### 3. OFFSETTING MITIGATION MEASURE SC/NSJ-OMM#3: STREETSCAPE IMPROVEMENTS

#### COMMUNITY: SANTA CLARA/NORTH SAN JOSE

#### ALTERNATIVES: 2, 3

#### Measure Description

The proposed improvement will provide streetscape improvements to promote safe, convenient, and attractive pedestrian routes. Facilities could include sidewalk improvements, bus stop amenities (e.g., shade structures, benches), landscaping (e.g., trees, planters), street crossing improvements, or American with Disabilities Act (ADA)-compliant curb ramps that increase the desirability of walking. Improvements generally will occur within one block of the high-speed rail (HSR) alignment within or adjacent to residential areas and are based on the City of Santa Clara Pedestrian Master Plan (Pedestrian Master Plan) (2019).



#### Nexus to Disproportionately High and Adverse Effects

Under Alternatives 2 and 3, the project would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to visual quality associated with elevated viaducts and embankment. There would be residual visual impacts within the Santa Clara/North San Jose community after the application of project mitigation and consideration of project benefits due to the aerial viaduct. DHAEs would be related to permanent visual effects associated with the visibility of the proposed aerial viaduct through this community. While the proposed improvement will not directly address operational visual effects resulting from the project, it will provide improvements that will help to offset visual DHAEs in this community by providing funding for streetscape improvements.

#### Benefit to Minority Populations and Low-Income Populations

The HSR alignment under all project alternatives would traverse the Santa Clara community, where the percentage of minority residents and low-income residents is greater than that within the reference community.

The proposed streetscape improvements will benefit minority residents and low-income residents in the Santa Clara/North San Jose community by promoting a safer and more aesthetically pleasing pedestrian environment, thus improving overall livability and community cohesion. The location of the improvement relative to the location of the HSR alignment within the Santa Clara/North San Jose community is shown in Figure SC/NSJ-3.

#### Consistency with Community Goals and Planning

The proposed improvement will promote the follow goals of the Pedestrian Master Plan (2019):

- Safe: Design pedestrian environments that are accessible and reduce the risk of pedestrian-involved collisions.

- **Comfortable:** Identify pedestrian improvements that create an easy-to-navigate and comfortable pedestrian environment.
- **Convenient:** Coordinate future land use efforts that will provide more mobility options for people in Santa Clara/North San Jose to include walking for their utilitarian trips.
- **Active:** Develop lively and unique pedestrian spaces that sustain healthy communities and generate economic activity.
- **Implementable:** Identify, develop, and maintain a complete and convenient pedestrian network.

The Pedestrian Master Plan particularly notes the need for ADA-compliant curb ramps, as these features are missing in 31 percent of rights-of-way where they could be installed.

## Community Outreach Input and Relationship to DHAEs

Community concerns, as identified in the Pedestrian Master Plan, that are addressed include the following:

- Safety concerns related to pedestrian injuries and deaths
- Need for improved aesthetics and visual quality
- Need for access/inclusion for disabled individuals

This improvement will provide for enhanced safety, accessibility, community cohesion, and overall livability for residents within one block of the HSR alignment within or adjacent to residential areas. Because the HSR alignment with Alternatives 2 and 3 would be on an elevated viaduct along the Caltrain Corridor in this community, these same residents would experience various DHAEs related to visual aesthetics. Therefore, this improvement will apply only to Alternatives 2 and 3.

## Cost Estimate

Streetscape improvements to include shade trees, landscaping, pedestrian lighting, and other minor amenities for the length (1 mile) of City of Santa Clara adjacent residential street face abutting the railroad right-of-way along portions of Main Street and Washington Street is estimated at \$500,000.<sup>1</sup> These funds could be used first on these identified streets then to further out streets as funds remain.

## Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will fund projects identified in the Pedestrian Master Plan. The Authority will work with the City to identify priority projects within proximity of the project alignment that would promote maximum safety and connectivity for pedestrians. The City's Pedestrian Master Plan prioritized projects based on six criteria (safety, pedestrian comfort, destination accessibility, public-identified need, consistency with other plans, and cost). This resulted in the identification of 79 high-priority projects broken down into three categories: Spot Improvements, Curb Ramps, and Sidewalks. A complete list of projects and location details are included in Chapter 6 and Appendix A of the Pedestrian Master Plan.

## Assessment Based on Selection Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

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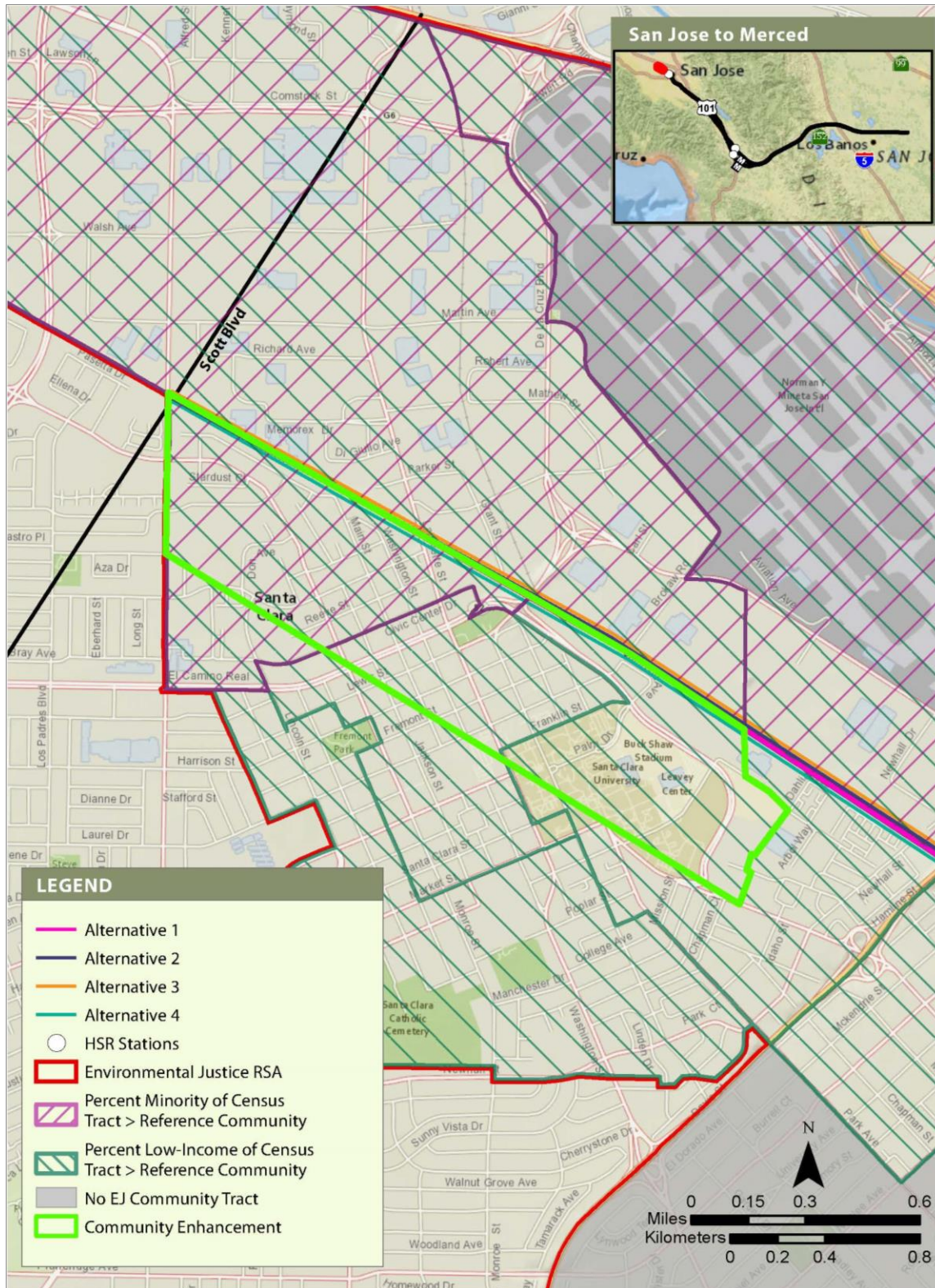
<sup>1</sup> Per length cost at \$500,000 per mile for residential streets.

**Evaluation**

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Requested by stakeholders as critical benefit and would be used by surrounding minority population and low-income population in close proximity to railroad tracks.
Relative Number of Beneficiaries	6	Entire neighborhood for improvement benefit is minority and low-income.
Practicable	15	Technically feasible and standard design.
Defined Project or Action	10	Some design and specific locations needed.
Satisfy Authority Obligations	15	Safety, connectivity in close connection with railroad tracks.
Defined Roles and Responsibilities	15	Authority to fund and City of Santa Clara to implement.
Evidence of Agreement	15	City has agreed.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>101</b>	

Authority = California High-Speed Rail Authority.





**Figure SC/NSJ-3 Streetscape Improvements  
Santa Clara/North San Jose**



## 4. OFFSETTING MITIGATION MEASURE SJD-OMM#1: STREETSCAPE IMPROVEMENTS TO DELMAS NEIGHBORHOOD

### COMMUNITY: SAN JOSE DIRIDON

### ALTERNATIVES: 1, 2, 3

#### Measure Description

The proposed improvement will provide streetscape improvements within the Delmas Neighborhood, specifically on Park Avenue, Auzerais Avenue, Bird Avenue, Montgomery Avenue, West San Carlos Avenue, and Gifford Avenue. Improvements could include enhanced pedestrian crossings, establishment of bicycle routes, sidewalk improvements, street lighting, street trees, and other landscaping. The scope of improvements included will be refined to be consistent with the Better Bike Plan 2025, when available.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternatives 1, 2, and 3, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to visual quality associated with elevated viaducts and embankment. There would be residual visual impacts within the San Jose Diridon community after the application of project mitigation and consideration of project benefits due to the aerial viaduct. DHAEs would be related to permanent visual effects associated with the visibility of the proposed aerial viaduct through this community. While the proposed improvement will not directly address operational visual effects resulting from the project, it will provide improvements that will help to offset visual DHAEs in this community by providing funding for streetscape improvements.

#### Benefit to Minority Populations and/or Low-Income Populations

The HSR alignment under Alternatives 1, 2, and 3 would traverse the San Jose Diridon community, where the percentage of low-income residents is greater than that within the reference community. The proposed improvement will improve visual quality, community cohesion, and livability and enhance connectivity for low-income residents. The location of the improvement relative to the HSR alignment within the San Jose Diridon community is shown in Figure SJD-1.

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following general goals from the Delmas Park Strong Neighborhood Initiative (SNI):

- Improve pedestrian connections to adjacent areas and facilities.
- Improve the appearance and physical condition of neighborhood streets.
- Improve conditions beneath and adjacent to freeways.

Among the SNI action items for Delmas Park are the following improvements:

- Improve West San Carlos Street Streetscape
- Improve Gifford Avenue Streetscape

- Improve Auzerais Avenue Streetscape
- Improve General Condition of Streets and Sidewalks
- Improve the Pedestrian Route to Gardner Academy

The SNI specifically recommends the establishment of the following pedestrian and bicycle streets:

- West San Carlos Street—Future neighborhood business district, major east-west bus/light transit (LRT) route
- Park Avenue—East/west link to downtown, residential density transition street
- Gifford Avenue—North/south link to LRT
- Bird/Montgomery Avenue—North/south link to Diridon Station
- Auzerais Avenue—East/west neighborhood collector street

These streets connect residential areas to commercial centers, public facilities, transit stations/stops, and downtown. Streetscape improvements, such as enhanced crosswalks, pedestrian scale lighting, shade trees, trash receptacles, and other elements, should be installed to enhance the safety and comfort of pedestrians.

### **Community Outreach Input and Relationship to DHAEs**

Community concerns, as documented as part of the SNI, that are addressed include the following:

- Safety
- Visual quality
- Unsightly streetscapes
- Poor condition of streets and sidewalks
- Lack of street lighting
- Bleak and uninviting street frontages
- Deferred maintenance
- Streets that dead-end at I-280 have no secure fencing, allowing easy access to unsupervised areas under the freeway.

The City of San Jose also indicated that the Better Bike Plan 2025 designates this section of Delmas as a future bicycle boulevard and that a detailed scope would need to be defined through a planning and outreach process.

Because the HSR aerial alignments with Alternatives 1, 2, and 3 cross through this community, residents of the San Jose Diridon community would experience residual visual quality DHAEs. This improvement will provide related improvements to enhance visual quality. It will also provide general improvements in the form of improved safety, enhanced connectivity, enhanced livability, and community cohesion for residents in the San Jose Diridon community.

### **Improvements Cost Estimate**

The SNI identifies specific improvements and associated costs for the following roadway improvements:

- West San Carlos Streetscape: \$987,000 for preparation of a streetscape improvements plan; evaluation of pedestrian crossings; installation of enhanced crossings; feasibility study of center median; construction of center median; installation of frontage street trees; installation of frontage lighting; façade improvements.

- Gifford Avenue Streetscape: \$286,000 for preparation of street tree and lighting improvements plans; improved pedestrian crossings; installation of street trees; installation of lighting.
- Auzerais Avenue Streetscape: \$280,000 for preparation of street tree and lighting improvements plans; improved pedestrian crossings; installation of street trees; installation of lighting.
- Improve General Conditions of Streets and Sidewalks on Park and Montgomery: Assumed same approximate costs as Gifford/Auzerais above (\$280,000 each) for evaluation of condition of neighborhood streets and sidewalks; street repairs; sidewalk repairs; installation of street trees.

These cost estimates are preliminary, as the SNI effort was done several years ago and improvements will need to be developed applying appropriate urban design guidelines from the City of San Jose, which may change the specific improvements proposed for the locations above.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the City of San Jose for planning and implementation of improvements. Coordination with the California Department of Transportation (Caltrans) also will be required.

### Assessment Based on Evaluation Criteria

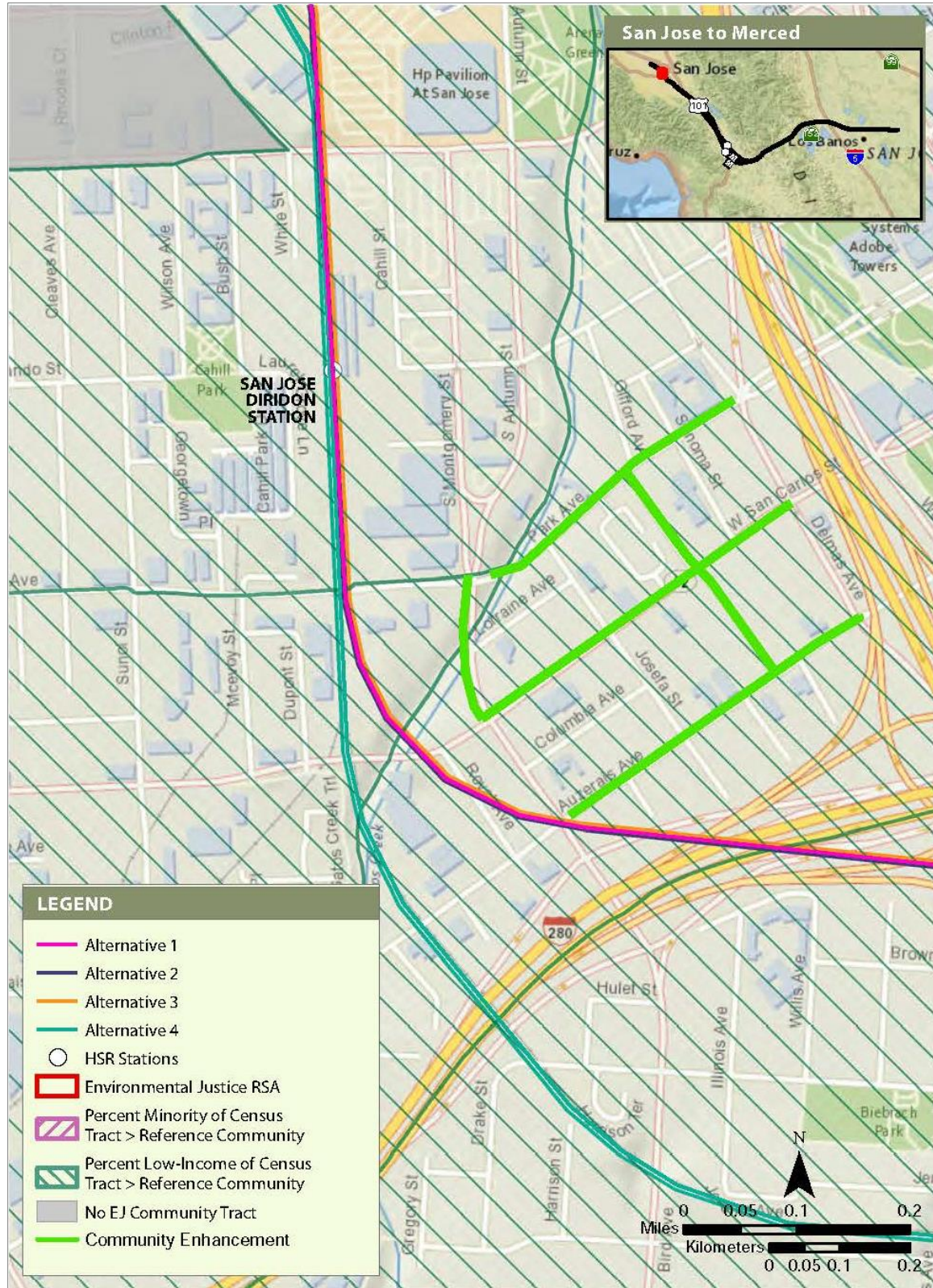
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	This improvement will provide connectivity, safety, and quality of life benefits to the entire local community. This improvement was specifically identified by the community as a need in prior planning.
Relative Number of Beneficiaries	3	This improvement will benefit the entire community both along the streets above and in the surrounding areas.
Practicable	15	Funding for this improvement is practicable, and the project can be constructed.
Defined Project or Action	10	The conceptual improvements are identified; specific design has yet to be done.
Satisfy Authority Obligations	15	Improvement will benefit the community directly affected by the HSR project.
Defined Roles and Responsibilities	10	The Authority will provide funding. City of San Jose would implement. Coordination with Caltrans also would be required.
Evidence of Agreement	15	City of San Jose generally supports efforts like this.
Cost-Effectiveness	3	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>81</b>	

Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; HSR = high-speed rail.







## 5. OFFSETTING MITIGATION MEASURE SJD-OMM#2: NOISE TREATMENTS FOR HOMES AFFECTED BY FREEWAY NOISE (I-280/SR 87)

### COMMUNITY: SAN JOSE DIRIDON

#### ALTERNATIVE: 4

#### Measure Description

This offsetting mitigation measure will provide funding for building insulation and window treatments for homes directly adjacent to and affected by existing freeway noise adjacent to Interstate (I-) 280 and State Route (SR) 87.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAЕ) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the San Jose Diridon community after the application of project noise barrier mitigation and consideration of project benefits. DHAЕs would be related to project-generated noise levels above existing ambient levels because of train operations. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction and will reduce noise levels in the same community affected by project noise.

#### Benefit to Minority Populations and/or Low-Income Populations

The high-speed rail (HSR) alignment under Alternative 4 would traverse the San Jose Diridon community, where the percentage of low-income residents is greater than that within the reference community. The proposed improvement will benefit the San Jose Diridon community's low-income community by reducing noise and improving health and livability (Figure SJD-2).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. The Delmas Park neighborhood, which is in the San Jose Diridon community, is 1 of 20 neighborhoods designated for the SNI. The Delmas Park neighborhood is an area of low-income concentration that needs higher levels of investment to meet the needs of the community. This improvement will provide a benefit to residents living along these freeway corridors by providing building and window insulation to alleviate unwanted existing noise from the adjacent I-280 and SR 87 freeways on residential buildings.

#### Community Outreach Input and Relationship to DHAЕs

Community concerns, as expressed by the residents and the City of San Jose, that are addressed include the following:

- Traffic

- Noise and vibration
- Safety and security

This improvement will provide noise abatement and improve health and livability for low-income residents living directly adjacent to I-280 and SR 87 in the San Jose Diridon community. Because the HSR alignments cross through this community, residents of the San Jose Diridon community would experience residual DHAЕ noise effects under Alternative 4.

### **Improvement Cost Estimate**

There are approximately 41 single-family homes and 11 multifamily buildings in the Auzeais/Delmas neighborhoods directly adjacent to the north side of I-280 between Los Gatos Creek north and SR 87 and directly adjacent to the west side SR 87 from West San Fernando Street to I-280. Estimated costs are based on the average cost per property of the San Francisco International Airport noise abatement program (which is one of the largest in the country) of \$12,632 per property for single-family homes. Assumed costs per multifamily building are \$25,000 per building. Using these unit costs, the building and window insulation improvements for these homes would cost approximately \$793,000.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding to property owners to fund and implement this improvement and will fund the entire measure. A program implementer will need to be identified/developed to work with homeowners and building owners. The Authority will coordinate with City of San Jose regarding making homeowners aware of the program. The City would process any required encroachment and building permits needed for building upgrades.

## Assessment Based on Evaluation Criteria

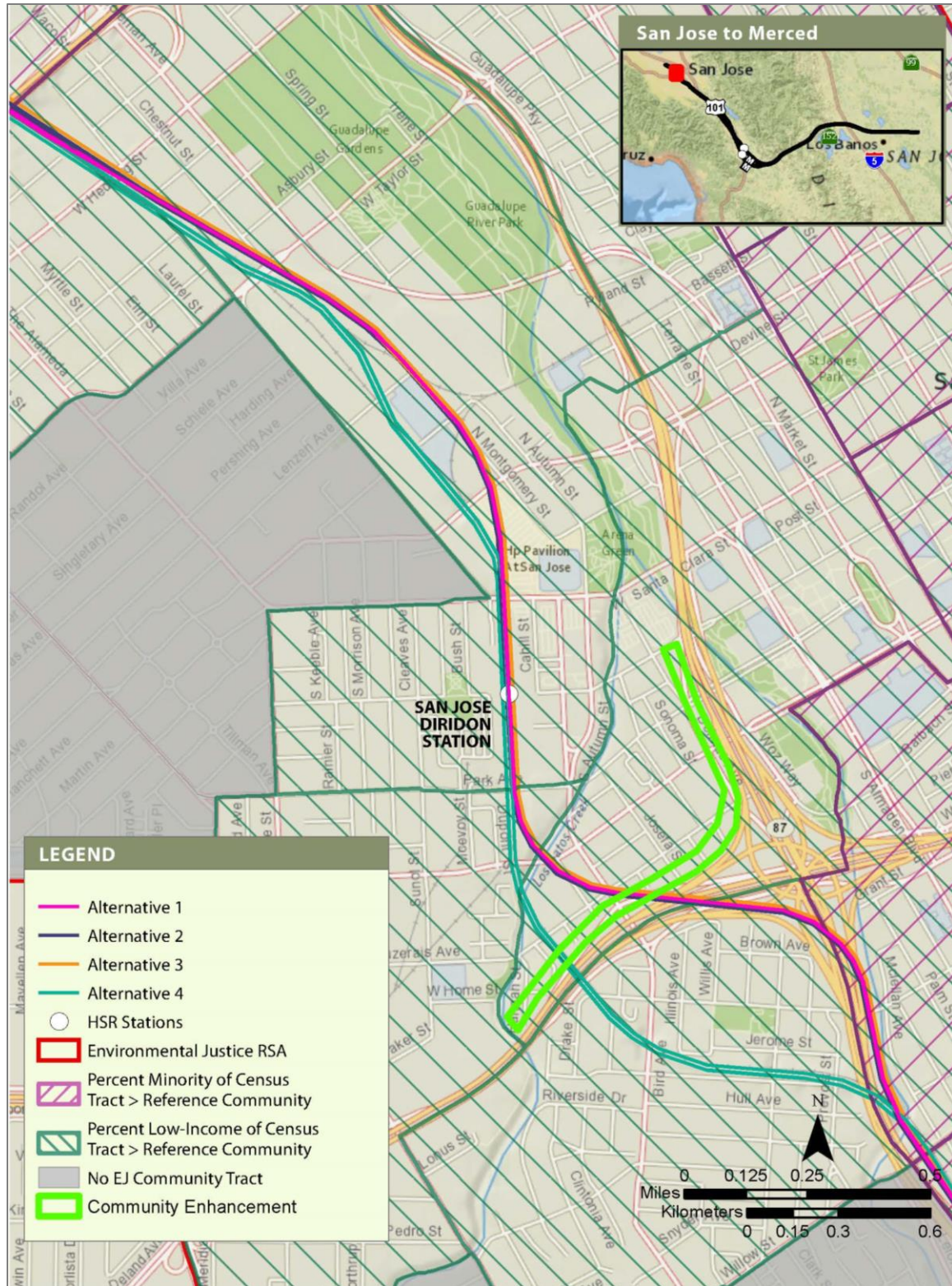
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This improvement will directly benefit low-income populations in the community relatively close to all alternative alignments and Diridon Station and could substantially improve the indoor noise environment by reducing noise from the existing freeways.
Relative Number of Beneficiaries	3	Only the residents with noise treatments will benefit. This will not benefit the entire community.
Practicable	10	Funding for this improvement is practicable. A program will need to be established to work with affected homeowners and building owners.
Defined Project or Action	10	Improvement is building insulation and window treatments. Exact criteria need to be developed.
Satisfy Authority Obligations	15	The improvement will provide community uplift. HSR project would result in noise effects so there is a nexus.
Defined Roles and Responsibilities	5	The Authority will fund and coordinate with homeowners through a program implementer. Program implementer needs to be identified. City of San Jose may be partner.
Evidence of Agreement	15	City supports addressing noise effects.
Cost-Effectiveness	6	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>79</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.





**Figure SJD-2 Noise Treatments for  
Homes Affected by Freeway Noise (I-280/SR 87)  
San Jose Diridon**



## 6. OFFSETTING MITIGATION MEASURE SJD-OMM#3: REESTABLISH INEZ C. JACKSON LIBRARY

### COMMUNITY: SAN JOSE DIRIDON

### ALTERNATIVE: 1, 2, 3, 4

#### Measure Description

The proposed improvement will provide funding for the reestablishment of the Inez C. Jackson Library space at the African American Community Service Agency (AACSA) Family Resource Center in San Jose. AACSA is willing to provide the space for the library but needs funding to renovate and modernize the space and to provide new furniture, books, computers and other electronics, and audio-visual equipment. The space would also need to be made Americans with Disabilities Act compliant.

#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAE) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the San Jose Diridon community after the application of project noise barrier mitigation and consideration of project benefits. DHAEs would be related to project-generated noise levels above existing ambient levels because of train operations. Additionally, under Alternatives 1, 2, and 3, the project would result in DHAEs related to visual quality associated with elevated viaducts and embankment. While the proposed improvement will not directly address operational noise or aesthetics effects resulting from the project, it will provide a quiet space for community members to help offset noise effects from existing noise and from the train. More generally, this improvement also will represent an investment in a resource that serves at-risk populations within the community.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment under all project alternatives would traverse the communities around the San Jose Diridon Station, where the percentage of minority residents and low-income residents is greater than that within the reference community. The proposed improvement will benefit minority residents and low-income residents by providing a quiet refuge from project-generated noise, by expanding educational and technological resources in a renovated community space, and by promoting a sense of community identity (Figure SJD-3).

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following San Jose General Plan goals and policies:

- Goal ES-2 Libraries Maintain and expand Library Information Services within the City to:
  - Enrich lives by fostering lifelong learning and providing every member of the San José community access to a vast array of ideas and information
  - Give all members of the community opportunities for educational and personal growth throughout their lives
  - Develop partnerships to further the educational, cultural and community missions of organizations in San José
  - Support San José State University Library's educational mission in expanding the base of knowledge through research and scholarship.
  - Locate branch libraries in central commercial areas of neighborhoods for essential public access to library resources, events, and community meeting spaces, and to stimulate economic development.

- Maximize branch library hours of operation to facilitate daily patronage.

Policies:

- ES-2.4 Recognize the central role that libraries play in neighborhood/community building by supporting and developing partnerships, collaboration and growth of library services to support community development.
- ES-2.5 Enhance social equity by providing programs and services that contribute to cultural enrichment and understanding, connection and learning for all segments of the San José community.
- ES-2.8 Measure Library service delivery to identify the degree to which library activities are meeting the needs of San José's community.
- ES-2.9 Foster a high-performing, collaborative library system responsive to changing customer and community needs.
- ES-2.10 Maintain resources and spaces in libraries to support community meetings, social gathering and the sharing and promoting of ideas as well as spaces for reading, and quiet study.

### **Community Outreach Input and Relationship to DHAEs**

Community concerns, as expressed by the AACSA, that are addressed include the following:

- Need for learning and research hub for community
- Displacement of low-income populations
- Need for infrastructure investment
- Need for a dedicated space for community members to seek refuge from existing and project generated noise

Because the HSR aerial alignments with Alternatives 1, 2, and 3 across through this community, residents of the San Jose Diridon community would experience residual visual quality DHAEs. Under Alternative 4, the project would result in a DHAЕ related to project-generated operational noise. The library could provide a "quiet space" for community members to help offset noise effects from existing noise and from the train and more generally provide for improved educational opportunities and technology benefits for residents who access the library. The improvement will also help foster a sense of community identity.

### **Improvement Cost Estimate**

Renovation and modernization would cost approximately \$100,000 per an estimate from AACSA.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding, and the improvement would be implemented by AACSA.

### **Assessment Based on Evaluation Criteria**

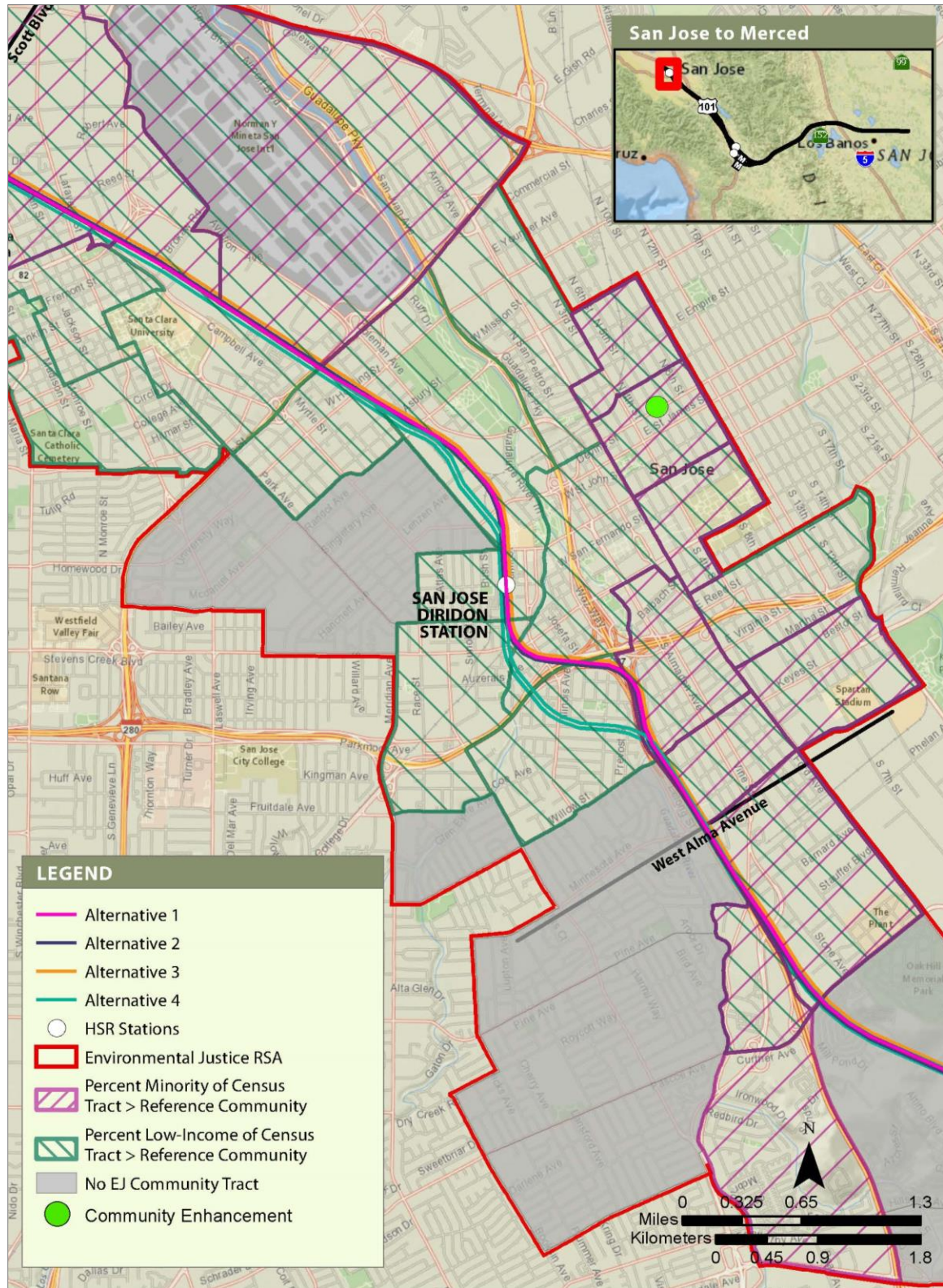
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

**Evaluation**

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	The improvement will provide increased awareness of African American history and experience for the entire community, which has always been a priority but is especially a concern at this time of acute attention to inequalities for the African American community locally and nationally.
Relative Number of Beneficiaries	15	The library will be available to the entire community.
Practicable	15	Funding for this improvement is practicable, and the materials can be obtained.
Defined Project or Action	15	The improvement is fully defined.
Satisfy Authority Obligations	15	The improvement will provide increased educational resources to enhance community awareness in a community affected by the HSR project.
Defined Roles and Responsibilities	15	The Authority will provide funding. The AACSA would implement.
Evidence of Agreement	15	AACSA agrees.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>120</b>	

AACSA = African American Community Service Agency; Authority = California High-Speed Rail Authority; HSR = high-speed rail.





## 7. OFFSETTING MITIGATION MEASURE GWG-OMM#1: GARDNER ELEMENTARY NOISE TREATMENTS

### COMMUNITY: GARDNER/WILLOW GLEN

#### ALTERNATIVE: 4

#### Measure Description

Potential improvements to improve the noise environment at Gardner Elementary could include noise treatments such as a sound wall barrier or other building and window insulation improvements to the buildings and walls adjacent to West William Street and Willis Avenue facades. Gardner Elementary (formerly Gardner Academy) is a Kindergarten–5 elementary school that currently has approximately 660 students. The school is in generally good physical condition and contains ample sports fields and playground areas. However, traffic noise from I-280 on the school is a concern.



Santa Clara VTA’s I-280 Soundwalls Project is currently proposing to construct soundwalls on I-280 between State Route 87 and Los Gatos Creek including adjacent to the I-280 southbound lanes adjacent to the Gardner Elementary School. This project is scheduled to go through environmental clearance from 2020 to 2022, design and engineering in 2022 and 2023, and construction between 2023 and 2024. If the I-280 Soundwalls Project is advanced, then GWG-OMM#1 would be redundant with the soundwall project, provided a soundwall is placed adjacent to the southbound I-280 lanes such that it reduced traffic noise for the Gardner Elementary School. In that instance, this measure allows for the funds for noise treatments at the school to instead be provided to VTA to support the I-280 Soundwalls Project, provided the soundwalls installed would benefit the Gardner Elementary School and provided the San Jose to Merced HSR project section is fully funded prior to construction of the I-280 Soundwalls Project. If the project section is funded after construction of the I-280 Soundwalls Project, then the Authority would not be able to fund the Soundwalls Project. If no funding is provided to the VTA I-280 Soundwalls Project by the Authority and the soundwalls project is completed and there still remain traffic noise effects to the Gardner Elementary School, then the Authority could provide funding for school building treatments as needed to address that residual noise.

#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAE) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the Gardner/Willow Glen community, where Gardner Elementary School is located, after the application of project noise barrier mitigation and consideration of project benefits. DHAEs would be related to project-generated noise levels above existing ambient levels because of train operations. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction at a sensitive receptor that already experiences traffic noise from I-280. The improvement will reduce noise levels in the same community affected by project noise.



## **Benefit to Minority Populations and/or Low-Income Populations**

The high-speed rail (HSR) alignment would pass through (Alternative 4) or along the northern edge of (Alternatives 1, 2, and 3) the Gardner/Willow Glen community, where the percentage of low-income residents is greater than that within the reference community. The proposed improvement will benefit the community's low-income population by improving the educational environment at Gardner Elementary. The location of the proposed improvement relative to the HSR alignment within the Gardner/Willow Glen community is shown in Figure GWG-1.

## **Consistency with Community Goals and Planning**

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Greater Gardner is 1 of 20 neighborhoods designated for the SNI. The proposed improvement will be consistent with the Greater Gardner Neighborhoods Improvement Plan goal to improve neighborhood conditions at Gardner Elementary. The proposed improvement also will be consistent with the San Jose City Council goal of ensuring neighborhoods benefit equally from City services.

## **Community Input and Relationship to DHAEs**

Community concerns, as expressed by San Jose Unified School District staff, that are addressed include the following:

- Student health
- Campus physical conditions

This improvement will provide for improved sound conditions, and therefore an improved educational environment, around Gardner Elementary, which services the Gardner/Willow Glen community. Because the HSR alignment would travel through the middle of this community under Alternative 4, these same residents would experience various project effects under this alternative and would experience residual noise DHAEs under Alternative 4 after the application of project mitigation and consideration of project benefits.

## **Improvement Cost Estimate**

This measure includes potentially providing a sound wall barrier or building and window insulation improvements to the building and windows on West William Street and Willis Avenue. The sound wall option is estimated at up to 600 feet in length, up to 14 feet high, with assumed cost of \$70 per square foot, which corresponds to \$588,000. The sound wall will either be: (1) on school property along the south side of W. William Street (and the northwest side of Willis Avenue) or (2) be north of W. William Street (if permission can be obtained from Caltrans/City of San Jose presuming public ownership). No right-of-way costs were presumed for the sound wall option. Estimated costs for building/window treatments are based on the average cost per property of the San Francisco International Airport noise abatement program (which is one of the largest in the country) of \$25,000 per property for multifamily homes. Using these unit costs, the building and window insulation improvements for the equivalent of five multifamily homes would cost approximately \$125,000. Window treatments and building insulation could be applied to buildings facing I-280 along W. William Street and the building on the northeast side of the campus along Willis Avenue.

If the I-280 Soundwalls Project is advanced, then GWG-OMM#1 would be redundant with the soundwall project, provided a soundwall is placed adjacent to the southbound I-280 lanes such that it reduced traffic noise for the Gardner Elementary School. In that instance, this measure



allows for the funds for noise treatments at the school to instead be provided to VTA to support the I-280 Soundwalls Project, provided the soundwalls installed would benefit the Gardner Elementary School.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the San Jose Unified School District for planning and implementation of this project. San Jose Unified School District controls its property. If the VTA I-280 Soundwalls Project is advanced, then the funding will be provided to VTA instead, provided the soundwalls included in that project would benefit the Gardner Elementary School.

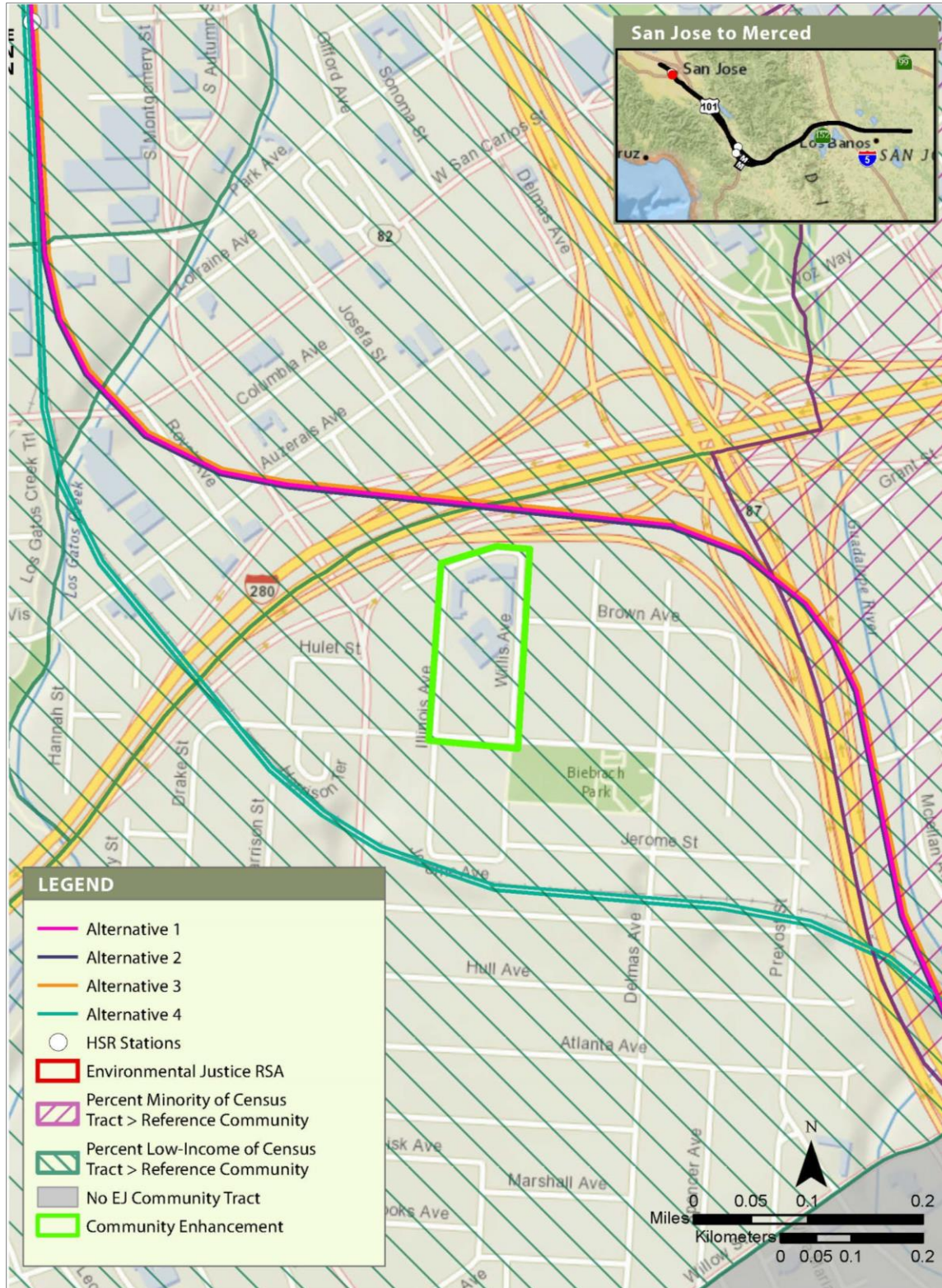
### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Noise improvements will benefit Gardner Elementary schoolchildren.
Relative Number of Beneficiaries	3	This is the primary elementary school in the neighborhood and will benefit surrounding low-income populations, particularly families with school-aged children.
Practicable	10	Funding for this improvement is practicable; low-cost request.
Defined Project or Action	15	Noise improvements are defined.
Satisfy Authority Obligations	15	Improvement will provide neighborhood condition benefits to affected community.
Defined Roles and Responsibilities	15	Authority will provide funding, and San Jose Unified School District would design, maintain, and implement improvements. If the VTA I-280 Soundwalls Project is advanced, the Authority will instead provide funding to VTA provided a soundwall benefitting the Gardner Elementary School is included in that project.
Evidence of Agreement	15	San Jose Unified School District suggested this improvement. VTA is already planning for the VTA I-280 Soundwalls Project.
Cost-Effectiveness	6	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>94</b>	

Authority = California High-Speed Rail Authority.



**Figure GWG-1 Gardner Elementary Noise Treatment  
Gardner/Willow Glen**

## 8. OFFSETTING MITIGATION MEASURE GWG-OMM#2: NOISE TREATMENTS FOR RESIDENTIAL BUILDINGS

### COMMUNITY: GARDNER/WILLOW GLEN

#### ALTERNATIVE: 4

#### Measure Description

The proposed improvement will provide funding for building insulation and window treatments for up to 43 homes affected by existing freeway noise adjacent to Interstate (I-) 280 and State Route (SR) 87. The improvement will consist of building and window insulation improvements for the homes along I-280 (at Los Gatos Creek) and SR 87 (to Willow Street).



If the Santa Clara VTA's I-280 Soundwalls Project is advanced (currently scheduled to be constructed by 2024), it would include soundwalls on the south side of I-280 between Los Gatos Creek and SR 87, which would obviate the need for building noise treatments in the neighborhood adjacent to I-280. If that happens, then this measure would only include treatments along SR 87 for up to approximately 15 homes and any homes on the south side of I-280 between Los Gatos Creek and SR 87 with residual traffic noise effects after soundwall construction (for example where gaps in soundwalls may exist).

#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAE) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the Gardner/Willow Glen community after the application of project noise barrier mitigation and consideration of project benefits. DHAEs would be related to project-generated noise levels above existing ambient levels because of train operations. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction and will reduce noise levels in the same community affected by project noise.

#### Benefit to Minority Populations and/or Low-Income Populations

The high-speed rail (HSR) alignment would traverse the Gardner/Willow Glen community (Alternative 4) or travel around the community, where the percentage of low-income residents is greater than that within the reference community. Low-income populations are present throughout the community in the vicinity of the alignment. The proposed improvement will benefit the community's low-income populations by providing noise reduction, health benefits, and livability improvements (Figure GWG-2).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Greater Gardner is 1 of 20 neighborhoods



designated for the SNI. The Greater Gardner neighborhood is an area of low-income concentration that needs higher levels of investment to meet the needs of the community. Alternative 4 would cross through the Greater Gardner neighborhood along the Caltrain corridor. This improvement will provide a benefit to residents living along these freeway corridors by providing building and window insulation to alleviate unwanted existing noise from the adjacent I-280 and SR 87 freeways on multifamily residential buildings.

### **Community Outreach Input and Relationship to DHAEs**

Community concerns regarding noise effects were expressed by multiple stakeholders in San Jose. Concerns regarding traffic noise were also documented in the Greater Gardner Community Plan and noted during the Gardner neighborhood walk in January 2019.

This improvement will provide noise abatement as well as livability and health benefits for low-income residents adjacent to I-280 and SR 87. Because the HSR alignment would travel through the middle of this community under Alternative 4, the community would experience residual noise DHAEs under Alternative 4 after application of project mitigation and consideration of project benefits.

### **Improvement Cost Estimate**

There are approximately 43 single-family homes in the Gardner/Willow Glen community directly adjacent to I-280 between Los Gatos Creek and SR 87 and directly adjacent to the ramp from I-280 to SR 87 to the point where the existing noise barrier on the west side of SR 87 begins. Estimated costs are based on the average cost per property of the San Francisco International Airport noise abatement program (which is one of the largest in the country) of \$12,632 per property for single-family homes. Using these unit costs, the building and window insulation improvements for these homes would cost approximately \$543,000 if this measure addresses 43 homes. If the VTA I-280 Soundwalls Project is completed, then the treatments along SR 87 for up to 15 homes would have an associated cost of \$190,000.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding to property owners to fund and implement this improvement and will fund the entire measure. A program implementer will need to be identified/developed to work with homeowners and building owners. The Authority will coordinate with City of San Jose regarding making homeowners aware of the program. The City would process any required encroachment and building permits needed for building upgrades.

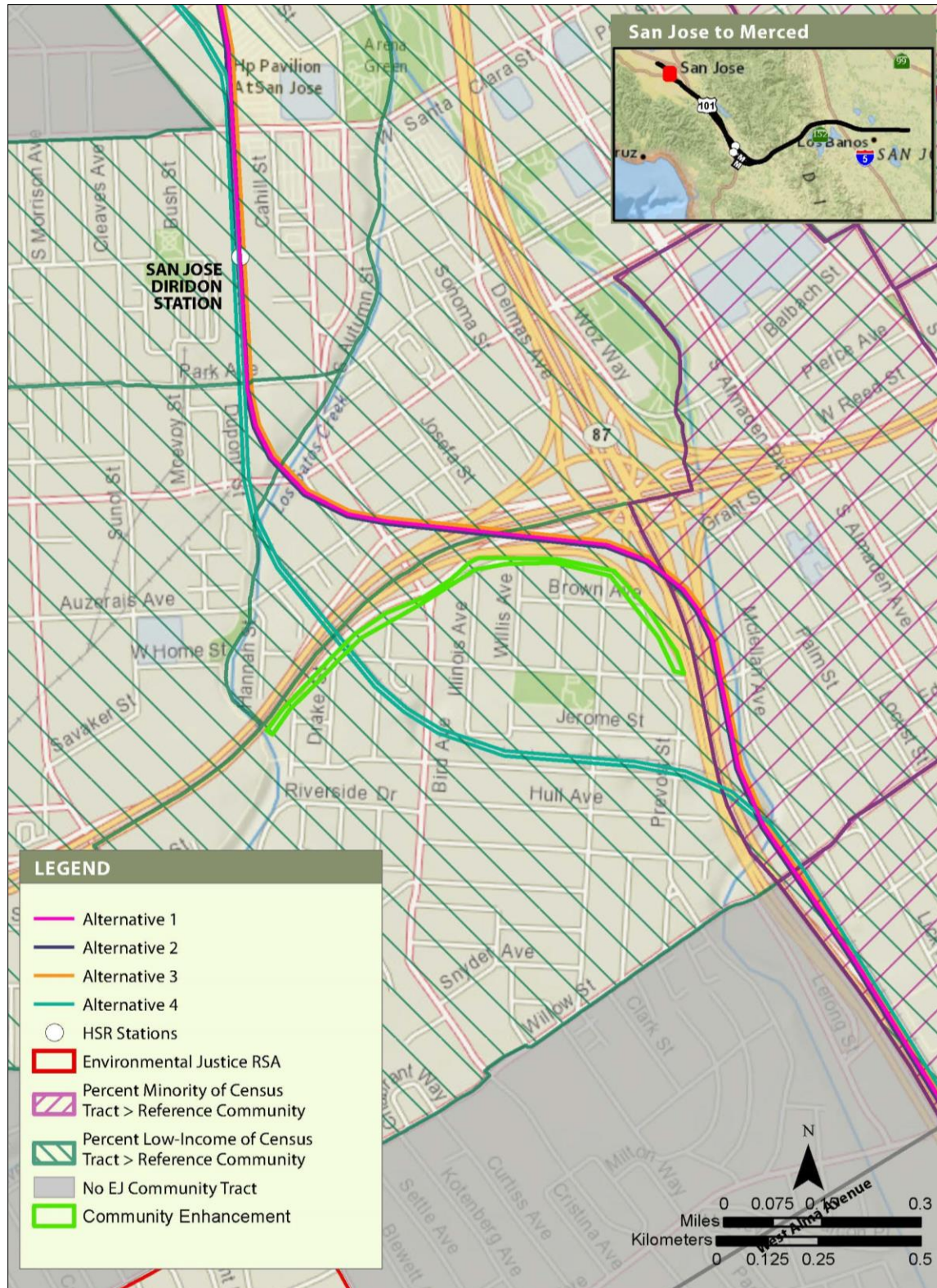
## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	These communities are already affected by transportation noise, and this will provide direct benefit to these low-income populations.
Relative Number of Beneficiaries	3	Improvement will directly benefit low-income populations along the freeways and not most of the community.
Practicable	15	Funding for this improvement is mostly practicable, need mechanism for implementing. Relatively low-cost request.
Defined Project or Action	10	The Authority will provide funding; need implementer.
Satisfy Authority Obligations	15	Addresses noise from transportation infrastructure.
Defined Roles and Responsibilities	5	Authority and individual property owners or California Department of Transportation.
Evidence of Agreement	15	City supports addressing noise effects.
Cost-Effectiveness	3	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>81</b>	

Authority = California High-Speed Rail Authority.



**Figure GWG-2 Noise Treatments for Residential Buildings Along SR87/I-280 to Address Existing Noise Gardner/Willow Glen**



## 9. OFFSETTING MITIGATION MEASURE GWG-OMM#3: FULLER PARK/FULLER AVENUE RECREATIONAL AMENITIES

### COMMUNITY: GARDNER/WILLOW GLEN

#### ALTERNATIVE: 4

#### Measure Description

A number of small vacant parcels are scattered throughout the Gardner/Willow Glen community, all owned by public entities. For example, a parcel adjacent to the intersection of Coe and Bird Avenues was improved by residents with landscaping, heritage lights, and a walking path some years ago. This space has fallen into disrepair but has been funded for renovation per the Greater Gardner Neighborhood Improvement Plan. Fuller Park is of specific concern given the low quality of existing material; that is, turf and fencing. Renovation of this Fuller Park site could include children's play areas with equipment, picnic benches, fitness equipment, bicycle racks, or other smaller amenities.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAЕ) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the San Jose Diridon community after the application of project noise barrier mitigation and consideration of project benefits. While the proposed improvement will not address operational noise resulting from the project, it will represent an offset to project effects that will provide a quality-of-life improvement for the low-income residents who would be affected by DHAЕs of the project.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment under Alternative 4 would traverse the Gardner/Willow Glen community, and under Alternatives 1, 2, and 3 the HSR alignment would go around the community where the percentage of low-income residents is greater than that within the reference community. Low-income populations are present throughout the community in the vicinity of the alignment. The proposed improvement will provide recreation, community cohesion, and livability benefits to the low-income populations in the Gardner/North Willow Glen community (Figure GWG-3).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, local residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Greater Gardner was 1 of 20 neighborhoods designated for the SNI.

The purpose of this project is to create a pocket park in accordance with the City's Greater Gardner Neighborhood Improvement Plan, adopted in January 2002. The Greater Gardner Neighborhood Improvement Plan includes the following goals:

- Improve the overall condition of neighborhood streets and sidewalks.
- Improve and maintain the appearance and condition of community streetscapes.
- Expand and improve neighborhood open spaces to better serve the needs of the community.
- Improve and maintain current open space and develop City owned vacant properties.

This project is also consistent with the San Jose General Plan policies that include:

- PR-1.9 As Urban Village areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately or, in limited instances, publicly owned and maintained pocket parks; neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.
- PR-3.1 Provide equitable access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities to the greatest extent feasible in order to provide a high quality of life for our residents.
- PR-7.1 Encourage non-vehicular transportation to and from parks, trails, and open spaces by developing trail and other pleasant walking and bicycle connections to existing and planned urban and suburban parks facilities.

## Community Input and Relationship to DHAEs

While specific community input was not received during the HSR scoping process concerning the particular remnant parcel at the end of Fuller Avenue, the lot is identified in the Greater Gardner Neighborhood Improvement Plan as an opportunity to provide additional usable open space in the City of San Jose and specifically in the Gardner neighborhood. During a neighborhood walk of the Gardner neighborhood in December 2019, members of the Gardner Neighborhood Association cited concerns about further isolation of the community and preservation of and upgrades to Fuller Park. The City of San Jose has indicated that staff is supportive of a range of recreational activities at this site and that determination of the scope of the improvement would occur via a public process. Furthermore, during Outreach #3, the City highlighted community concerns about the project's effects on the community more broadly, and on Fuller Park more specifically, and recommended this improvement as a way to offset such concerns and promote quality of life in the community.

This improvement will provide for increased recreational opportunities and improved community cohesion and livability for residents of this community. Because the HSR alignment would travel through the middle of this community under Alternative 4, these same residents would experience various project effects under this alternative. Therefore, this improvement will apply under Alternative 4.

## Improvement Cost Estimate

Fuller Park extends from Bird Avenue to Prevost Street, with some interruptions for homes near Bird Avenue and a church in the middle of the linear park, for approximately 1,500 feet. As a linear park, new features will be limited to minor children's play equipment or fitness equipment, picnic benches, bicycle racks, or other smaller amenities. New equipment is estimated at \$140,000; soft costs, including design and approvals, would likely require an additional \$50,000; resulting in \$190,000.

## Roles and Responsibilities

The City of San Jose receives CDBG funding to implement projects that benefit the City's low-income neighborhoods and minority neighborhoods. The City of San Jose would implement this improvement using California High-Speed Rail Authority (Authority) funding in combination with potential CDBG funds.

## Assessment Based on Selection Criteria

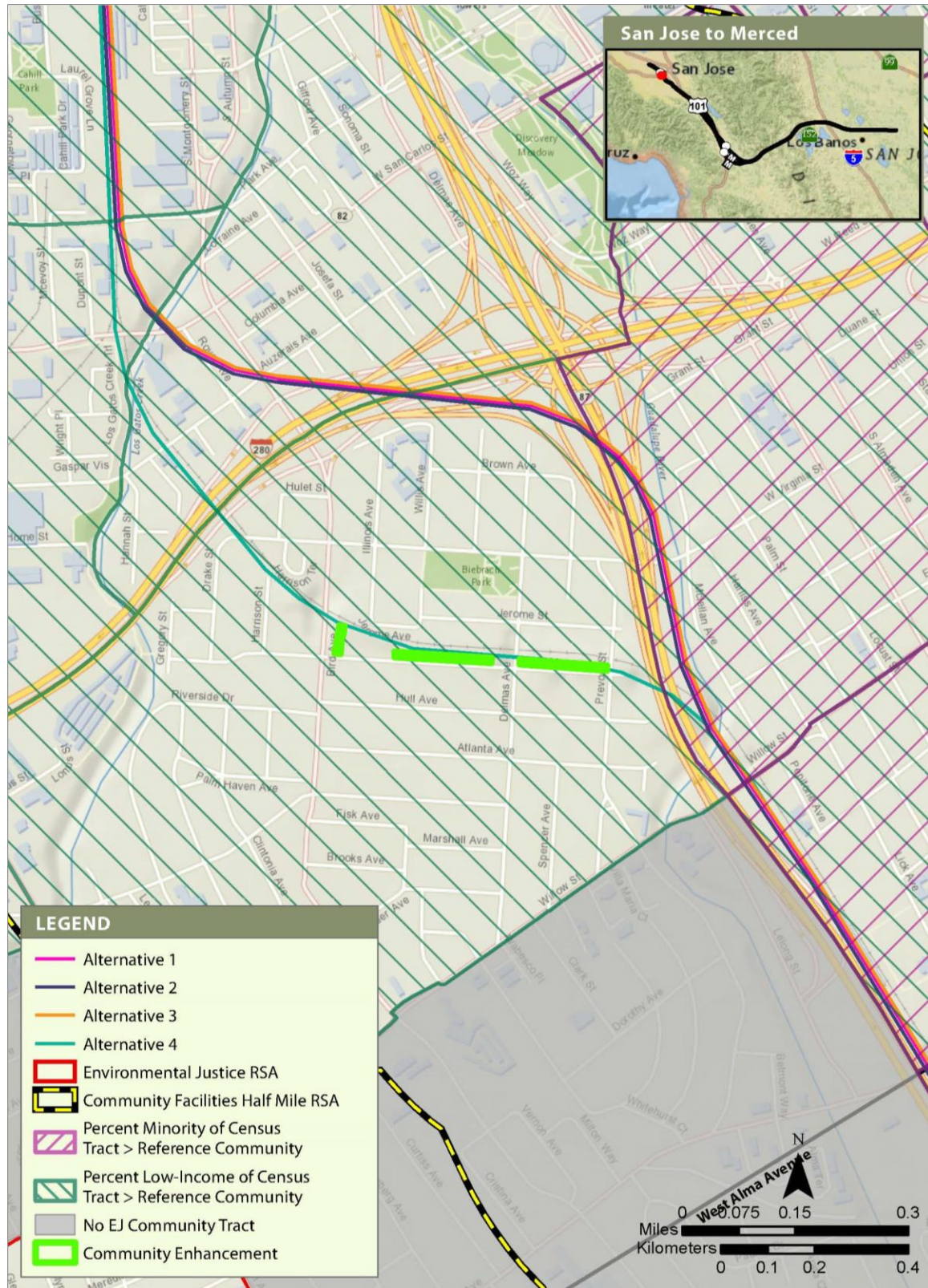
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This existing park serves low-income populations in the community and is centrally located.
Relative Number of Beneficiaries	6	This park serves the surrounding low-income populations.
Practicable	15	Funding and construction for this improvement is practicable; low-cost request.
Defined Project or Action	10	Site is defined, and amenities are standard.
Satisfy Authority Obligations	15	Recreation will be provided, not safety or connectivity.
Defined Roles and Responsibilities	15	Authority will provide funding, and City of San Jose would implement.
Evidence of Agreement	15	City agrees.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>106</b>	

Authority = California High-Speed Rail Authority.





**Figure GWG-3 Fuller Park/Fuller Avenue Recreational Amenities Gardner/Willow Glen**

## 10. OFFSETTING MITIGATION MEASURE WGTA-OMM#1: COMMUNITY ART/LOCAL ART FOR STRUCTURES

### COMMUNITY: WASHINGTON/GUADALUPE, TAMIEN, AND ALMA/ALMADEN

#### ALTERNATIVES: 1, 2, 3

#### Measure Description

The proposed improvement will provide funding for public art and beautification projects in the Washington/Guadalupe, Tamien, and Alma/Almaden community and for any project noise walls or other structures with paintable surfaces that may otherwise become targets for vandalism.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternatives 1, 2, and 3, the project would result in disproportionate, high, and adverse effects (DHAE) on low-income populations related to the visual effects of project operation. There would be residual visual impacts within the Washington/Guadalupe, Tamien, and Alma/Almaden community after the application of project mitigation and consideration of project benefits. DHAEs would be related to the visual effect of the aerial alignment through this community. While the proposed improvement will not directly address the visual effects resulting from the project, it will provide a related improvement that will enhance the visual quality of this community through the provision of community art and by reducing vandalism and potential violence associated with gang-generated graffiti.

#### Benefit to Minority Populations and/or Low-Income Populations

The high-speed rail (HSR) alignment would pass adjacent to the Washington/Guadalupe, Tamien, and Alma/Almaden community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community's minority residents and low-income residents by providing enhanced neighborhood visual quality, identity, and livability. The proposed improvement will be implemented at various locations in the community, as determined by community artists in consultation with the City and community. The proposed improvement will benefit by promoting the placement of local art on surfaces that normally may be targets for territorial vandalism and associated gang violence.

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. The Washington neighborhood is 1 of 20



neighborhoods designated for the SNI. The proposed improvement will be consistent with the following goals of the Washington Neighborhood Revitalization Plan:

- The neighborhood is an enjoyable place.
- Residents can walk, play, and socialize safely and comfortably in the community.
- There are safe, attractive places for children to play and for the community to interact.
- The appearance of the neighborhood is enhanced with attractive buildings, appropriate landscaping, and street improvements.
- The sense of community pride for residents is maintained and strengthened.

The proposed improvement also will be consistent with the following San Jose General Plan goals and policies:

### **Goal AC-2 – High Impact Public Art**

Integrate high impact public art throughout the community.

#### ***Policies – High Impact Public Art***

- **AC-2.1** Site public art in key locations. Prioritize innovative public art in three regional destination areas: Downtown, North San José, and the Mineta San José International Airport. Place public art at transportation hubs: pedestrian, bike and transit improvements in pedestrian priority areas; encourage the inclusion of public art at VTA and BART stations, including Diridon Station; and integrate a broad range of art projects into the trail network to connect neighborhoods and bring people closer to nature. Integrate public art into bond-funded park, library, community facility and public safety projects. Cultivate community-based art projects that support neighborhood revitalization goals.
- **AC-2.2** Integrate planning for public art in other City planning efforts, including area specific planning processes, and Urban Village master planning processes.

#### ***Action – High Impact Public Art***

- **AC-2.3** Explore opportunities to address cultural amenities as part of the private development process, including the incorporation of on or off-site public art, and facilities and activities that support art and culture through a private development funding contribution.

### **Goal CD-1 – Attractive City**

Create a well-designed, unique, and vibrant public realm with appropriate uses and facilities to maximize pedestrian activity; support community interaction; and attract residents, business, and visitors to San José.

#### ***Policies – Attractive City***

- **CD-1.2** Install and maintain attractive, durable, and fiscally- and environmentally sustainable urban infrastructure to promote the enjoyment of space developed for public use. Include attractive landscaping, public art, lighting, civic landmarks, sidewalk cafés, gateways, water features, interpretive/way-finding signage, farmers markets, festivals, outdoor entertainment, pocket parks, street furniture, plazas, squares, or other amenities in spaces for public use. When resources are available, seek to enliven the public right-of-way with attractive street furniture, art, landscaping and other amenities.
- **PR-4.6** Where feasible and appropriate, strategically incorporate public art into parks, trails, and recreation facilities, with preference given to public art that reflects the culture and identity of the surrounding community, local history, or the ecology of the area.

Additionally, the improvement will be consistent with the following guidance from the California High-Speed Rail Authority (Authority) regarding non-station structures:



- Consistent with federal, state, and local policies promoting the integration of art into public buildings and places, artistic expression should be integrated into California High Speed Train Project (CHSTP) structures when appropriate and feasible. Space may be identified by the Regional Consultants and the community for introduction of artwork underneath high-speed train aerial structures. Candidate locations for artwork shall have high potential for public visibility and public use. Artwork should enhance and reflect the unique character of the surrounding neighborhood or geographical region. Artwork may be freestanding or attached to high-speed train facilities. The Authority will engage with communities to establish a budget for public art appropriate for the high-speed train project and consistent with state and national policies.

### **Community Outreach Input and Relationship to DHAEs**

Community input during the neighborhood site tour with the Guadalupe-Washington Safety Coalition in February 2020 expressed the desire for more public art in the community. Goals were also expressed in the Washington Neighborhood Revitalization Plan to promote improvements that make the community an enjoyable place, improve its physical appearance, and promote and maintain a sense of community pride. Local residents and community organization staff have also indicated that any new surfaces, including sound walls and other ancillary structures, could be subject to vandalism in the form of graffiti and that gang violence can occur in connection with such vandalism. Covering blank walls with murals, especially by local artists, could help curb the potential for such violence by promoting respect for and ownership of community-generated art.

This improvement will provide funding for public art and beautification projects that will benefit residents by providing visual quality, community identity, and livability improvements. Because the HSR alignment would travel adjacent to this community under Alternatives 1, 2, and 3 and the community would experience associated residual impacts, this improvement will apply to these alternatives.

### **Improvement Cost Estimate**

The specific art installations are not defined at this time. Instead, this improvement will include \$500,000 to support, develop, and implement a community art program; or provide the funding to the City's existing 1 percent for art fund.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will fund local artists to develop community art projects. Projects would be designed and implemented through collaboration between community artists, the community, and the City of San Jose. Funding will be available through grants that will support the design and implementation of public art installations within 0.5 mile of the HSR project on public land and where appropriate on publicly accessible project structures (such as viaduct footings) adjacent to the community. The program will be led by local artists that will engage local youth in the design and installation process.

### **Assessment Based on Evaluation Criteria**

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### **Evaluation**

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Community art will enhance a sense of community in an area adjacent to the HSR alignment.
Relative Number of Beneficiaries	3	Art installation will broadly benefit the community at large by enhancing community character.
Practicable	15	Funding for this improvement is practicable, and there are public locations (streets, parks, schools, public right-of-way) and/or accessible project structures (viaduct footings).
Defined Project or Action	10	Program development will require effort to identify local community artists, to go through planning and art development, and to involve residents in the art development and installation.
Satisfy Authority Obligations	15	Improvement will improve community aesthetics and identity in an area affected by the HSR project.
Defined Roles and Responsibilities	15	Authority could provide funding to City's existing 1% for art fund.
Evidence of Agreement	15	City supports providing opportunities for community art.
Cost-Effectiveness	12	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>95</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.

## 11. OFFSETTING MITIGATION MEASURE WGTA-OMM#2: STREETSCAPE IMPROVEMENTS (GOODYEAR, HUMBOLDT, FLOYD)

### COMMUNITY: WASHINGTON/GUADALUPE, TAMIEN, AND ALMA/ALMADEN

#### ALTERNATIVES: 1, 2, 3

#### Measure Description

This improvement will consist of streetscape improvements (crosswalks, trees, and bicycle wayfinding) to Goodyear Street, Humboldt Street, and Floyd Street from Lick Avenue to Locust Street. The improvement will be designed in alignment with the City of San Jose’s Better Bike Plan 2025, and its scope will be defined through a City-led planning and outreach process.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternatives 1, 2, and 3, the project would result in disproportionate, high, and adverse effects (DHAE) on low-income populations related to visual quality. There would be residual visual impacts within the Washington, Guadalupe, Tamien, and Alma/Almaden community after the application of project mitigation and consideration of project benefits. DHAEs would be related to permanent visual effects associated with the visibility of the proposed aerial viaduct through this community. While the proposed improvement will not directly address operational visual effects resulting from the project, it will provide offsetting mitigation measures that will offset visual DHAEs in this community by providing funding for streetscape improvements.

#### Benefits to Minority Populations and/or Low-Income Populations

The high-speed rail (HSR) alignment would pass along the western edge of the Washington/Guadalupe, Tamien, and Alma/Almaden community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community’s minority residents and low-income residents by providing visual quality, safety, and livability improvements in the Washington/Guadalupe, Tamien, and Alma/Almaden community. The location of the proposed improvement relative to the HSR alignments adjacent to the Washington/Guadalupe, Tamien, and Alma/Almaden community is shown graphically in Figure WGTA-2.

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. The Washington neighborhood is 1 of 20 neighborhoods designated for the SNI. The proposed improvement will be consistent with the



goal of the Washington Neighborhood Revitalization Plan to foster a community where residents can walk, play, and socialize safely and comfortably in the community.

The improvement also is consistent with the City of San Jose Pedestrian Master Plan goals and recommendations and the City's General Plan Major Strategy #6, which calls for streets to be designed for people, not just cars, and to support a diverse range of urban activities and functions. The improvement will be implemented consistent with San Jose's Better Bike Plan 2025.

### **Community Outreach Input and Relationship to DHAEs**

Community input, as expressed by members of the Guadalupe/Washington Safety Committee and documented in the Washington Neighborhood Revitalization Plan, that is addressed includes the following:

- Pedestrian and bicycle safety
- Pedestrian dead zones
- Need for streetscape improvements

Because the HSR alignments cross adjacent to this community, residents of the Washington, Guadalupe, Tamien, and Alma/Almaden community would experience residual visual quality DHAEs. This improvement will provide related improvements to enhance visual quality. It will also provide general improvements in the form of improved safety, enhanced connectivity, enhanced livability, and community cohesion for residents in the Washington, Guadalupe, Tamien, and Alma/Almaden community.

### **Improvement Cost Estimate**

New crosswalks, bicycle sharrows, bicycle signage, and trees on Goodyear Street, Humboldt Street, and Floyd Street are estimated to cost \$515,000 in 2020 dollars.

These cost estimates are preliminary, as the SNI effort was done several years ago and improvements will need to be developed applying appropriate urban design guidelines from the City of San Jose, which may change the specific improvements proposed for the locations above. The improvements will be consistent with the City's Better Bike Plan 2025.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding to the City of San Jose for the proposed improvement. The San Jose Department of Transportation is responsible for all streetscape design, maintenance, and improvements.

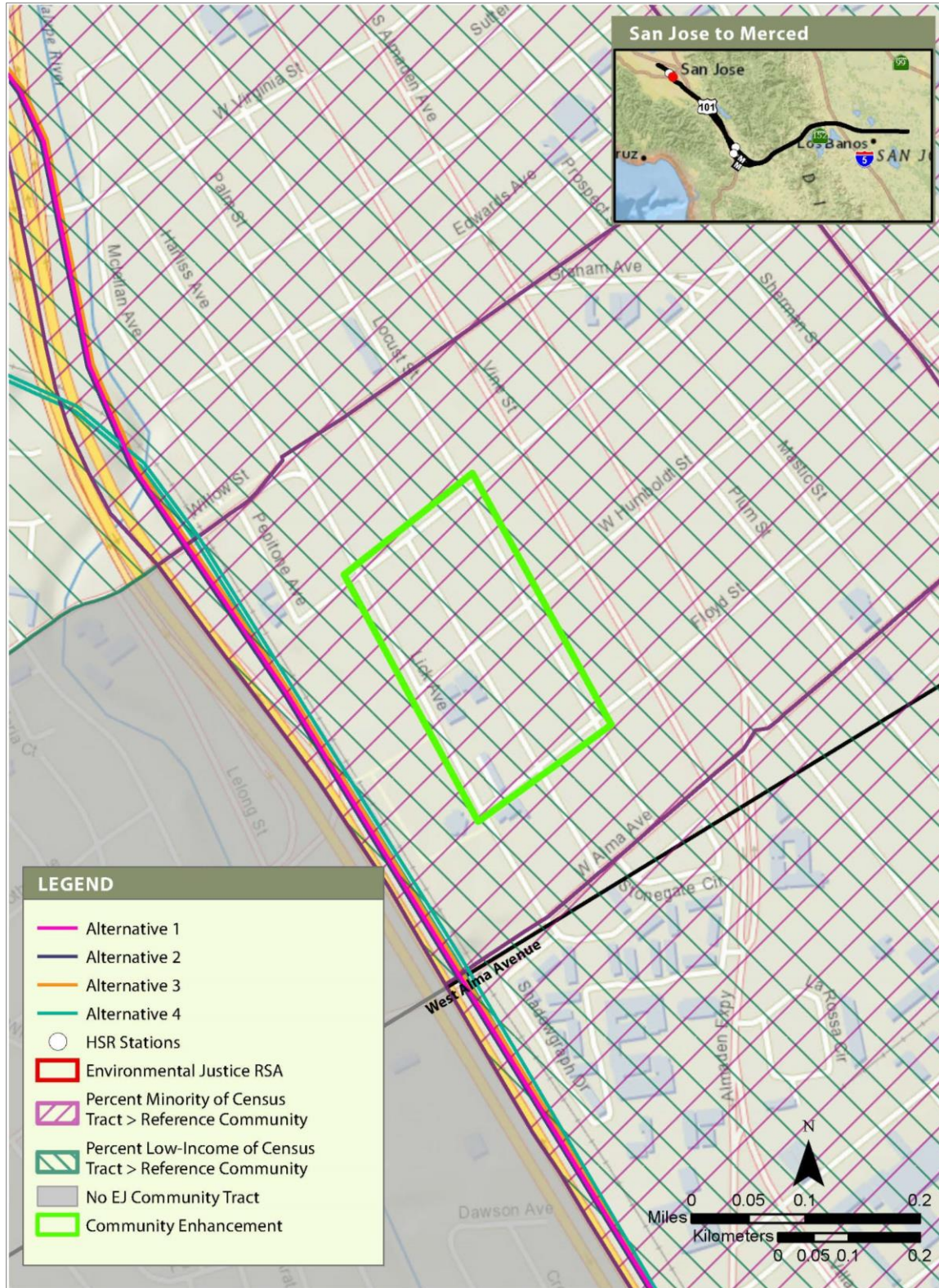
## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	This improvement will improve aesthetics and safety directly adjacent/nearby to the HSR alignment.
Relative Number of Beneficiaries	3	This improvement will benefit all residents adjacent to the HSR alignment.
Practicable	15	Funding for this improvement is practicable, and the improvements can be constructed.
Defined Project or Action	10	The improvements are defined but will require further design.
Satisfy Authority Obligations	15	The improvement will provide safety, accessibility, and connectivity improvements in communities affected by the HSR project.
Defined Roles and Responsibilities	15	The Authority will provide funding, and City of San Jose would provide design, maintenance, and improvements.
Evidence of Agreement	15	City supports these improvements.
Cost-Effectiveness	12	Cost is somewhat low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>95</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



**Figure WGTA-2 Streetscape Improvements (Goodyear, Humboldt, Floyd)  
Washington/Guadalupe, Tamien, and Alma/Almaden**



**12. OFFSETTING MITIGATION MEASURE WGTA-OMM#3: NOISE TREATMENTS FOR RESIDENTIAL BUILDINGS ALONG SR 87 TO ADDRESS EXISTING NOISE**

**COMMUNITY: WASHINGTON/GUADALUPE, TAMIEN, AND ALMA/ALMADEN**

**ALTERNATIVE: 4**

**Measure Description**

This improvement will provide funding for building insulation and window treatments for homes affected by existing freeway noise adjacent to State Route (SR) 87. The measure will consist of building and window insulation improvements for the homes along SR 87 from Interstate (I-) 280 to the Almaden Road overcrossing of SR 87.



**Nexus to Disproportionately High and Adverse Effects**

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAЕ) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the Washington/Guadalupe, Tamien, and Alma/Almaden community after the application of project noise barrier mitigation and consideration of project benefits. DHAЕs would be related to project-generated noise levels above existing ambient levels because of train operations. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction and will reduce noise levels in the same community affected by project noise.

**Benefit to Minority Populations and/or Low-Income Populations**

The high-speed rail (HSR) alignment under all project alternatives would be adjacent to the Washington/Guadalupe, Tamien, and Alma/Almaden neighborhoods, where the percentage of minority residents and low-income residents is greater than that within the reference community. Minority populations and low-income populations are present throughout the community in the vicinity of the alignment. The proposed improvement will benefit the community’s low-income community and minority community by providing noise reduction, health, and livability improvements (Figure WGTA-3).

**Consistency with Community Goals and Planning**

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) is a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI is to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI is funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Washington is 1 of 20 neighborhoods designated for the SNI. This neighborhood is an area of both low-income concentration and minority concentration that needs higher levels of investment to meet the needs of the community. The HSR alignment would pass along the western edge of the community.

The proposed improvement also will help achieve compliance with the indoor noise standards enforced through the City's General Plan policies.

### **Community Outreach Input and Relationship to DHAEs**

Community input, as expressed by City of San Jose staff, that is addressed includes the following:

- Noise along I-280 and SR 87
- Increased traffic through neighborhood from cars traveling to and from downtown San Jose and SR 87

This improvement will provide for residential noise abatement adjacent to SR 87 from I-280 to the Almaden Road overcrossing of SR 87, resulting in health and livability improvements. Because the HSR alignment with Alternative 4 would travel adjacent to this community, these same residents would experience residual noise DHAEs under Alternative 4 after the application of project mitigation and consideration of project benefits.

### **Improvement Cost Estimate**

There are approximately 59 single-family homes, 5 multifamily buildings, and 1 high-rise apartment building directly adjacent to the existing railroad alignment and SR 87 between I-280 and the Almaden Road overcrossing. Estimated costs are based on the average cost per property of the San Francisco International Airport noise abatement program (which is one of the largest in the country) of \$12,632 per property for single-family homes, an assumed cost of \$25,000 per multifamily building (for the side of units facing the railroad alignment only), and \$75,000 for improvements to the side of the apartment building facing the railroad alignment only. Using these unit costs, the building and window insulation improvements for these homes would cost approximately \$945,000.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding to property owners to fund and implement this improvement and will fund the entire measure. A program implementer will need to be identified/developed to work with homeowners and building owners. The Authority will coordinate with City of San Jose regarding making homeowners aware of the program. The City would process any required encroachment and building permits needed for building upgrades.

## Assessment Based on Evaluation Criteria

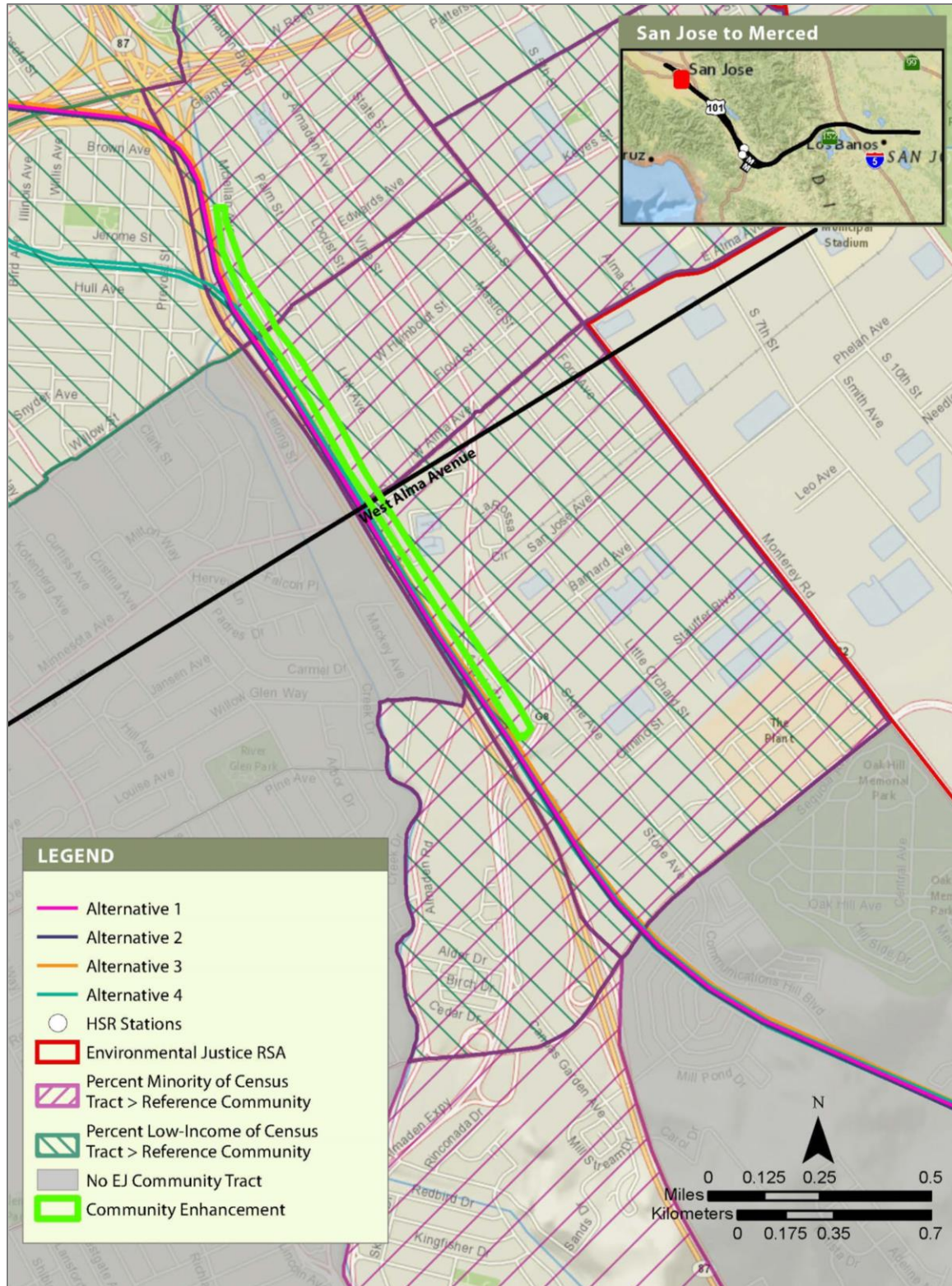
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Improvement will directly benefit minority populations and low-income populations in the community relatively close to all alternative alignments and Diridon Station and could substantially improve the indoor noise environment by reducing noise from the existing freeways.
Relative Number of Beneficiaries	3	Only the residents with noise treatments will benefit. This improvement will not benefit the entire community.
Practicable	15	Funding for this improvement is practicable. A program will need to be established to work with affected homeowners and building owners.
Defined Project or Action	10	Project is building insulation and window treatments. Exact criteria need to be developed.
Satisfy Authority Obligations	15	Improvement will provide community uplift. HSR project would result in noise effects, so there is a general nexus.
Defined Roles and Responsibilities	5	Authority will fund noise treatments. Program implementer needs to be identified. Caltrans would be consulted as needed.
Evidence of Agreement	15	City supports addressing noise.
Cost-Effectiveness	3	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>81</b>	

Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; HSR = high-speed rail.





**Figure WGTA-3 Noise Treatments for Residential Buildings Along SR 87 to Address Existing Noise  
 Washington/Guadalupe, Tamien, and Alma/Almaden**

### **13. OFFSETTING MITIGATION MEASURE WGTA-OMM#4: ROCKETSHIP MATEO SHEEDY PUBLIC ADDRESS SYSTEM UPGRADE**

#### **COMMUNITY: WASHINGTON/GUADALUPE, TAMIEN, AND ALMA/ALMADEN**

#### **ALTERNATIVE: 4**

#### **Measure Description**

The proposed improvement will include upgrade of the existing public address (PA) system within the school to help overcome disturbance from outside noise including airplane noise.



#### **Nexus to Disproportionately High and Adverse Effects**

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAЕ) on low-income populations related to project-generated operational noise. There would be residual severe noise

impacts within the Washington/Guadalupe, Tamien, and Almaden/Alma community after the application of project mitigation and consideration of project benefits. DHAЕs would be related to project-generated noise levels above existing ambient levels because of train operations to residences along State Route (SR) 87. The school itself would not have adverse effects due to high-speed rail (HSR) train noise. While the proposed improvement will not directly address operational noise effects resulting from the project, it will offset existing noise effects on the school (from existing freeways and airplane noise) by providing a more effective mechanism for making amplified announcements within the school.

#### **Benefit to Minority Populations and Low-Income Populations**

The HSR alignment would pass along the western edge of the Washington/Guadalupe, Tamien, and Alma/Almaden community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community's minority residents and low-income residents by providing a PA system that will enhance communication within the school facility by helping to overcome acoustical challenges related to existing external competing noise (Figure WGTA-4).

#### **Consistency with Community Goals and Planning**

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. Launched in July 2000, the Strong Neighborhoods Initiative (SNI) was a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, residents, and business owners. The goal of SNI was to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI was funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. The Washington neighborhood was 1 of 20 neighborhoods designated for the SNI.



The proposed improvement will promote a better learning environment for students and an improved teaching environment for faculty at Rocketship Mateo Sheedy Elementary School, which serves adjacent low- and moderate-income neighborhoods.

### Community Outreach Input and Relationship to DHAEs

Community input, as expressed by Rocketship Mateo Sheedy Elementary School staff, that is addressed includes the following:

- Improved school experience is needed both during and after school hours.
- Concerns about noise during project construction and increased traffic noise during operation.

The project would not result in substantial noise effects on the school itself but would affect residences along the Caltrain Corridor. This improvement will improve the learning environment at the school by counteracting existing external noise. Because the HSR alignment would travel adjacent to this community under Alternative 4, residents of the Washington/Guadalupe, Tamien, and Alma/Almaden community would experience residual noise DHAEs. This improvement will provide a related improvement to address noise.

### Improvement Cost Estimate

The estimated cost for a new PA system is \$100,000 to \$200,000.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will fund this improvement, which would be implemented by Rocketship Sheedy Mateo Elementary School.

### Assessment Based on Evaluation Criteria

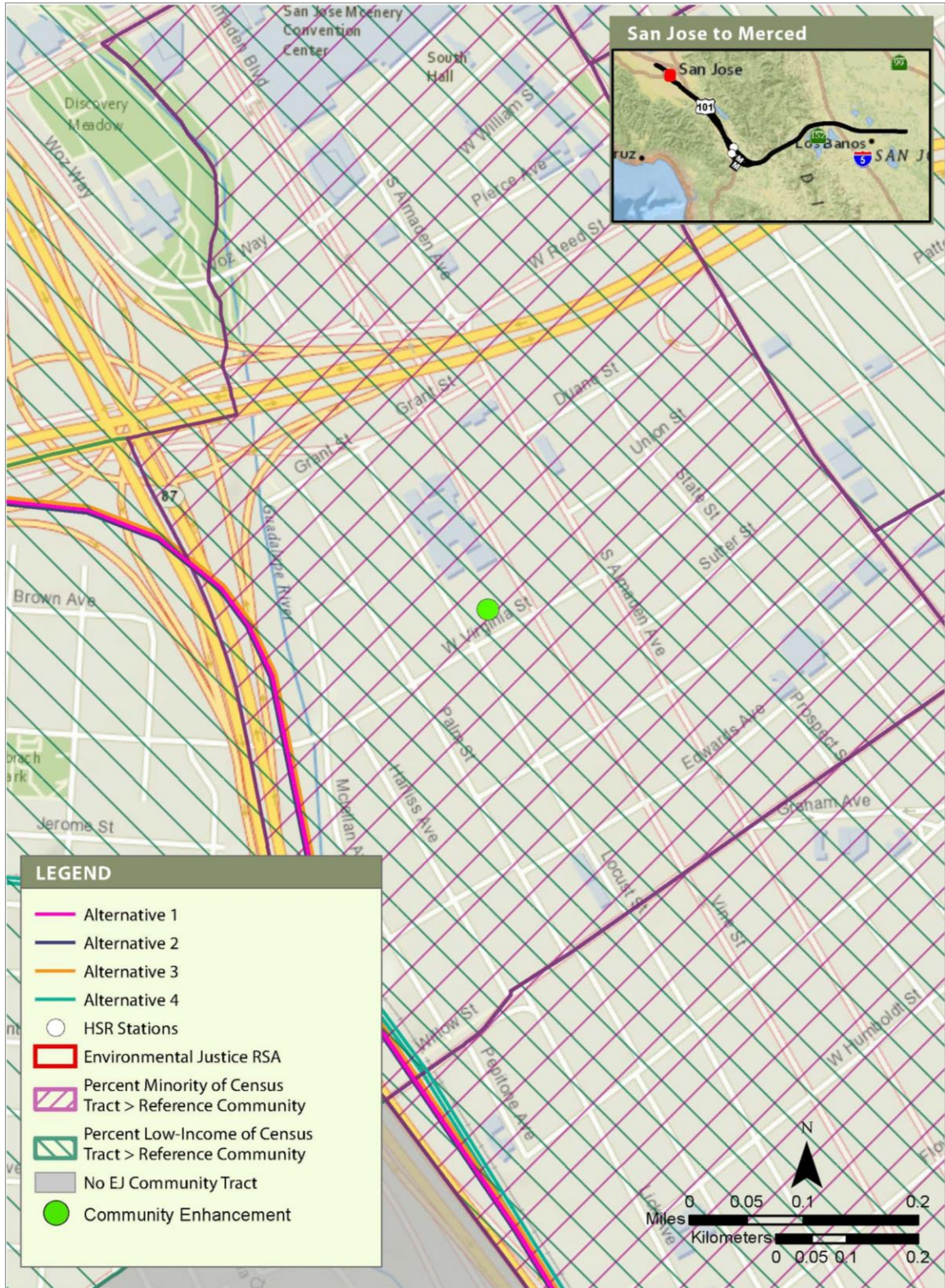
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This improvement will provide educational benefits to students and faculty.
Relative Number of Beneficiaries	6	This improvement will provide educational benefits to students and faculty from the community but not to the community as a whole.
Practicable	15	The improvements can be funded and implemented.
Defined Project or Action	10	The general character of improvements is identified but needs to be defined further.
Satisfy Authority Obligations	15	Improvement will provide benefits to students and faculty from a community adjacent to HSR alignments.
Defined Roles and Responsibilities	15	Authority will fund. Rocketship would implement.
Evidence of Agreement	15	Rocketship would accept funding.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>106</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.





**Figure WGTA-4 Rocketship Mateo Sheedy Elementary Public Address System Upgrade Washington/Guadalupe, Tamien, and Alma/Almaden**

**14. OFFSETTING MITIGATION MEASURE WGTA-OMM#5: TAMIEN PARK BALLFIELD NETTING**

**COMMUNITY: WASHINGTON/GUADALUPE, TAMIEN, AND ALMA/ALMADEN**

**ALTERNATIVES: 1, 2, 3, 4**

**Measure Description**

This measure will consist of sports field ball netting along the west side of the existing park to reduce the chance of soccer balls, basketballs or other field sports balls landing in the active railroad right of way to the west of the park. This will reduce the potential for individuals to enter the railroad right of way to retrieve lost balls. The netting will be installed on the park property and not within the railroad right of way.



**Nexus to Disproportionately High and Adverse Effects**

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAЕ) on low-income populations related to project-generated operational noise. There would be residual severe noise impacts within the Washington/Guadalupe, Tamien, and Alma/Almaden community after the application of project mitigation and consideration of project benefits. DHAЕs would be related to project-generated noise levels above existing ambient levels because of train operations. Additionally, under Alternatives 1, 2, and 3, the project would result in DHAЕs related to visual quality associated with the aerial alignment of the project through this community. While the proposed improvement will not directly address operational noise or aesthetics effects resulting from the project, it will address an identified community need.

**Benefit to Minority Populations and Low-Income Populations**

The high-speed rail (HSR) alignment would pass along the western edge of the Washington/Guadalupe, Tamien, and Alma/Almaden community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed improvement will benefit the community's minority residents and low-income residents by providing enhanced recreational opportunities, safety, and opportunities for health benefits for Tamien Park users (Figure WGTA-5).

**Consistency with Community Goals and Planning**

The proposed improvement is consistent with the following Tamien Specific Plan policies:

- Provide park, recreation, and trail facilities to serve the residents of the Tamien Station Area
- Identify park needs to determine how to best meet these needs

**Community Outreach Input and Relationship to DHAЕs**

Community input, as expressed by City of San Jose Parks and Recreation staff and members of the Guadalupe/Washington Safety Committee, that is addressed includes the following:

- Need for expanded/improved parks
- Neglect
- Homelessness
- Safety



This improvement will provide for improved recreational safety for residents utilizing Tamien Park.

### Improvement Cost Estimate

The improvement will include new ball netting along the multi-sports field and along the basketball courts. The length of the netting is assumed to be up to 250 feet (180 feet for the multi-sports field and 70 feet for the basketball courts) and up to 30 feet high. Net costs are assumed to be up to \$3.20/linear foot for the net for an estimated cost of up to \$16,000.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the City of San Jose for the proposed improvement. The City of San Jose would install and maintain the netting.

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This park serves the community directly adjacent to the HSR alignment, and the improvement will increase safety for park users.
Relative Number of Beneficiaries	9	This improvement will primarily benefit those who participate in active sports at the park (like soccer, basketball, and frisbee).
Practicable	15	Funding for this improvement is practicable, as is construction.
Defined Project or Action	15	The improvement is fully defined.
Satisfy Authority Obligations	15	Improvement will provide safety and recreation benefits to a community directly along the HSR alignment.
Defined Roles and Responsibilities	15	Authority will fund. The city of San Jose would install and maintain the netting.
Evidence of Agreement	15	City agrees.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>114</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



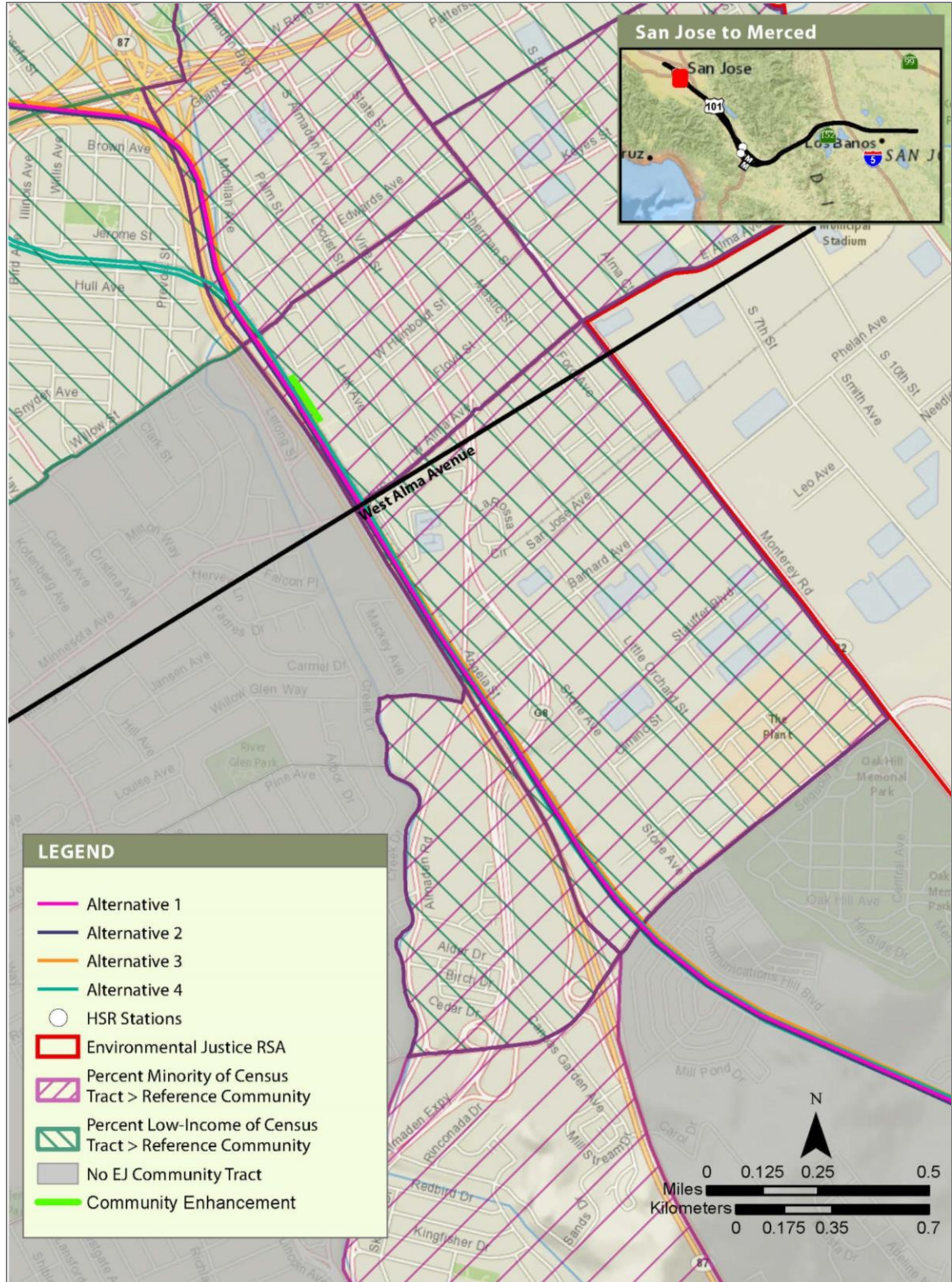


Figure WGTA-5 Tamien Park Field Netting Washington/Guadalupe, Tamien, and Alma/Almaden

## 15. OFFSETTING MITIGATION MEASURE SSJ-OMM#1: MONTEREY ROAD GRAND BOULEVARD LANDSCAPING IMPROVEMENTS

### COMMUNITY: SOUTH SAN JOSE

### ALTERNATIVES: 1, 2, 3

#### Measure Description

The proposed improvement will include landscaping improvements on Monterey Road. The scope of the improvement will be clarified in consultation with the City of San Jose and will be designed consistent with the City’s Complete Streets Design Standards.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternatives 1, 2, and 3, the project would result in disproportionate, high, and adverse effects (DHAЕ) on minority populations and low-income populations related to the visual effects of project operation. There would be residual severe visual impacts within the South San Jose community after the application of project mitigation and consideration of project benefits. DHAЕs would be related to train operation, including spillover night lighting, lighting from nighttime station operation, and areas of elevated alignments. While the proposed improvement will not directly address operational visual effects resulting from the project, it will provide a related offset representing an investment in visual quality within the community affected by the DHAЕs.

#### Benefit to Minority Populations and/or Low-Income Populations

The high-speed rail (HSR) alignment would traverse the South San Jose community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community’s minority residents and low-income residents by providing aesthetic improvements. The location of the proposed improvement relative to the HSR alignment within the South San Jose community is shown in Figure SSJ-1.

#### Consistency with Community Goals and Planning

The proposed improvement is included in HSR’s Connecting Communities Strategy for Monterey Corridor and Coyote Valley. The improvement also is consistent with the San José General Plan’s vision of Monterey Road as a “Grand Boulevard” with the potential to contribute to the City’s overall identity through cohesive design. As described in the General Plan, these Grand Boulevards play an important role in shaping the City’s image for its residents, workers, and visitors because of their importance and location as major transportation routes, the land uses they support, and the potential to act as major urban design elements at a citywide scale. The Grand Boulevards require extra attention and improvement, including special measures within the public right-of-way, such as enhanced landscaping. Improvements will be designed and implemented consistent with the San Jose Complete Streets Design Standards and Guidelines.

#### Community Outreach Input and Relationship to Overall Project Effects

This improvement was included in HSR’s Connecting Communities Strategy and identified as a need in the City General Plan. This improvement will provide aesthetics improvements benefitting community members utilizing Monterey Road. Because the HSR alignment would travel through

this community under Alternatives 1, 2, and 3, this community would experience the resulting residual aesthetic effects, and will benefit from this improvement.

### Improvement Cost Estimate

A preliminary placeholder budget for potential landscaping improvements along Monterey Road Grand Boulevard is estimated at \$4 million based on an assumed 10% of Grand Boulevard costs overall. This improvement includes planting and installation of irrigation but no ongoing maintenance costs.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding for planning studies and partial funding for implementation of proposed improvements. San Jose Department of Transportation would design, maintain, and implement improvements.

### Assessment Based on Evaluation Criteria

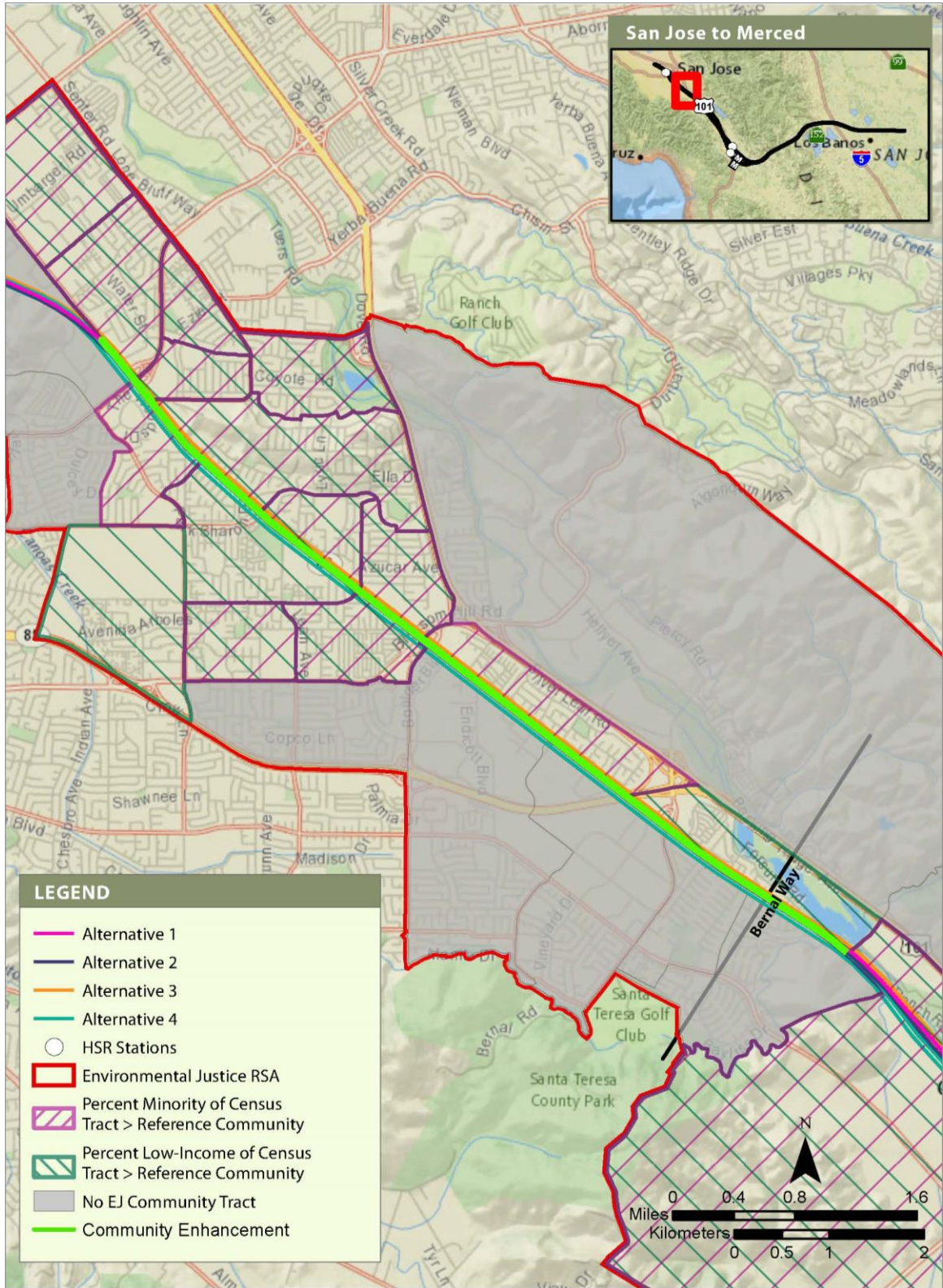
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Beneficial to minority populations and low-income populations and non-minority and low-income populations.
Relative Number of Beneficiaries	15	Beneficial to minority populations and low-income populations and non-minority and low-income populations.
Practicable	15	Improvements are expensive.
Defined Project or Action	10	Some limited design required.
Satisfy Authority Obligations	15	Helps to improve aesthetics in area of effects of aerial viaduct or elevated embankment with Alternatives 1,2 and 3.
Defined Roles and Responsibilities	15	Authority will provide funding and City will implement improvements.
Evidence of Agreement	15	Monterey Grand Blvd. is a priority for the City.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>110</b>	

Authority = California High-Speed Rail Authority.





**Figure SSJ-1 Monterey Road Grand Boulevard Landscaping Improvements South San Jose**

## 16. OFFSETTING MITIGATION MEASURE SSJ-OMM#2: MONTEREY ROAD PEDESTRIAN OVERCROSSINGS AT SKYWAY, BRANHAM, AND CHYNOWETH

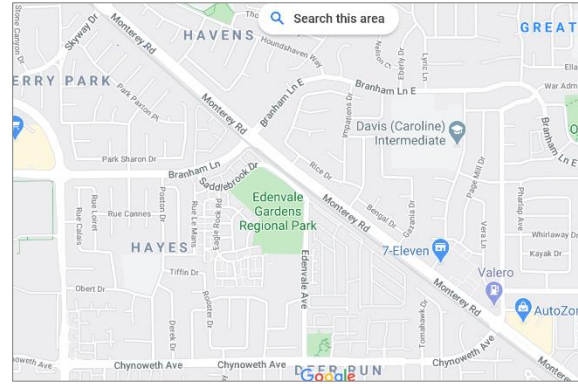
### COMMUNITY: SOUTH SAN JOSE

### ALTERNATIVE: 4

### Measure Description

The proposed improvement will include pedestrian overcrossings of Monterey Road at Skyway Drive, Branham Lane, and Chynoweth Avenue. The improvement will provide an east-west connection under Alternative 4, which will improve safety for students, pedestrians, and bicyclists.

The California High-Speed Rail Authority (Authority) will provide funding for these overcrossings, and the City of San Jose would implement. The City is considering potential grade separations of the railroad crossings at these three locations. If grade separations are realized, then the underlying residual safety effect related to emergency vehicle response times will be avoided. Consequently, if the City is advancing the grade separations toward completion by the time the high-speed rail (HSR) project would become operational (nominally 2031 based on the Authority’s 2020 Revised Business Plan) or within several years of commencement of HSR service between San Jose and Gilroy, then, provided there is agreement of both the Authority and the City, the Authority could instead provide the equivalent funding that would have gone to the pedestrian overcrossings to fund the grade separation project(s).



### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAЕ) on low-income populations related to emergency vehicle response delay related to increased gate-down time at Skyway Drive, Branham Lane, and Chynoweth Avenue. Under Alternative 4, there would be residual safety effects related to emergency vehicle response times after the application of project mitigation and consideration of project benefits. DHAЕs would be related to safety conditions in the South San Jose community. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAЕ in the same community where effects would occur. If the Authority provided funds to help realize grade separations, as described above, that would directly help to address emergency response delays.

### Benefit to Minority Populations and/or Low-Income Populations

The HSR alignment would traverse the South San Jose community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community’s low-income residents by providing traffic/transportation, safety, connectivity, and community cohesion improvements in an area where there are safety concerns related to at-grade crossings. The location of the proposed improvement relative to the location of HSR alignment within the South San Jose community is shown in Figure SSJ-2.

## Consistency with Community Goals and Planning

The improvement will be consistent with the San José General Plan’s vision of Monterey Road as a “Grand Boulevard” with the potential to contribute to the City’s overall identity through cohesive design. As described in the General Plan, these Grand Boulevards play an important role in shaping the City’s image for its residents, workers, and visitors because of their importance and location as major transportation routes, the land uses they support, and the potential to act as major urban design elements at a citywide scale. The Grand Boulevards require extra attention and improvement, including special measures within the public right-of-way, such as enhanced landscaping, additional attractive lighting, wider and comfortable sidewalks, and identification banners.

## Community Outreach Input and Relationship to DHAEs

Community input, as expressed by Eastside Union High School District staff, that is addressed includes the following:

- Pedestrian safety
- Need for additional pedestrian bridges

Additionally, the City of San Jose has indicated that while it does not support at-grade crossings along the HSR project alignment, the grade separation of the entire cross streets is a superior alternative to separate pedestrian overcrossings.

This improvement will provide for enhanced safety and connectivity for residents in this area. The HSR alignment would traverse through this community under all project alternatives; however residual emergency vehicle response DHAEs after application of project mitigation and consideration of project benefits will only occur with Alternative 4. Therefore, this improvement will apply only under Alternative 4.

## Improvement Cost Estimate

The three overcrossings under Alternative 4 are estimated to cost \$36.4 million.

## Roles and Responsibilities

The Authority will provide funding for this improvement; the City of San Jose would design, maintain, and implement the improvements. As noted above, under certain conditions, the Authority could provide this funding toward the realization of City desire to grade separate the subject crossings.

## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

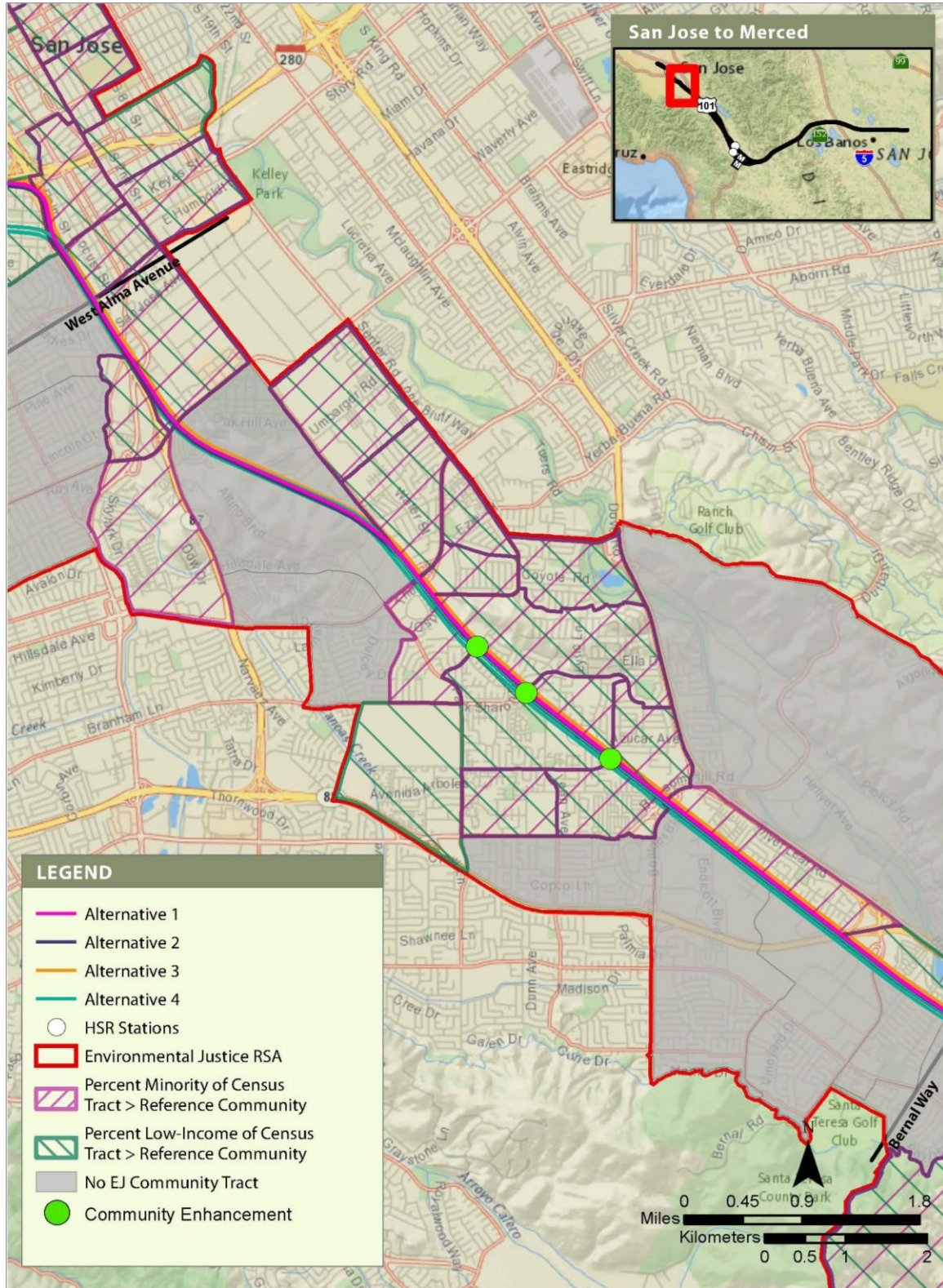
### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Beneficial to bicycle-riding and walking minority populations and low-income populations.
Relative Number of Beneficiaries	12	Beneficial to bicycle-riding and walking minority populations and low-income populations; this is in the middle of minority populations/low-income populations.
Practicable	15	Improvements are expensive but practicable.
Defined Project or Action	15	Design is mostly completed.
Satisfy Authority Obligations	15	Transit mobility improvements, safety, connectivity.



Defined Roles and Responsibilities	15	Authority will provide funding and Caltrain, UPRR, and the City of San Jose would collaborate on implementing improvements.
Evidence of Agreement	0	City supports pedestrian/bicycle crossings over busy roadways and railroads in general but would strongly prefer grade separations for vehicles as well.
Cost-Effectiveness	9	Cost is somewhat high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>96</b>	

Authority = California High-Speed Rail Authority; UPRR = Union Pacific Railroad.



**Figure SSJ-2 Monterey Road Pedestrian Overcrossings at Skyway, Branham, and Chynoweth South San Jose**

## **17. OFFSETTING MITIGATION MEASURE SSJ-OMM#3: NOISE TREATMENTS FOR RESIDENTIAL BUILDINGS ALONG US 101 TO ADDRESS EXISTING NOISE**

### **COMMUNITY: SOUTH SAN JOSE**

#### **ALTERNATIVE: 4**

#### **Measure Description**

Alternative 4 would result in a total of 20 severe noise impacts with noise barrier mitigation and 8 severe noise impacts with noise barrier mitigation with implementation of quiet zones (if the City of San Jose decides to implement them in South San Jose). This proposed offsetting mitigation measure will upgrade existing residential structures to improve noise attenuation along certain portions of U.S. Highway (US) 101 in areas with low-income populations greater than the reference community to promote a healthier community and improve the quality of life in the neighborhood and to offset the residual severe noise impacts in the low-income areas of the community affected by Alternative 4. This measure will apply to up to 20 residential units along the west side of US 101 from Blossom Hill Road to SR 85, including the southbound exit ramp to SR 85.

Noise barriers already exist in most of these residential areas adjacent to US 101. These barriers have been built as part of roadway improvement projects for noise abatement purposes and provide acoustical shielding at outdoor use areas and at ground-level facades of buildings. Accordingly, the proposed offsetting mitigation measure will instead focus on addressing indoor noise level through retrofitting up to 20 homes with noise reduction features, including upgraded windows and insulation.

#### **Nexus to Disproportionately High and Adverse Effects**

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to the project's operational noise impacts after the consideration of mitigation and project benefits. Alternative 4 would extend through South San Jose where there would be up to 20 residual severe noise impacts after the application of proposed noise barrier mitigation. DHAEs would be related to project-generated noise levels above existing ambient levels because of train operations. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction at sensitive receptors that already experience traffic noise from US 101. The improvement will reduce noise levels in the same community affected by project noise.

#### **Benefit to Minority Populations and/or Low-Income Populations**

The high-speed rail (HSR) alignment would traverse the South San Jose community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed offsetting mitigation measure will benefit the community's minority populations and low-income populations by providing health and livability improvements under Alternative 4 (Figure SSJ-3).

#### **Consistency with Community Goals and Planning**

The proposed improvement will be consistent with the following goals and policies from the *Envision San Jose 2040 General Plan*:

- Goal EC-1, Community Noise Levels and Land Use Compatibility. Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.



- Policy H-1.1, Through the development of new housing and the preservation and rehabilitation of existing housing, facilitate the creation of economically, culturally, and demographically diverse and integrated communities.
- Policy H-3.4, Promote the conservation and rehabilitation of existing viable housing stock.
- Policy H-3.5, Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.

### **Community Outreach Input and Relationship to DHAEs**

Noise was raised as a key concern of residents in San Jose. Community input provided by the City of San Jose indicated the need to address noise impacts.

This improvement will improve the health and quality of life for South San Jose residents in targeted areas. Because the HSR alignment would travel through South San Jose where there would be residual severe noise impacts after the application of proposed noise barrier mitigation under Alternative 4, this improvement will apply under Alternative 4.

### **Improvement Cost Estimate**

The cost of retrofitting individual homes is based on an estimated \$12,632 per single-family home and \$25,000 per multifamily building. Assuming up to 20 total units, this would result in an estimated retrofit cost of \$253,000 to \$500,000.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding to property owners to fund and implement this improvement and will fund the entire measure. A program implementer will need to be identified/developed to work with homeowners and building owners. The Authority will coordinate with the City of San Jose regarding making homeowners aware of the program. The City would process any required encroachment and building permits needed for building upgrades.

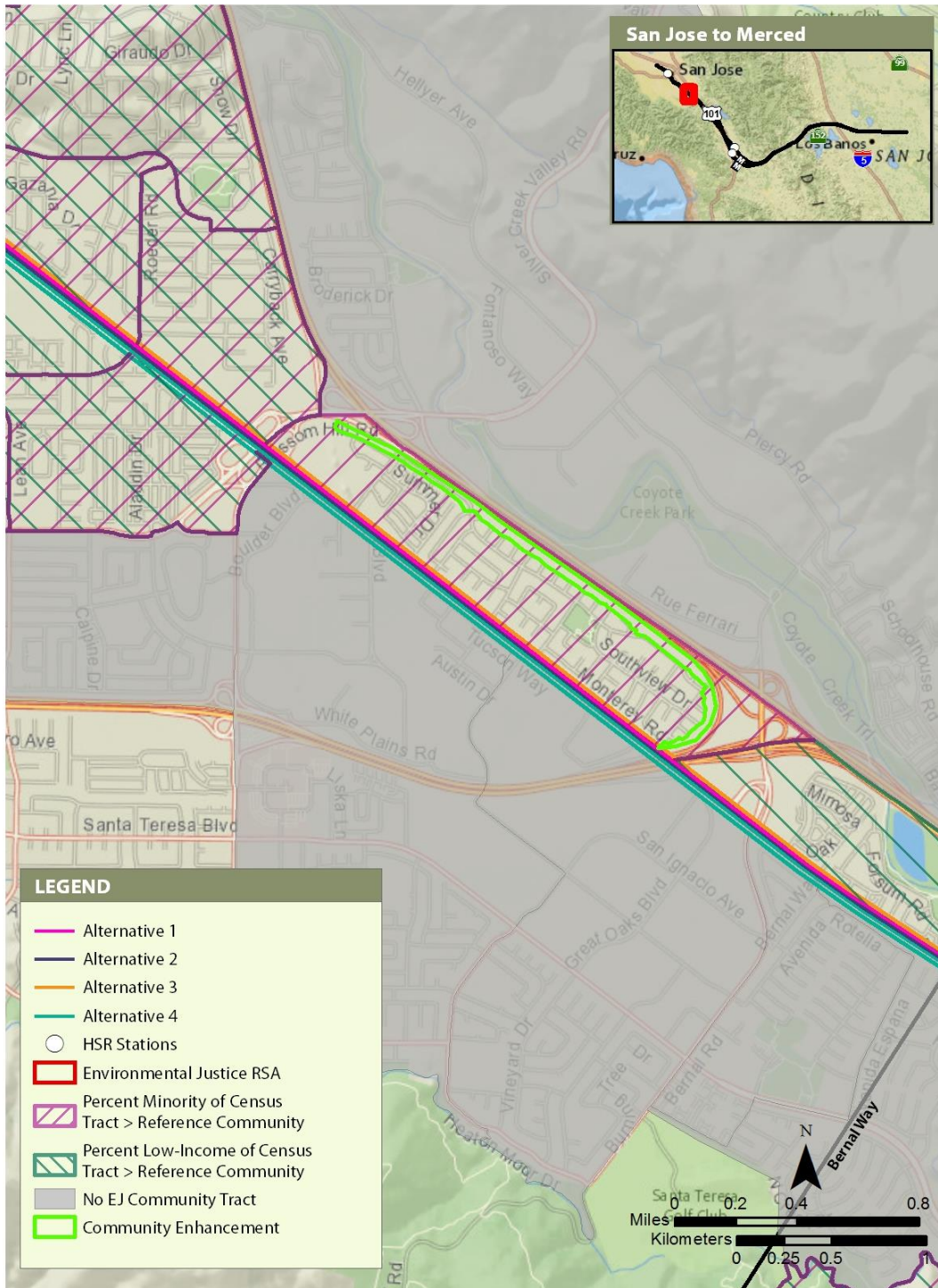
## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Improvement will directly benefit minority populations and low-income populations in the community relatively close to all alternative alignments and Diridon Station and could substantially improve the indoor noise environment by reducing noise from the existing freeways.
Relative Number of Beneficiaries	3	Only the residents with noise treatments will benefit. This improvement will not benefit the entire community.
Practicable	15	Funding for this improvement is practicable. A program will need to be established to work with affected homeowners and building owners.
Defined Project or Action	10	Project is building insulation and window treatments. Exact criteria need to be developed.
Satisfy Authority Obligations	15	Improvement will provide community uplift. HSR project would result in noise effects, so there is a general nexus.
Defined Roles and Responsibilities	5	Authority will fund noise treatments. Program implementer needs to be identified. Caltrans would be consulted as needed.
Evidence of Agreement	15	City supports addressing noise effects.
Cost-Effectiveness	3	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>81</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



**Figure SSJ-3 Noise Treatments for Residential Properties Along US 101 to Address Existing Noise, South San Jose**



**18. OFFSETTING MITIGATION MEASURE SSJ-OMM#4: (CAROLINE) DAVIS INTERMEDIATE SCHOOL ALL-WEATHER TURF AND TRACK**

**COMMUNITY: SOUTH SAN JOSE**

**ALTERNATIVES: 1, 2, 3, 4**

**Measure Description**

The proposed improvement will include upgrade of an existing natural turf to an all-weather turf and all-weather track at (Caroline) Davis Intermediate School. This will ensure year-round use for students, the community, and for sporting activities. This could include light standards, goal posts, striping, seating, turf, and track. Other improvements are being constructed as Davis Intermediate serves local schools and provides after-school services as well as community recreational opportunities.



**Nexus to Disproportionately High and Adverse Effects**

Under Alternatives 1, 2, and 3, the project would result in disproportionately high and adverse effects (DHAЕ) on minority populations and low-income populations related to the visual effects of project operation. There would be residual severe visual impacts within the South San Jose community after the application of project mitigation and consideration of project benefits. DHAЕs would be related to train operation, including spillover night lighting, lighting from nighttime station operation, and areas of elevated alignments. Additionally, under Alternative 4, the project would result in DHAЕs on low-income populations related to emergency vehicle response delay and noise. DHAЕs would be related to noise, aesthetics, and safety conditions in the South San Jose community.

While the proposed improvement will not directly address operational visual effects, operational noise, or emergency response delay resulting from the project alternatives, it will provide a benefit to minority residents and low-income residents in this community by responding to a community need for recreational opportunities in the area for students as well as the community at large.

**Benefit to Minority Populations and Low-Income Populations**

The high-speed rail (HSR) alignment would traverse the South San Jose community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed improvement will benefit the community’s minority residents and low-income residents by providing recreation improvements to enhance community health and well-being (Figure SSJ-4). The Edenvale Roundtable community suffers from a significant lack of access to health services as well as after-school and weekend recreational centers where it is safe for students, young adults, and community members to have access to recreational activities or organized sports. Upgrades to the all-weather field and track are part of a comprehensive upgrade to the school to provide community service facilities to the community that will allow the school to program activities in the after-hours and weekends.

**Consistency with Community Goals and Planning**

The improvement will provide recreational improvements at Caroline Davis Intermediate School. The proposed improvement will be consistent with the following City of San José General Plan goals and policies:

- Goal PR-3 – Provide an Equitable Park System. Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.

- PR-8.7 Actively collaborate with school districts, utilities, and other public agencies to provide for appropriate recreation uses of their respective properties and rights-of-ways. Consideration should be given to cooperative efforts between these entities and the City to develop parks, pedestrian and bicycle trails, sports fields and recreation facilities.
- PR-8.8 Collaborate with the public land agencies and other appropriate jurisdictions to direct the expenditure of their funds to provide parks and other open space lands and recreation resources within, or in close proximity to, the urban population.
- PR-8.9 Work cooperatively with local school districts in identifying and evaluating surplus school sites for potential parkland acquisition.
- PR-8.10 Encourage the development of private/commercial recreation facilities that are open to the public to help meet existing and future demands (i.e., plazas, swimming pools, fitness centers and gardens).

### Community Outreach Input and Relationship to DHAEs

Community input, as expressed by the Oak Grove School District Superintendent, that is addressed includes the following:

- Significant lack of access to after-school and weekend recreational centers where it is safe for students, young adults, and community to have access to recreational activities or organized sports
- Davis Intermediate serves three of the impacted elementary school communities and is also one of the schools identified for high impact.

This improvement will provide for enhanced recreational opportunities for Caroline Davis Intermediate School students and for two additional school communities, as well as additional open space for the larger community.

### Improvement Cost Estimate

Upgrade of the existing natural turf field to all-weather turf field and all-weather track is estimated at \$1,250,000. This will include replacing the turf and resurfacing the track.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the Oak Grove School District for the proposed improvement.

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement

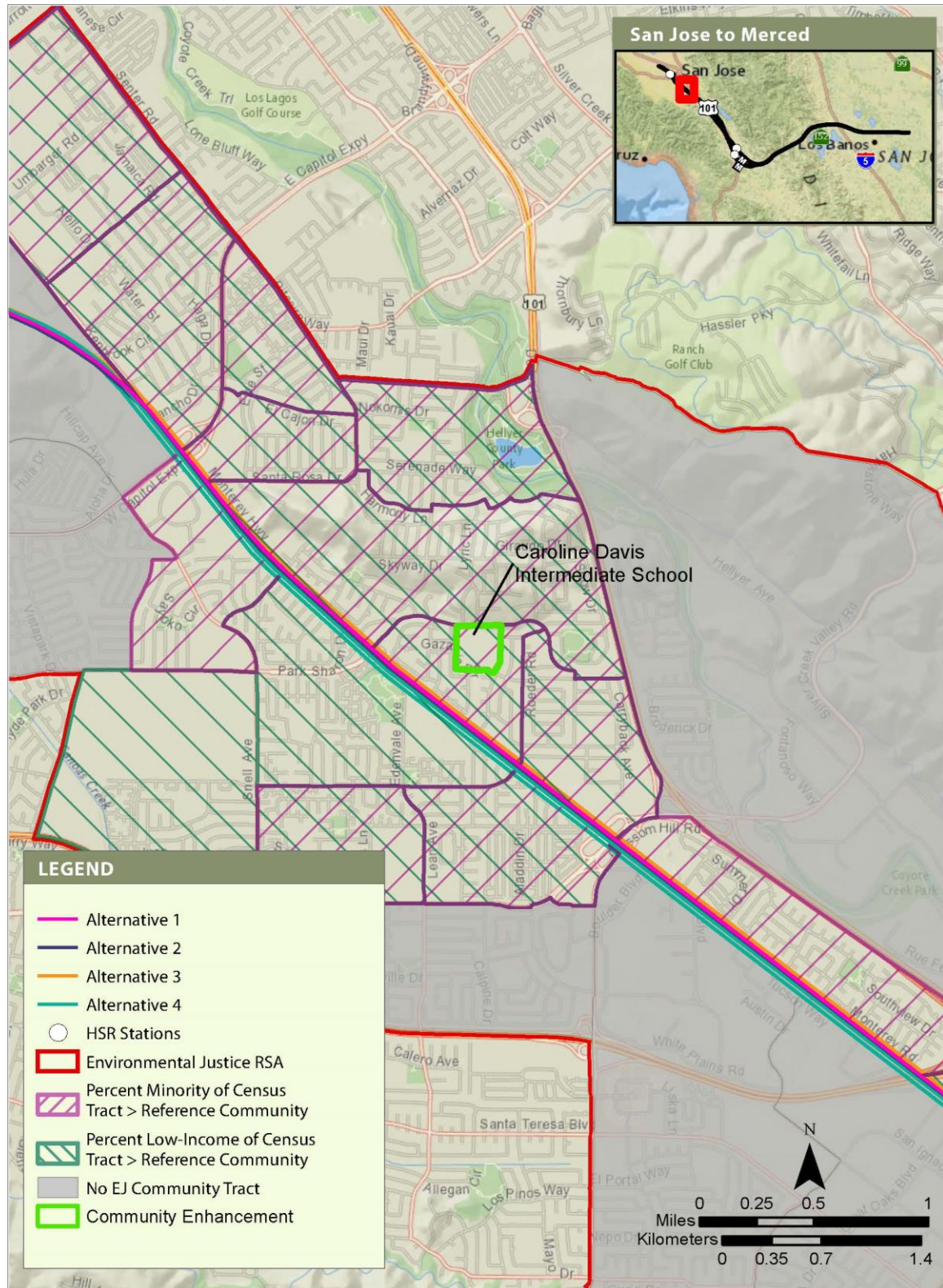
Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Health and wellness benefits to surrounding minority population and low-income population and community, especially schoolchildren and particularly with no COVID-19 restrictions.
Relative Number of Beneficiaries	6	Located within minority community and low-income community and serves surrounding minority communities and low-income communities.
Practicable	15	Benefit complements existing funding by recipient.

Defined Project or Action	15	Improvement is designed and will provide wraparound service for existing investments.
Satisfy Authority Obligations	15	Provides park and community space for minority population and low-income population at affected school and two additional school communities, approximately 2,000 schoolchildren.
Defined Roles and Responsibilities	15	Authority will provide funding, and Oak Grove School District would implement.
Evidence of Agreement	15	Oak Grove School District is in strong support.
Cost-Effectiveness	12	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>108</b>	

Authority = California High-Speed Rail Authority.





**Figure SSJ-4 (Caroline) Davis Intermediate School All-Weather Turf and Track South San Jose**

## 19. OFFSETTING MITIGATION MEASURE MH-OMM#1: PARK/TRAIL UNDER VIADUCT

### COMMUNITY: MORGAN HILL

### ALTERNATIVES: 1, 3

#### Measure Description

The proposed improvement will install bicycle trails and park/open space under the viaduct from Cochrane Road to Tennant Avenue under Alternatives 1 and 3. A bicycle trail will extend from the existing bike trail along Cochrane Road southward to the existing bike lane along Tennant Avenue. The improvement will also include a park/open space improvement along Walnut Grove Drive near Diana Avenue in the area of residential displacements with Alternatives 1 and 3. The improvement will also include landscaping along the trail.



#### Nexus to Disproportionately High and Adverse Effects

Alternatives 1 and 3 would result in adverse visual aesthetic effects on low-income populations related to the proposed aerial viaduct in Morgan Hill. Alternatives 1 and 3 would result in disproportionately high and adverse effects (DHAEs) relative to visual aesthetics on an end-to-end basis. While the proposed offsetting mitigation measure will not directly address the visual effects of the elevated rail alignment, it will provide indirect aesthetic benefits by creating a trail and park and will provide a sense of place for the affected neighborhoods.

#### Benefit to Minority Populations and Low-income Populations

The HSR alignment under Alternatives 1 and 3 would be on a viaduct through the neighborhoods along the west side of US 101, where the percentage of minority residents and low-income residents is greater than that within the reference community. The proposed improvement will provide recreation and connectivity benefits to the minority populations and low-income populations in these areas.

The project location and location of the preferred HSR alignment within the Morgan Hill community are shown graphically in Figure MH-1.

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following City of Morgan Hill policies:

- Policy CNF-12.2 Well-connected Neighborhood Centers. Provide for safe and convenient pedestrian and bicycle connections as well as transit access to support existing neighborhood centers, including shopping centers, medical offices, sports fields, and the Centennial Recreation Center.
- GOAL HC-3 Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive parks and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.
- Policy TR-8.6 Multi-Use Trail Accessibility. All multi-use bicycle/pedestrian trails shall comply with State and federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).

## Community Input and Relationship to DHAEs

Community concerns, as expressed by City of Morgan Hill in comments about the Draft EIR/EIS, that are addressed include the following:

- “The aerial structure would remove...homes and landscaping from the streetscape, affecting highly sensitive residential viewers and diminishing the residential character of the view, reducing the visual quality...from moderate to low.”
- “The City....requests design improvements and additional landscaping that would be helpful in reducing the visual effects of the aerial viaduct on this neighborhood....the [Authority]...should consider a landscaped neighborhood park that connects to City trails....consistent with the Bikeways, Trails, Parks and Recreation Master Plan for the City of Morgan Hill.”

This improvement will provide for recreational opportunities and connectivity for residents in the vicinity. Because the HSR alignment is on an aerial viaduct in this area, residents in the community would have adverse aesthetic effects due to the presence of the overhead alignment.

### Improvement Cost Estimate

Where Alternatives 1 and 3 are on viaduct with two columns, between Cochrane Road and Tennant Ave, the project would include property acquisition that would result in space beneath the viaduct that would be available to construct a bike trail using the right-of-way beneath the viaduct and between the two columns. There may also be possibilities to establish small “pocket” parks or landscaped open space. This improvement will include a bicycle and pedestrian trail, crosswalks, and landscaping and is estimated to cost \$2 million in 2020 dollars.

### Roles and Responsibilities

The Authority will provide funding. The City of Morgan Hill would design and construct the proposed improvements. Since the park/trail would be under the viaduct, the Authority and the City of Morgan Hill would need to coordinate during design to ensure that the requirements and needs of both the Authority and the City are met.



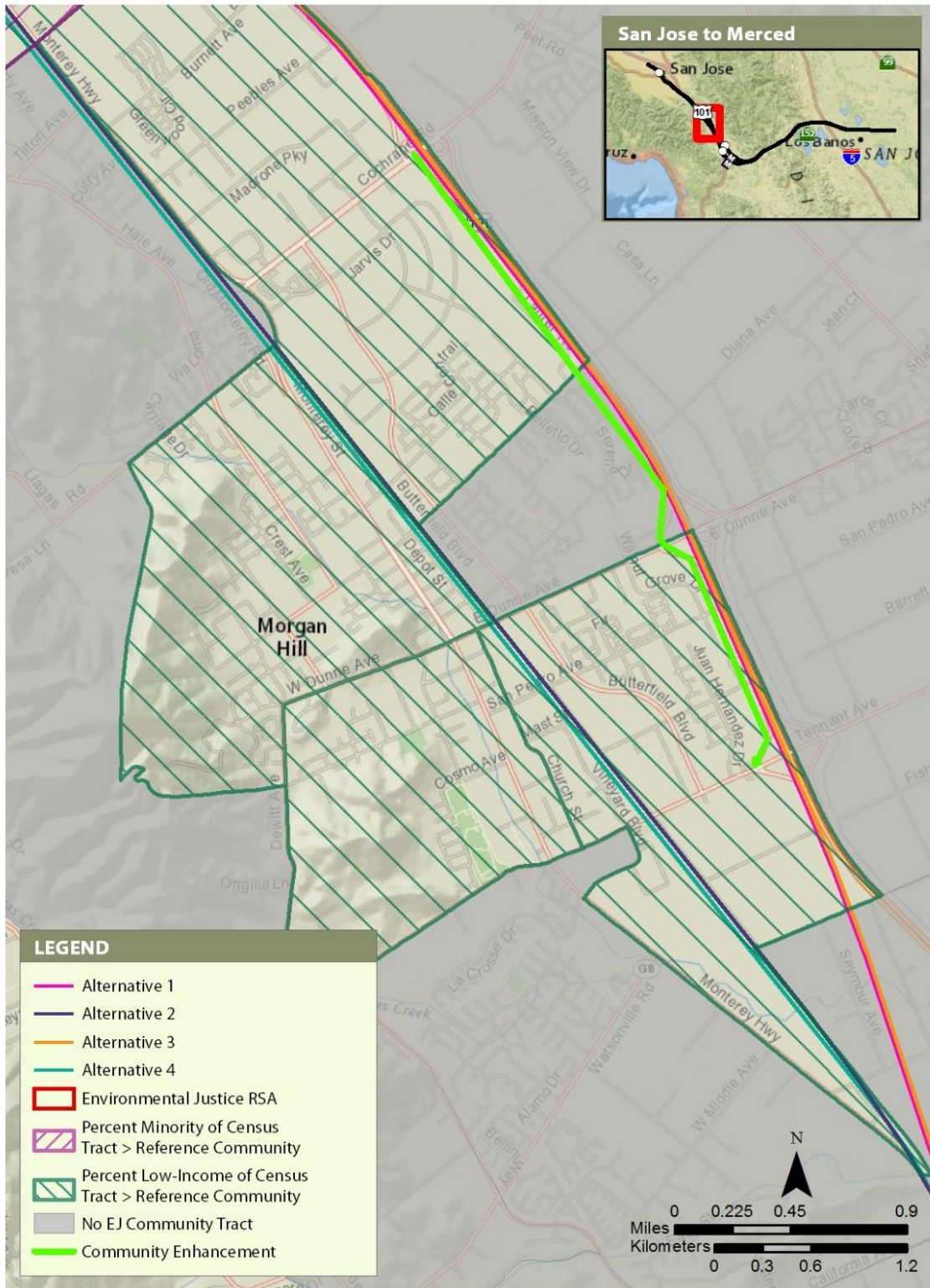
## Assessment Based on Evaluation Criteria

Based on the screening criteria presented in this report, the following assessment has been completed for this improvement:

### Evaluation

Criteria	Ranking 1-15	Justification
Benefit Intensity	15	This improvement will benefit the neighborhood that would be directly affected by the HSR project, particularly as there are no parks in the improvement area.
Relative Number of Beneficiaries	12	This improvement will be useable by the entire community.
Practicable	10	The improvement is conceptually practicable but requires further design.
Defined Project or Action	10	The improvement is only generally conceived; requires design.
Satisfy Authority Obligations	15	This improvement will directly benefit the residents most affected by the HSR project with Alternatives 1 and 3.
Defined Roles and Responsibilities	15	The Authority will fund this improvement. The City of Morgan Hill would implement. The Authority and the City would coordinate during design and construction to ensure that the requirements and needs of both parties are met.
Evidence of Agreement	10	The City of Morgan Hill proposed a trail and park/open space improvements under/along the viaduct between Diana Avenue and East Main Avenue in their comments on the Draft EIR/EIS.
Cost-Effectiveness	12	The cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>99</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



**Figure MH-1 Park/Trail Under Viaduct  
Morgan Hill**

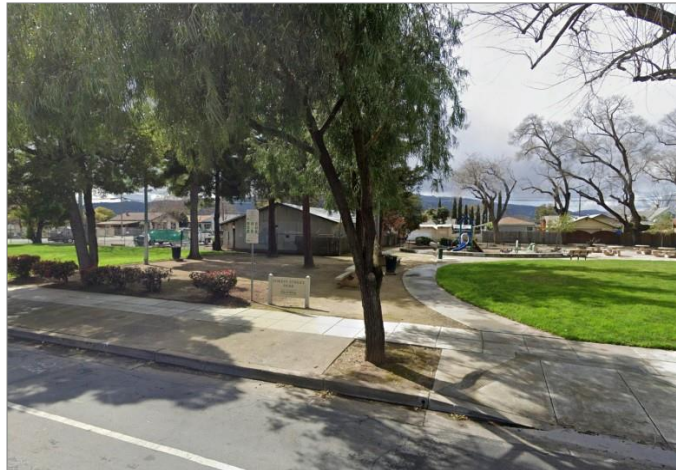
## 20. OFFSETTING MITIGATION MEASURE MH-OMM#2: RAILROAD AVENUE COMPLETE STREETS

### COMMUNITY: MORGAN HILL

### ALTERNATIVE: 2

#### Measure Description

With this improvement, Railroad Avenue will be reconstructed with complete streets improvements, landscaping, sidewalks, and curb and gutters.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 2, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to visual effects. There would be residual visual impacts within the

Morgan Hill community after the application of project mitigation and consideration of project benefits. DHAEs would be related to the visual effects associated with the elevated embankment that would be constructed within this community. While the proposed improvement will not directly address visual effects resulting from the project, it will provide improvements that will offset visual DHAEs in this community by providing funding for complete streets improvements.

#### Benefit to Minority Populations and/or Low-income Populations

Under Alternative 2, the high-speed rail (HSR) alignment would pass through the Morgan Hill community, where the percentage of low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community's low-income community by providing complete streets improvements to increase visual quality, as well as connectivity and general livability, in areas where low-income populations would be affected by the project's residual visual quality DHAEs. The location of the proposed improvement relative to the HSR alignment within the Morgan Hill community is shown graphically in Figure MH-2.

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following City of Morgan Hill policies:

- Policy CNF-12.2 Well-connected Neighborhood Centers. Provide for safe and convenient pedestrian and bicycle connections as well as transit access to support existing neighborhood centers, including shopping centers, medical offices, sports fields, and the Centennial Recreation Center.
- Policy TR-1.3 Transportation Safety. Implement strategies to ensure safe and appropriate operation of all components of the transportation system for all users, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education, enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians, and bicyclists.
- Policy TR-6.A Bus Shelters from Private Development. Require developers to install bus shelters compatible with City architectural standards, where appropriate.



- Policy TR-8.6 Multi-Use Trail Accessibility. All multi-use bicycle/pedestrian trails shall comply with State and federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).
- Policy TR-9.3 Pedestrian System for Diverse Users. The trails and pedestrian system shall recognize and reflect the needs and abilities of pedestrians with a diverse range of age and ability.
- Policy TR-9.6 Pedestrian Facility Accessibility. All trails and pedestrian access shall comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).

### **Community Outreach Input and Relationship to DHAEs**

This improvement will address the community need identified by City of Morgan Hill staff for complete streets, landscaping, and other improvements along, and adjacent to, the railway corridor.

This improvement will provide for visual enhancement and connectivity for pedestrians and improved livability for residents. Because the HSR alignment would run through this community, these same residents would experience residual visual quality DHAEs under Alternative 2 after the application of project mitigation and consideration of project benefits. This improvement will address community needs by providing for increased connectivity for bicycles and pedestrians, as well as enhanced visual quality.

### **Improvement Cost Estimate**

Reconstruction of Railroad Avenue is estimated to cost \$3.4 million.

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding to the City of Morgan Hill for design and implementation of this improvement.

## Assessment Based on Evaluation Criteria

Based on the evaluation criteria presented in this appendix, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Very beneficial to local low-income populations in this area.
Relative Number of Beneficiaries	3	Beneficial to high-density downtown low-income population.
Practicable	15	Improvements are practicable and already designed.
Defined Project or Action	10	Design is completed.
Satisfy Authority Obligations	15	Transit mobility improvements along the corridor.
Defined Roles and Responsibilities	15	Authority will provide funding, and City would implement.
Evidence of Agreement	15	Morgan Hill supports.
Cost-Effectiveness	6	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>89</b>	

Authority = California High-Speed Rail Authority.

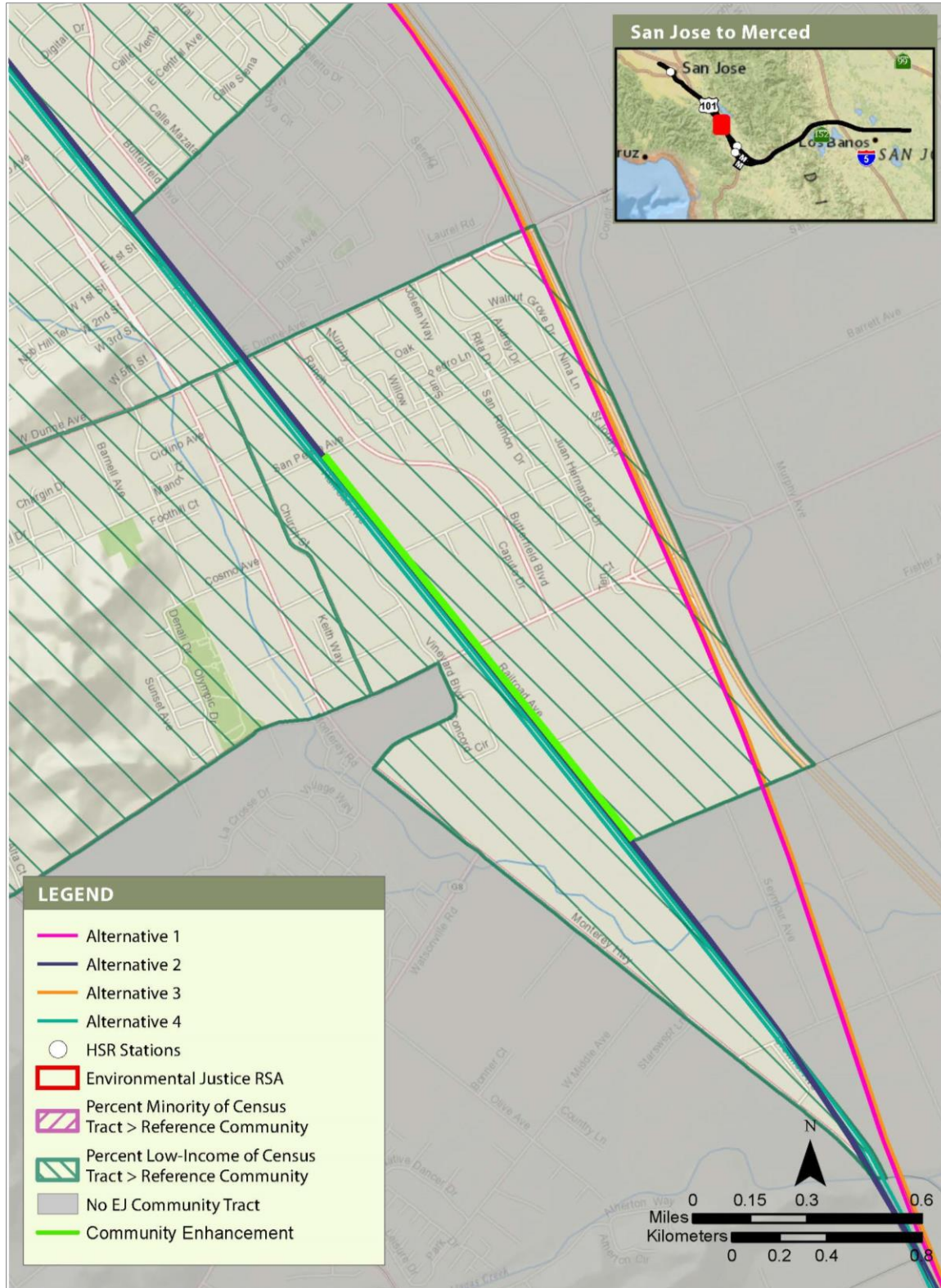


Figure MH-2 Railroad Avenue Complete Streets  
Morgan Hill



## **21. OFFSETTING MITIGATION MEASURE MH-OMM#3: NOISE TREATMENTS FOR RESIDENTIAL BUILDINGS ALONG US 101 TO ADDRESS EXISTING NOISE**

### **COMMUNITY: MORGAN HILL**

### **ALTERNATIVE: 4**

#### **Measure Description**

The proposed offsetting mitigation measure will upgrade existing residential structures to improve noise attenuation along US 101 to promote a healthier community and improve the quality of life in the neighborhood. Residences in Morgan Hill are adjacent to the west side of US 101 from approximately 0.35 mile north of East Main Avenue to Diana Avenue and from San Pedro Avenue to Barret Avenue. Noise barriers already exist along approximately one-third of the length of these residential areas adjacent to US 101. The proposed offsetting mitigation measure will provide resources to retrofit homes with noise reduction features, including upgraded windows and insulation.

#### **Nexus to Disproportionately High and Adverse Effects**

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to the project's operational noise impacts after the consideration of mitigation and project benefits. Alternative 4 would have 33 severe operational noise impacts after noise barrier mitigation alone. With noise barrier mitigation and quiet zone implementation, then Alternative 4 would not have severe operational noise impacts, but quiet zones can only be implemented by local jurisdictions, so are not guaranteed. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction at sensitive receptors that already experience traffic noise from US 101. The improvement will reduce noise levels in the same community affected by project noise.

#### **Benefit to Minority Populations and/or Low-Income Populations**

The HSR alignment would traverse the Morgan Hill community, where the percentage of low-income population is greater than that within the reference community. The proposed offsetting mitigation measure will benefit the community's minority populations and low-income populations by providing health and livability improvements under Alternative 4 (Figure MH-3).

#### **Consistency with Community Goals and Planning**

The proposed improvement will be consistent with the following goals and policies from the *Morgan Hill 2035 General Plan*:

- Goal SSI-8, Prevention of noise from interfering with human activities or causing health problems.
- Goal SSI-9, Protection from noise associated with motor vehicles and railroad activity.
- Goal HE-2, Preservation and rehabilitation of the existing housing supply.

#### **Community Outreach Input and Relationship to DHAEs**

Community input provided by the City of Morgan Hill expressed concern about project noise effects.

This improvement will improve the health and quality of life for Morgan Hill residents in targeted areas. Because the HSR alignment would travel through Morgan Hill where there would be residual severe noise impacts after the application of proposed noise barrier mitigation under Alternative 4, this improvement will apply under Alternative 4.

## Improvement Cost Estimate

The preliminary cost estimate is based on the lesser cost of implementation of one of these two options:

- Cost of retrofitting the first single-family or multifamily residences along the west side of US 101 in the areas noted above. The cost of retrofitting individual homes is based on an estimated \$12,500 per single-family home and \$25,000 per multifamily building. Based on aerial photography, there are an estimated 44 single-family homes in the areas noted above, which would result in an estimated retrofit cost of \$550,000 to \$1.1 million.
- Sound walls along US 101 where residences are present adjacent to the west side of the freeway in the areas noted above. The cost of sound walls is based on a unit cost of \$70 per square foot (from the Final EIR/EIS, Volume 2, Appendix 3.4-B), assumed sound wall height of 14 feet, and an estimated 3,635 linear feet of sound walls—for a total cost of \$3.6 million.

Based on these estimates, retrofitting individual homes would be more cost-effective than constructing sound walls and sound walls are not included in this measure.

## Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to property owners to fund and implement this improvement and will fund the entire measure. A program implementer will need to be identified/developed to work with homeowners and building owners. The Authority will coordinate with the City of Morgan Hill regarding making homeowners aware of the program. The City would process any required encroachment and building permits needed for building upgrades.

## Assessment Based on Evaluation Criteria

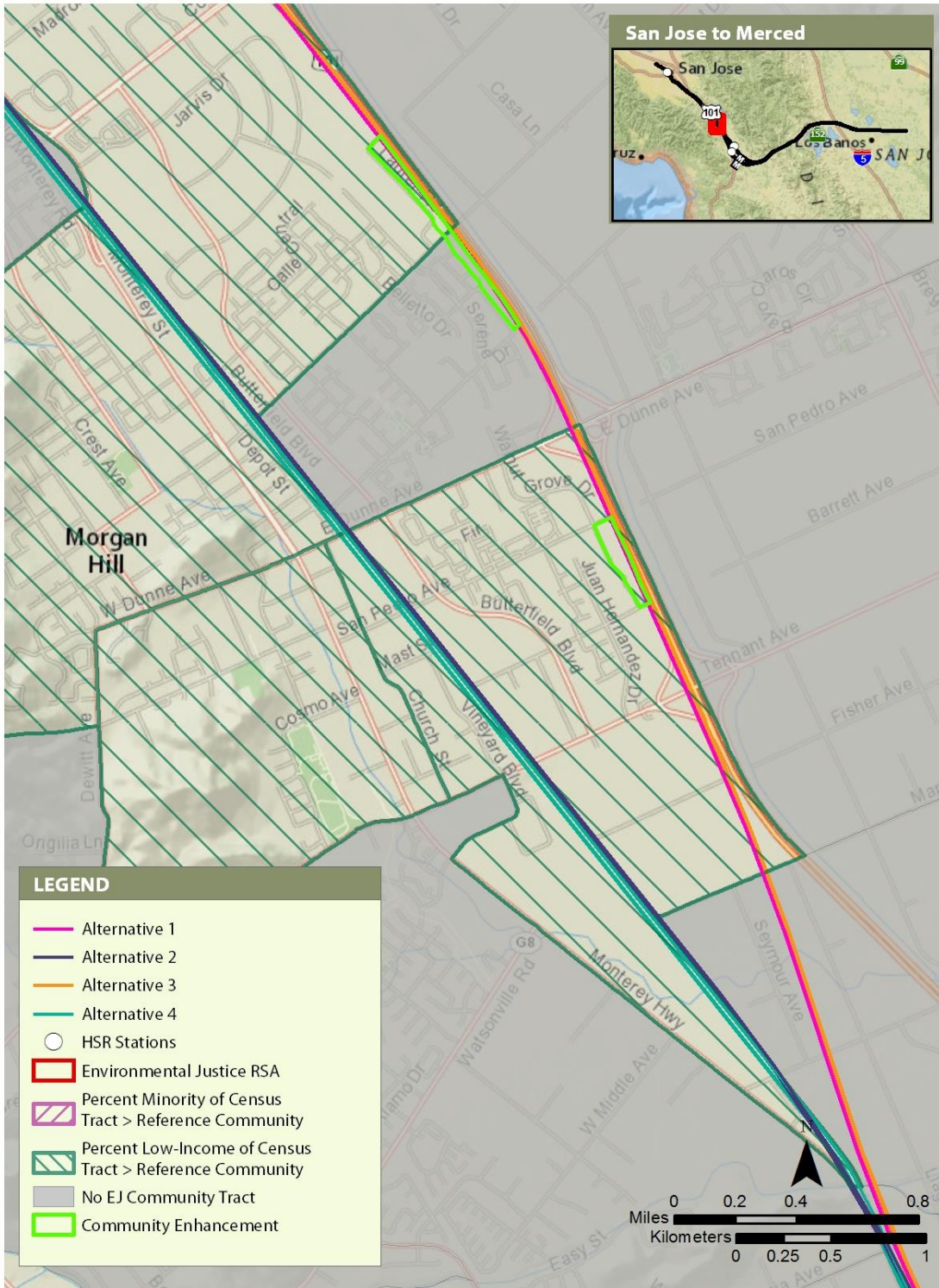
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Improvement will directly benefit minority populations and low-income populations in the community relatively close to all alternative alignments and Diridon Station and could substantially improve the indoor noise environment by reducing noise from the existing freeways.
Relative Number of Beneficiaries	3	Only the residents with noise treatments will benefit. This improvement will not benefit the entire community.
Practicable	15	Funding for this improvement is practicable. A program will need to be established to work with affected homeowners and building owners.
Defined Project or Action	10	Project is building insulation and window treatments. Exact criteria need to be developed.
Satisfy Authority Obligations	15	Improvement will provide community uplift. HSR project would result in noise effects, so there is a general nexus.
Defined Roles and Responsibilities	5	Authority will fund noise treatments. Program implementer needs to be identified. Caltrans would be consulted as needed.
Evidence of Agreement	15	City supports addressing noise effects
Cost-Effectiveness	3	Cost is high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>81</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.





**Figure MH-3 Noise Treatments for Residential Properties Along US 101 to Address Existing Noise, Morgan Hill**

## 22. OFFSETTING MITIGATION MEASURE MH-OMM#4: MASTER PLAN DESIGN: CALTRAIN STATION ACCESS AND UNDERPASS

### COMMUNITY: MORGAN HILL

### ALTERNATIVES: 2, 4

#### Measure Description

The proposed improvement will be the California High-Speed Rail Authority (Authority) funding of the 30 percent design for a Master Plan for Caltrain Station and Access in Morgan Hill. This improvement will help the City, Caltrain, and Santa Clara Valley Transportation Authority (VTA) advance planning for access.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternatives 2 and 4, the project would not result in disproportionately high and adverse effects (DHAE) on minority populations or low-income populations related to operational railroad safety, transit access, community connectivity, or community cohesion within Morgan Hill. While there would be some effect on emergency vehicle access response times in the southern part of the City along Middle Avenue, the affected area is not disproportionately minority or low-income.

Thus, this improvement is not being proposed due to a direct connection to a DHAE in Morgan Hill. Instead, based on the City's identification that the Authority funding of this Master Plan design will help to offset the project's general effects, the Authority has identified this as a general improvement.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment would pass through downtown Morgan Hill with Alternatives 2 and 4, where the percentage of low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community's low-income residents by providing funding for Master Plan design of improved access and a pedestrian undercrossing at the Caltrain Station. The location of the proposed improvement, relative to the location of HSR alignment within the Morgan Hill community, is shown in Figure MH-4.

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the Morgan Hill Station Area Plan. The plan provides that transportation, planning, and design tools presented throughout the Station Area Master Plan are intended to build upon and update the Multi-Modal Circulation and Streetscapes chapters contained within the Downtown Specific Plan and support officials, transit providers, Morgan Hill residents, businesses, and property owners, as well as other stakeholders making decisions to improve and enhance the quality of the multimodal transportation environment throughout the Priority Development Area and downtown. All tools and recommendations are supplemental to already adopted plans, policies, and initiatives applicable in the area, including the Morgan Hill 2035 General Plan, the 2009 Downtown Specific Plan, the 2008 Bikeways Master Plan, the Downtown Placemaking Strategy, and the City of Morgan Hill's Street Standards.

## Community Outreach Input and Relationship to DHAEs

The City of Morgan Hill requested this funding support from the Authority during September 2021 outreach concerning environmental justice. Access improvements, if advanced by the City, Caltrain, and/or VTA, would provide for enhanced safety, connectivity, and livability for pedestrians and bicyclists using the Morgan Hill Caltrain Station. However, as noted above, the project does not result in safety, connectivity, or transit access effects due to operations, so this improvement is a general improvement and not related narrowly to a specific DHAe.

## Improvement Cost Estimate

This improvement only included funding for the Master Plan 30 percent design and does not include further design or construction costs. The 30 percent design is estimated to cost \$500,000 based on other similar improvements. This improvement does not include Authority funding for improvements that may be identified in the Master Plan.

## Roles and Responsibilities

The Authority will provide funding to the City of Morgan Hill for the 30 percent design of the Master Plan.

## Assessment Based on Selection Criteria

Based on the screening criteria, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Beneficial to low-income populations using the train station.
Relative Number of Beneficiaries	9	Beneficial to low-income populations north of Butterfield.
Practicable	15	Improvements are practicable and included in a plan.
Defined Project or Action	15	General character of design study understood.
Satisfy Authority Obligations	15	Transit mobility improvements.
Defined Roles and Responsibilities	15	Authority will provide funding, and Morgan Hill would implement (likely in coordination with Caltrain and VTA).
Evidence of Agreement	15	Morgan Hill is in strong support.
Cost-Effectiveness	12	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>106</b>	

Authority = California High-Speed Rail Authority; VTA = Santa Clara Valley Transportation Authority.





**Figure MH-4 Master Plan Design (30%) for Caltrain Station Access and Pedestrian Underpass Morgan Hill**

## 23. OFFSETTING MITIGATION MEASURE MH-OMM#5: SCHOOL BUS ROUTE STUDY

### COMMUNITY: MORGAN HILL

### ALTERNATIVE: 4

#### Measure Description

This measure includes Authority funding of a study to be prepared to evaluate and recommend potential enhancements to Morgan Hill Unified School District’s (MHUSD) bus routes. The study will focus on the effects of the institution of at-grade high-speed rail (HSR) service through the City of Morgan Hill. Using the locations of MHUSD’s students and school sites, the current route structure will be reviewed and assessed. Alternative route structures and service patterns will be developed and tested to assess if modifications could be made that would reduce the effects (delay) of additional gate-down time on bus service. As part of the study, the local community, stakeholders, and school officials will be engaged so their input can be heard and incorporated into the work.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAE) on low-income populations related to the project’s operational noise impacts after the consideration of mitigation and project benefits. With noise barrier mitigation and quiet zone implementation, then Alternative 4 would not have severe operational noise impacts, but quiet zones can only be implemented by local jurisdictions, so are not guaranteed.

While the proposed improvement will not directly address visual or noise effects resulting from Alternative 4, it will address a general community need to enhance school bus service and could help minimize potential delays to school bus transit times resulting from gate-down times associated with project operation.

#### Benefit to Minority Populations and Low-Income Populations

Under Alternative 4, the HSR alignment would pass through the Morgan Hill community, where the percentage of low-income populations is greater than that within the reference community. The proposed improvement will benefit the community’s minority residents and low-income residents by potentially supporting the development of improved safety and circulation for school buses crossing the rail corridor (Figure MH-5).

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following City of Morgan Hill policies:

- Policy TR-7.3. Rail Crossings. The City recognizes that rail crossings are essential to provide connections from neighborhoods to destinations such as schools, parks, and services. The convenience of rail crossings shall be balanced with the need to minimize safety and circulation impacts.

## Community Outreach Input and Relationship to DHAEs

This improvement will address the community need identified by MHUSD for a study of school bus routes in the district to improve the safety of rail crossings. While this improvement will not directly address a DHAe, it will address the potential for bus delay and study ways to increase safety for students and bus drivers.

## Improvement Cost Estimate

The cost for preparation of the study would be approximately \$60,000, which is sufficient to study the catchment area for the Morgan Hill low-income community area. This improvement does not include any funding for additional buses, bus operation, or infrastructure improvements.

## Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the MHUSD to conduct a bus route study for the Morgan Hill low-income community area. Implementation of any recommendations included in the study would be the responsibility of the school district.

## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	10	Beneficial to low-income student population attending Ann Sobrato Elementary School.
Relative Number of Beneficiaries	15	Beneficial to students of Ann Sobrato Elementary School.
Practicable	15	The study can be completed.
Defined Project or Action	15	Design of the study is straightforward.
Satisfy Authority Obligations	15	Transit mobility improvements; only a study.
Defined Roles and Responsibilities	15	Authority will provide funding directly to the school district to design and implement the study.
Evidence of Agreement	15	MHUSD supports the study.
Cost-Effectiveness	15	Cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>115</b>	

Authority = California High-Speed Rail Authority; MHUSD = Morgan Hill Unified School District.



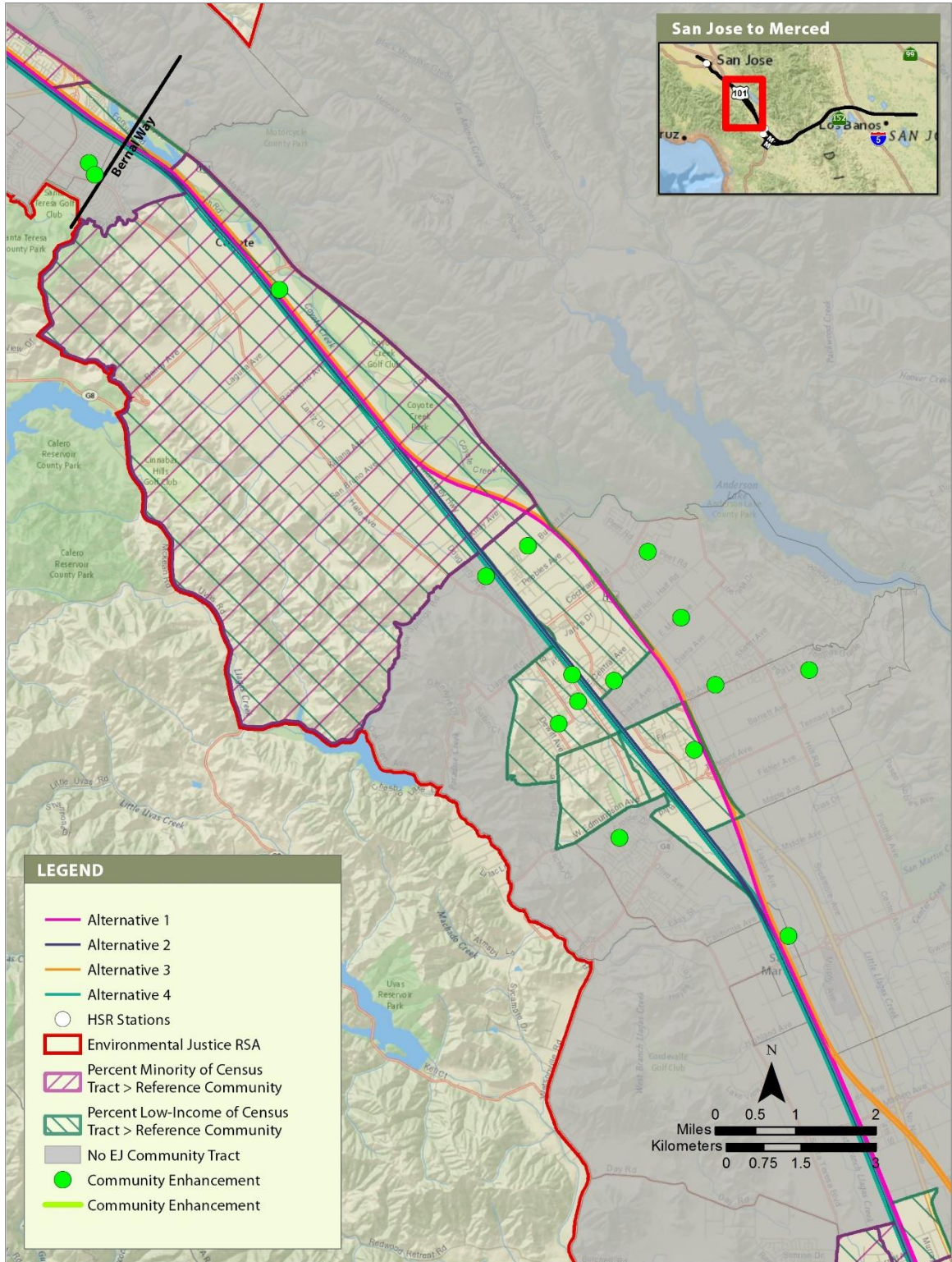


Figure MH-5 School Bus Route Study  
Morgan Hill

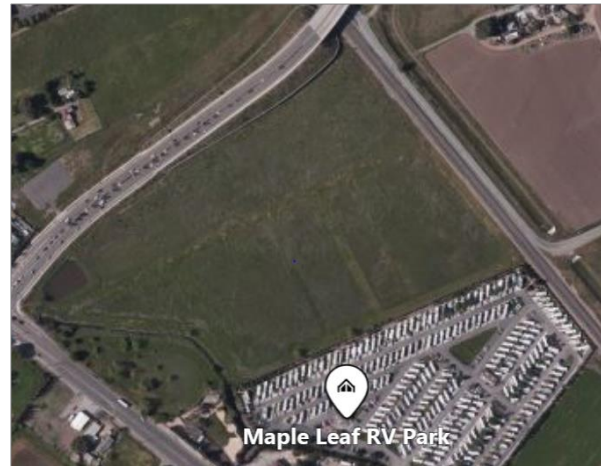
## 24. OFFSETTING MITIGATION MEASURE MH-OMM#6: NEW PARK SOUTH OF BUTTERFIELD BOULEVARD

### COMMUNITY: MORGAN HILL

### ALTERNATIVE: 2

#### Measure Description

The proposed improvement will involve conversion of an existing vacant property into a public park. The 8-acre property, which is bounded by Butterfield Boulevard to the north and Railroad Avenue to the east, is located north of, and adjacent to, the Maple Leaf Recreational Vehicle Park. This community-planned park includes a baseball field, an open sports turf area, a walking path, multigenerational fitness equipment, picnic areas, a community room, and bicycle pump tracks.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 2, the project would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to visual effects. There would be residual visual impacts within the Morgan Hill community after the application of project mitigation and consideration of project benefits. DHAEs would be related to the visual effects associated with the elevated embankment that would be constructed within this community. While the proposed improvement will not directly address visual effects resulting from the project, it will provide offsetting benefits that will offset visual DHAEs in this community by providing funding for a new park, which will improve the visual quality of this existing vacant lot and provide needed additional recreational amenities for community use.

#### Benefit to Minority Populations and Low-Income Populations

Under Alternative 2, the high-speed rail (HSR) alignment would pass through the Morgan Hill community, where the percentage of low-income individuals is greater than that within the reference community.

The proposed improvement will benefit the community's low-income residents by providing additional recreational opportunities, health benefits, and improved visual quality and livability (Figure MH-6). The park will be on a public transportation route, Bus Route 68, which will allow surrounding local low-income communities to travel there.

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following Morgan Hill General Plan goal:

- GOAL HC-3 Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive parks and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.

#### Community Outreach Input and Relationship to DHAEs

Community input, as expressed by City of Morgan Hill staff, that is addressed includes the following:

- Need for additional park space

This improvement will provide for increased recreational opportunities, health benefits, and enhanced visual quality and livability for Morgan Hill residents. Because the HSR alignment would run through this community, these same residents would experience residual visual quality DHAEs under Alternative 2 after the application of project mitigation and consideration of project benefits. This improvement will address community needs by providing additional park space, as well as enhanced visual quality.

### Improvement Cost Estimate

Southwest of Butterfield Boulevard and Railroad Avenue is an approximately 8-acre undeveloped property that could include development of a new community planned park. Improvements to this site include a baseball field, an open sports turf area, a walking path, multigenerational fitness equipment, picnic areas, a community room, and bicycle pump tracks for \$10 million. The site has already been acquired. The improvement is eligible for State Park grant funding, as well as grants from Santa Clara Valley Open Space Authority, Santa Clara County Park, and Valley Water Grant funding. It is also eligible for city park impact funds.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the City of Morgan Hill for design and implementation of this improvement.

### Assessment Based on Evaluation Criteria

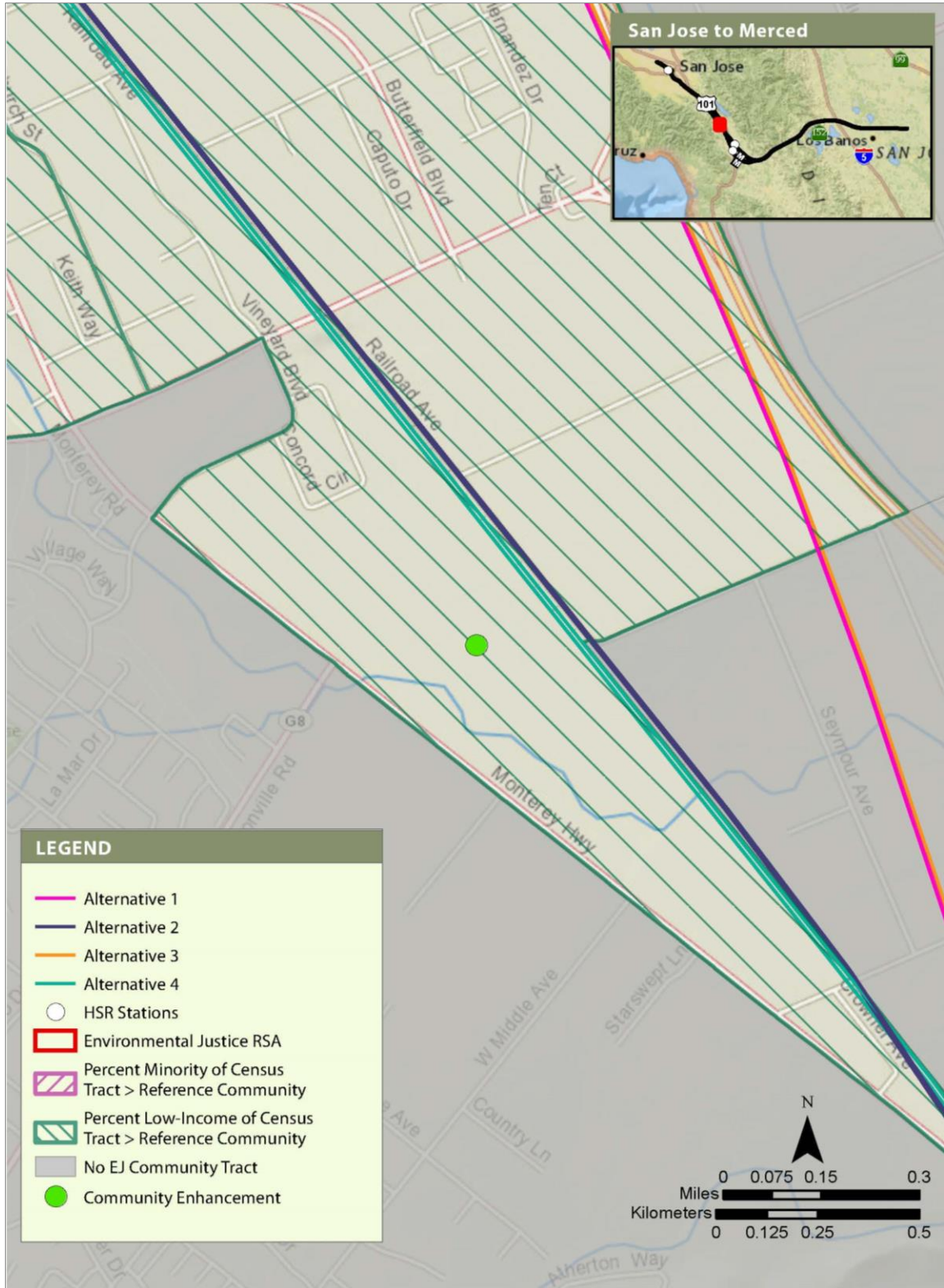
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Very beneficial to multigenerational low-income populations.
Relative Number of Beneficiaries	12	Beneficial to the local RV park and other local low-income populations.
Practicable	15	Improvements are practicable, as the project has been approved for construction.
Defined Project or Action	15	Design has been approved for construction.
Satisfy Authority Obligations	15	Recreation improvements near rail is not safety or connectivity.
Defined Roles and Responsibilities	15	Authority will provide funding, and City would implement.
Evidence of Agreement	15	Morgan Hill has completed permits, approvals, and a community process.
Cost-Effectiveness	9	Cost is somewhat high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>111</b>	

Authority = California High-Speed Rail Authority; RV = recreational vehicle.





**Figure MH-6 Purchase New Park South of Butterfield Boulevard  
Morgan Hill**

## 25. OFFSETTING MITIGATION MEASURE MH-OMM#7: NEW PARK NORTH OF EL TORO FIRE STATION

### COMMUNITY: MORGAN HILL

### ALTERNATIVE: 2

#### Measure Description

This measure will include the Authority providing funding for the open space to the north of El Toro Fire Station to be repurposed as a new park including landscaping improvements.

#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 2, the project would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to visual effects. There would be residual visual impacts within the Morgan Hill community after the application of project mitigation and consideration of project benefits. DHAEs would be related to the visual effects associated with the elevated embankment that would be constructed within this community. While the proposed improvement will not directly address visual effects resulting from the project, it will provide offsetting mitigation measures that will offset visual DHAEs in this community by providing funding for a new park, which will improve the visual quality of this existing vacant lot and provide needed additional recreational amenities for community use.



Under Alternative 2, the project would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to visual effects. There would be residual visual impacts within the Morgan Hill community after the application of project mitigation and consideration of project benefits. DHAEs would be related to the visual effects associated with the elevated embankment that would be constructed within this community. While the proposed improvement will not directly address visual effects resulting from the project, it will provide offsetting mitigation measures that will offset visual DHAEs in this community by providing funding for a new park, which will improve the visual quality of this existing vacant lot and provide needed additional recreational amenities for community use.

#### Benefit to Minority Populations and Low-Income Populations

Under Alternative 2, the high-speed rail (HSR) alignment would pass through the Morgan Hill community, where the percentage of low-income populations is greater than that within the reference community.

The proposed improvement will benefit the community's minority residents and low-income residents by providing enhanced recreational opportunities and visual improvements (Figure MH-7).

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following Morgan Hill General Plan goal:

- GOAL HC-3 Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive parks and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.

The site is not identified in the City's Parks Master Plan.

#### Community Outreach Input and Relationship to DHAEs

This improvement addresses community needs expressed by the Santa Clara County Parks and Recreation Department and the City of Morgan Hill for additional park space and the desire of the County to find partners to fill gaps in the park system. This improvement will provide for increased recreational opportunities, health benefits, and enhanced visual quality and livability for Morgan Hill residents. Because the HSR alignment would run through this community, these same residents would experience residual visual quality DHAEs under Alternative 2 after the application of project mitigation and consideration of project benefits. This improvement will address community needs by providing additional park space, as well as enhanced visual quality.

## Improvement Cost Estimate

Conversion of the area to a park space is estimated to cost \$1.8 million based on other similar size park spaces and passive uses, such as picnic tables and shade structures.

## Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding to the City of Morgan Hill for design and implementation of this improvement.

## Assessment Based on Evaluation Criteria

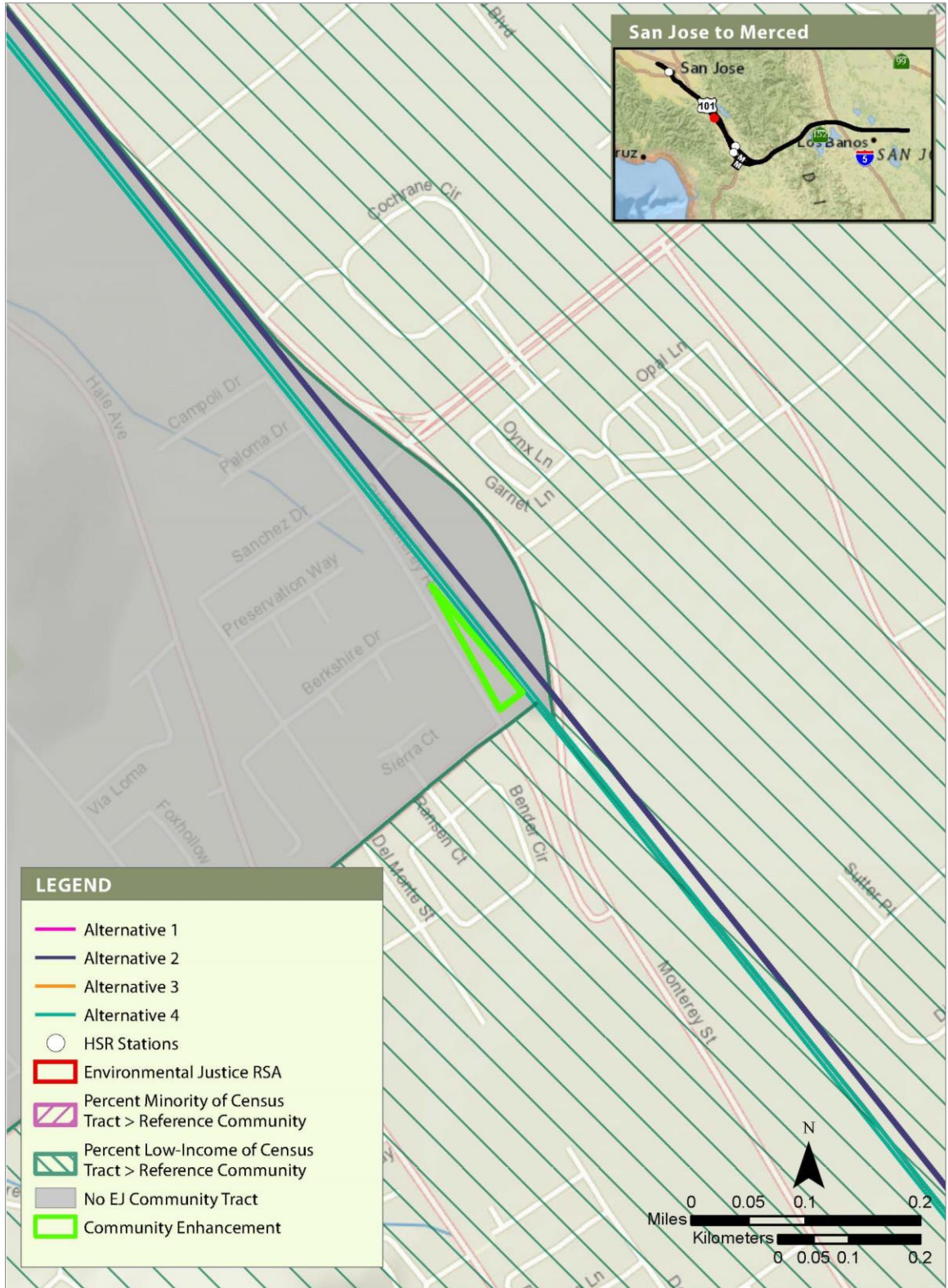
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Beneficial to low-income residential populations looking for park space.
Relative Number of Beneficiaries	3	The site is not in a low-income area but is low-income adjacent and likely would draw from the south low-income population; low-income populations to the east would need to cross the railroad tracks.
Practicable	5	The site is relatively small for community needs.
Defined Project or Action	10	Design is simple and not require much effort.
Satisfy Authority Obligations	10	Recreation improvements, not safety or connectivity.
Defined Roles and Responsibilities	15	Authority will provide funding, and City would implement.
Evidence of Agreement	15	Morgan Hill recommended this measure in their comments on the Draft EIR/EIS
Cost-Effectiveness	9	Cost is somewhat high relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>82</b>	

Authority = California High-Speed Rail Authority; EIR = environmental impact report; EIS = environmental impact statement.





**Figure MH-7 New Park North of El Toro Fire Station  
Morgan Hill**

## 26. OFFSETTING MITIGATION MEASURE G-OMM#1: SIDEWALK AND CURB IMPROVEMENTS

### COMMUNITY: GILROY

### ALTERNATIVE: 4

#### Measure Description

The proposed offsetting mitigation measure will improve sidewalks and curb ramps throughout the City of Gilroy in accordance with the results of the upcoming Citywide Sidewalk Condition Assessment Project. Currently, there are several sidewalks throughout the City that have gaps in the pedestrian network, damaged sidewalks, and curb ramps that are not compliant with current Americans with Disability Act (ADA) standards. The offsetting mitigation measure will make such improvements to the sidewalks and curb ramps identified in the assessment to improve pedestrian circulation and safety throughout the City.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to emergency vehicle response delay. Under Alternative 4, there would be residual safety effects related to emergency vehicle response times that would affect several locations with low-income populations after the application of project mitigation and consideration of project benefits. DHAEs would be related to safety conditions in Gilroy under Alternative 4. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAe in the same community where effects would occur.

#### Benefit to Minority Populations and Low-Income Populations

The HSR alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The offsetting mitigation measure will benefit the City's minority communities and low-income communities under Alternative 4 by providing safety, connectivity, and community cohesion improvements (Figure G-1).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development (HUD) administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The proposed Sidewalk and Curb Improvement Project is located within the City of Gilroy's NRSA, an area of both minority concentration and low-income concentration that needs higher levels of investment to meet the needs of the community. The proposed offsetting mitigation measure will be consistent with the following *Gilroy 2040 General Plan* goals and policies:

Policy 12.02, System Function and Neighborhood Protection: Ensure that the existing and proposed highways, streets, bikeways and pedestrian paths serve the functions they are intended to serve, while protecting the character of residential neighborhoods.

- Goal 14, Bicycle and Pedestrian Circulation: Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.
  - Policy 14.03, Bicycle and Pedestrian Paths and Facilities: Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designed in the Bicycle Transportation plan.

In addition, the proposed offsetting mitigation measure will be consistent with the Gilroy City Council goal of ensuring that neighborhoods benefit equally from City services.

### **Community Outreach Input and Relationship to DHAEs**

Community outreach input from the City of Gilroy indicated the need for sidewalk and curb ramp improvements to enhance safety, connectivity, and community cohesion for Gilroy residents. The proposed offsetting mitigation measure will provide benefits to students at nearby schools by providing improved pedestrian connectivity to schools, downtown Gilroy, and the HSR station area.

This offsetting mitigation measure will provide improvements that will construct new sidewalks and repair existing sidewalks to close gaps in the pedestrian network and upgrade and/or construct curb ramps in compliance with ADA standards. Because the HSR alignment would travel through the developed areas of Gilroy (including downtown) under Alternative 4, and the community would experience residual safety effects, this offsetting mitigation measure will apply to Alternative 4.

### **Improvement Cost Estimate**

The proposed project would cost approximately \$500,000, including design and construction costs, construction management and inspection, as well as contingencies.

### **Roles and Responsibilities**

The City of Gilroy receives CDBG funding to implement projects that benefit the City's minority neighborhoods and low-income neighborhoods. The City of Gilroy could partner with the California High-Speed Authority (Authority) to implement this project and seek to combine CDBG funds with funding provided by the Authority.



## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This offsetting mitigation measure will enhance safety and quality of life in Gilroy neighborhoods generally.
Relative Number of Beneficiaries	12	This offsetting mitigation measure will benefit multiple neighborhoods.
Practicable	15	This offsetting mitigation measure can be funded and constructed.
Defined Project or Action	15	The City has defined the improvements; the locations are to be determined.
Satisfy Authority Obligations	15	This offsetting mitigation measure will provide safety, accessibility, and quality of life benefits to neighborhoods directly and indirectly affected by the HSR project.
Defined Roles and Responsibilities	15	The Authority will contribute funding. The City of Gilroy would implement and maintain the project.
Evidence of Agreement	15	The community improvement is a priority for the City.
Cost-Effectiveness	15	The cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>117</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.

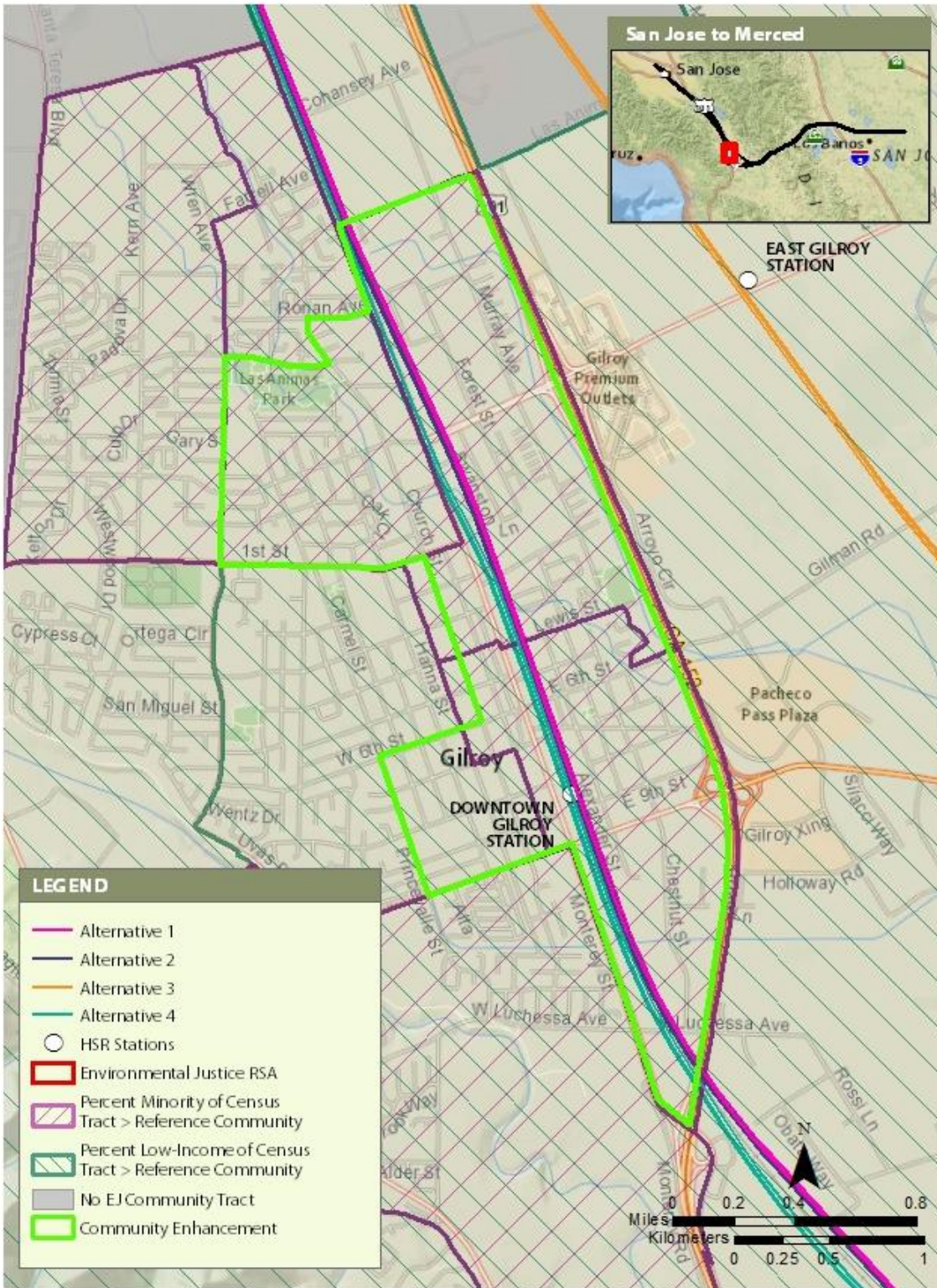


Figure G-1 Sidewalk and Curb Improvement Area  
Gilroy



**27. OFFSETTING MITIGATION MEASURE G-OMM#2: BIKEWAY IMPROVEMENTS (IOOF AVENUE, MONTEREY ROAD, 6<sup>TH</sup> STREET, 4<sup>TH</sup> STREET, AND ALEXANDER STREET)**

**COMMUNITY: GILROY**

**ALTERNATIVE: 4**

**Measure Description**

This improvement will include bikeway enhancements to five roads within the City of Gilroy (IOOF Avenue, Monterey Road, 6<sup>th</sup> Street, 4<sup>th</sup> Street, and Alexander Street) in accordance with the *Gilroy Station Area Plan* and the City of Gilroy’s *Bicycle/Pedestrian Transportation Plan* as follows:

- IOOF Avenue: Class II bike lanes along IOOF Avenue between Monterey Road and Murray Avenue.
- Monterey Road: Class II bike lanes between the northern Gilroy City limit and 3<sup>rd</sup> Street.
- 6<sup>th</sup> Street: Additional bicycle markings between Chestnut Street and Camino Arroyo.
- 4<sup>th</sup> Street: A bike boulevard along 4<sup>th</sup> Street between Monterey Road and Miller Avenue.
- Alexander Street: Bike lanes between Lewis Street and Chestnut Street.



**Nexus to Disproportionately High and Adverse Effects**

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to emergency vehicle response delay, as there would be residual safety effects that would affect several locations with low-income populations after the application of project mitigation and consideration of project benefits. DHAEs would be related to safety conditions in Gilroy under Alternative 4. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAe in the same community where effects would occur.

**Benefit to Minority Populations and/or Low-Income Populations**

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed improvement under Alternative 4 will benefit the minority residents and low-income residents by providing infrastructure improvements that will enhance safety for pedestrians and bicyclists through five of the City’s roads. The improvement also will provide health benefits and improve circulation and cohesion throughout the area.

The location of the proposed improvement relative to the HSR alignment within the Gilroy community is shown graphically in Figure G-2.



## Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development (HUD) administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The proposed improvements along the five roads are located within, or would cross through, the City’s NRSA, an area of both minority concentration and low-income concentration that needs higher levels of investment to meet the needs of the community. The proposed improvement will be consistent with the following goals and policies from the *Gilroy 2040 General Plan*:

- Goal 14, Bicycle and Pedestrian Circulation: Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.
  - Policy 14.03, Bicycle and Pedestrian Paths and Facilities: Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City’s Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designed in the Bicycle Transportation plan.

In addition, the proposed improvement is also consistent with the following goals of the City’s *Bicycle/Pedestrian Transportation Plan*:

- 1: Improve bicycle circulation
- 2: Increase use of bicycling for short- and long-range trips, and in turn reduce the use of motor vehicles.
- 3: Design the streets and roads to be “bicycle friendly” to equally accommodate both motorized and non-motorized modes of transportation.

Furthermore, the proposed improvement will be consistent with the improvements laid out in the *Gilroy Station Area Plan*, and with the Bicycle/Pedestrian Transportation Plan’s goal of building a downtown network that encourages biking and walking.

## Community Outreach Input and Relationship to DHAEs

This improvement incorporates community input provided through the City’s Connecting Communities Strategy and the Bicycle/Pedestrian Transportation Plan regarding the need for improved bicycle and pedestrian circulation and facilities.

This improvement will provide bicycle facility improvements resulting in enhanced safety, community cohesion, health, and connectivity for Gilroy residents. Because the HSR alignment would travel through developed areas of Gilroy (including downtown Gilroy), and the community would experience residual safety effects under Alternative 4, this offsetting mitigation measure will apply under Alternative 4.

## Improvement Cost Estimate

Bicycle improvements on IOOF Avenue, Monterey Road, 6th Street, 4th Street, and Alexander Street are estimated to cost \$550,000.

## Roles and Responsibilities

The City of Gilroy receives CDBG funding to implement projects that benefit the City’s minority neighborhoods and low-income neighborhoods. The City of Gilroy could partner with the California High-Speed Rail Authority (Authority) in funding this project and could seek to combine CDBG funds with funding provided by the Authority.

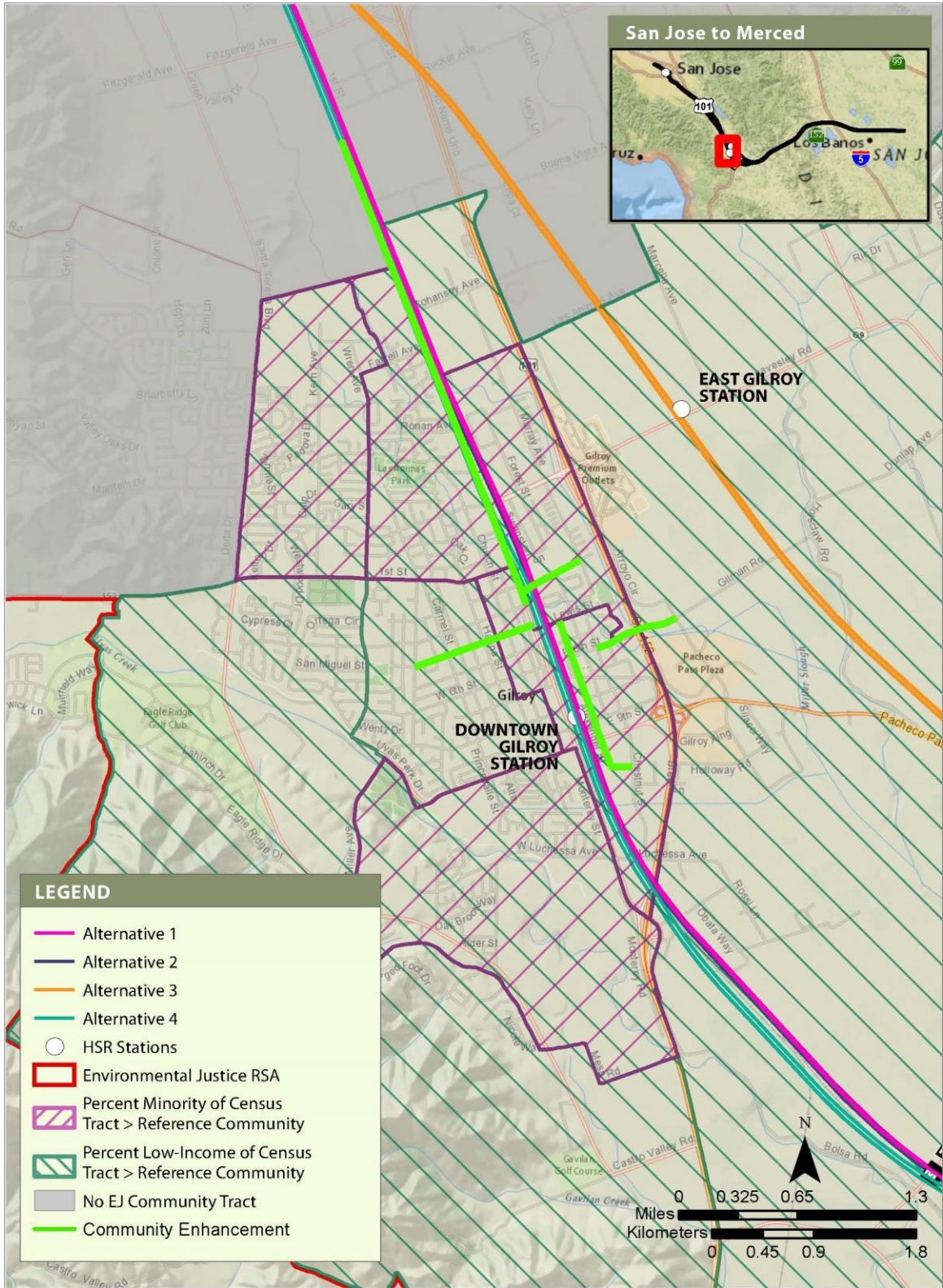
## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This improvement will help provide bicycling connections throughout the City of Gilroy, including for minority populations and low-income populations.
Relative Number of Beneficiaries	12	This improvement will help bicyclists in Gilroy, but not all residents utilize bicycles.
Practicable	15	This improvement could be funded and built.
Defined Project or Action	10	The general nature of the bikeway improvements is understood; further design is necessary.
Satisfy Authority Obligations	15	This improvement will provide connections and enhance safety in the community affected by the HSR project.
Defined Roles and Responsibilities	15	The Authority will provide funding; the City of Gilroy would implement the improvements.
Evidence of Agreement	15	The City is in support of the improvement’s intent.
Cost-Effectiveness	15	The cost is low relative to estimated number of beneficiaries
<b>TOTAL COST</b>	<b>112</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



**Figure G-2 Bikeway Improvements (IOOF Avenue, Monterey Road, 6th Street, 4th Street, and Alexander Street) Gilroy**



## 28. OFFSETTING MITIGATION MEASURE G-OMM#3: NEIGHBORHOOD STREET LIGHTING

### COMMUNITY: GILROY

### ALTERNATIVE: 4

#### Measure Description

The proposed offsetting mitigation measure will install new streetlights in areas where the streetlights do not currently meet the City of Gilroy’s minimum standards for streetlight spacing. The measure will provide much-needed safety and quality of life improvements.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to emergency vehicle response delay. Under Alternative 4, there would be residual safety effects associated with emergency vehicle response delay that would affect several locations with low-income populations after the application of project mitigation and consideration of project benefits. DHAEs would be related to safety conditions in Gilroy under Alternative 4. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAe in the same community where effects would occur.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The offsetting mitigation measure will benefit the community’s minority residents and low-income residents by implementing safety and quality of life improvements (Figure G-3).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development (HUD) administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The proposed Neighborhood Street Lighting Project is located within the City of Gilroy’s NRSA, an area of both low-income concentration and minority concentration that needs higher levels of investment to meet the needs of the community. The proposed offsetting mitigation measure is consistent with the following policy from the *Gilroy 2040 General Plan*:

- Policy 3.27, Downtown Pedestrian Environment: Encourage and/or undertake design improvements in the Downtown area to create a safe, convenient, and pleasant pedestrian environment. Improvement—on an area-wide or project-specific basis—might include pedestrian-oriented amenities such as lighting, wider sidewalks, clearly marked pedestrian crossings, benches, landscaping, signage, and sidewalk seating areas. Design and manage

roadway and pedestrian facilities to reduce conflicts between automobiles, pedestrians, and bicyclists.

In addition, the proposed offsetting mitigation measure is consistent with the Gilroy City Council goal of ensuring that neighborhoods benefit equally from City services.

### **Community Outreach Input and Relationship to DHAEs**

Community outreach input provided by the City of Gilroy indicated a need for new streetlights in areas of the City where streetlights do not meet the City's minimum standards. This neighborhood currently has inadequate lighting and is on the east side of the railroad right-of-way, which would be further separated from the downtown commercial and residential areas with implementation of the preferred project alignment.

This offsetting mitigation measure will provide improved safety and quality of life for Gilroy residents in targeted areas. Because the HSR alignment would travel through developed areas of Gilroy (including downtown Gilroy), and the community would experience residual safety effects under Alternative 4, this offsetting mitigation measure will apply under Alternative 4.

### **Improvement Cost Estimate**

The cost of the neighborhood streetlighting project is approximately \$250,000, including the design and construction costs, as well as construction management and inspection, and contingencies.

### **Roles and Responsibilities**

The City of Gilroy receives CDBG funding to implement projects that benefit the City's minority neighborhoods and low-income neighborhoods. The City of Gilroy could partner with the California High-Speed Rail Authority (Authority) to implement this project and could seek to combine CDBG funds with funding provided by the Authority.

## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This offsetting mitigation measure will enhance safety and quality of life in Gilroy neighborhoods generally.
Relative Number of Beneficiaries	12	Benefits will apply to neighborhoods generally.
Practicable	15	This offsetting mitigation measure can be funded and constructed.
Defined Project or Action	10	The City has defined the improvements; the locations are to be determined.
Satisfy Authority Obligations	15	The offsetting mitigation measure will provide safety, aesthetics, and quality of life benefits to neighborhoods directly and indirectly affected by the HSR project.
Defined Roles and Responsibilities	15	The Authority will provide funding. The City of Gilroy would implement.
Evidence of Agreement	15	The community improvement is a priority for the City.
Cost-Effectiveness	15	The cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>112</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



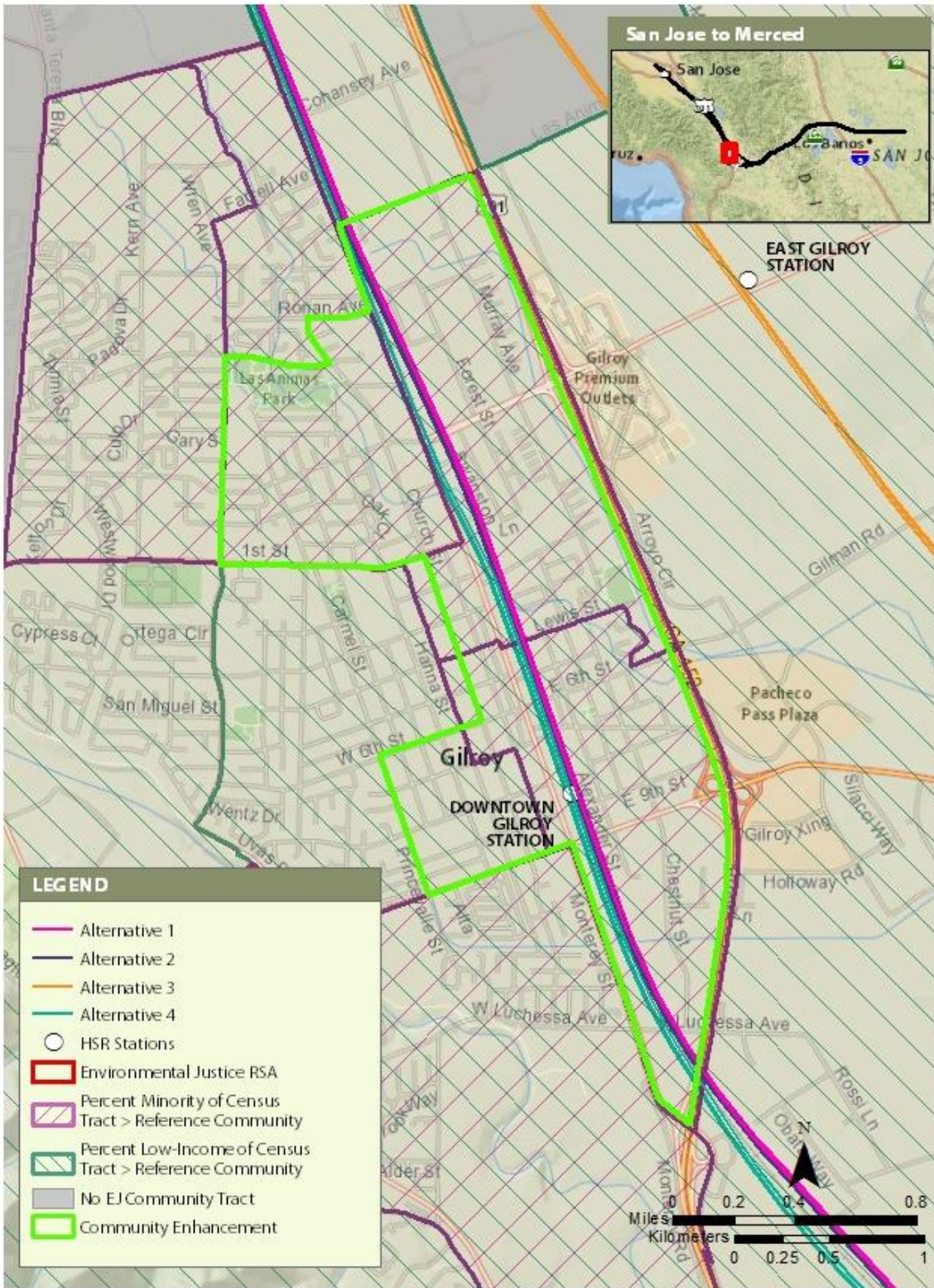


Figure G-3 Neighborhood Street Lighting Improvement Area

## 29. OFFSETTING MITIGATION MEASURE G-OMM#4: MURRAY AVENUE SIDEWALK GAP CLOSURE PROJECT

### COMMUNITY: GILROY

### ALTERNATIVE: 4

#### Measure Description

The proposed offsetting mitigation measure will construct approximately 2,000 linear feet of sidewalk on the west side of Murray Avenue between Kishimura Drive and Leavesley Road. The measure will promote the safety of residents and businesses on this segment of road by completing the pedestrian network and providing continuous pedestrian access.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to emergency vehicle response delay. Under Alternative 4, there would be residual safety effects related to emergency vehicle response times that would affect several locations with low-income populations after the application of project mitigation and consideration of project benefits. DHAEs would be related to safety conditions in Gilroy under Alternative 4. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAe in the same community where effects would occur.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The Murray Avenue Sidewalk Gap Closure Project will benefit the community's minority populations and low-income populations by providing safety, connectivity, community cohesion, and accessibility improvements. The location of the proposed offsetting mitigation measure relative to the HSR alignment within the Gilroy community is shown graphically in Figure G-4.

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development (HUD) administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The proposed Murray Avenue Sidewalk Gap Closure Project is located within the City of Gilroy's NRSA, an area of both minority concentration and low-income concentration that needs higher levels of investment to meet the needs of the community. The purpose of this project is to provide safety improvements on a specific segment of Murray Avenue within the City of Gilroy to enhance pedestrian safety and accessibility. Additionally, the proposed offsetting mitigation measure is consistent with the following *Gilroy 2040 General Plan* goals and policies:



- Goal 14, Bicycle and Pedestrian Circulation: Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.
  - Policy 14.03, Bicycle and Pedestrian Paths and Facilities: Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designed in the Bicycle Transportation plan.

This community improvement is proposed to be included in the City's 5-year Capital Improvement Program.

### **Community Outreach Input and Relationship to DHAEs**

Community outreach input provided by City of Gilroy staff indicated the need for sidewalk gap closures on Murray Avenue so that pedestrian access will be provided on both sides of the street.

This offsetting mitigation measure will provide improved safety, connectivity, community cohesion, and access for Gilroy residents in this area. Because the HSR alignment would travel through developed areas of Gilroy (including downtown Gilroy), and the community would experience residual safety effects under Alternative 4, this offsetting mitigation measure will apply under Alternative 4.

### **Improvement Cost Estimate**

It is estimated that the improvement total cost would be approximately \$1,235,000. Future additional development costs may be incorporated as the project scope is refined and completed.

### **Roles and Responsibilities**

The City of Gilroy receives CDBG funding to implement projects that benefit the City's minority neighborhoods and low-income neighborhoods. The City of Gilroy could partner with the California High-Speed Rail Authority (Authority) in implementing this project and may be able to combine CDBG funds with funding provided by the Authority.



## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This offsetting mitigation measure will provide some safety improvement for the local neighborhood for pedestrians.
Relative Number of Beneficiaries	6	This offsetting mitigation measure will benefit one neighborhood but not the entire community.
Practicable	15	This offsetting mitigation measure can be funded and constructed.
Defined Project or Action	15	The City has defined the improvements.
Satisfy Authority Obligations	15	This offsetting mitigation measure will increase safety and access for a neighborhood adjacent to the HSR alignment and in a location with utility upgrades for the HSR project.
Defined Roles and Responsibilities	15	The Authority will fund. The City of Gilroy would implement.
Evidence of Agreement	15	The City is in support.
Cost-Effectiveness	12	The cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>108</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



Figure G-4 Murray Avenue Sidewalk Gap Closure Project  
Gilroy

### 30. OFFSETTING MITIGATION MEASURE G-OMM#5: IOOF AVENUE BICYCLE AND PEDESTRIAN OVERCROSSING AND COMPLETE STREETS

#### COMMUNITY: GILROY

#### ALTERNATIVE: 4

#### Measure Description

The offsetting mitigation measure includes a bicycle and pedestrian overcrossing at IOOF Avenue as well as additional complete street improvements, such as high visibility crosswalks, Americans with Disability Act (ADA) curb ramps, Class II bike lanes, and rectangular rapid flashing beacons on IOOF Avenue in the vicinity of Gilroy Prep School, South Valley Middle School, and Rebekah Children’s Services.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to emergency vehicle response delay, as there would be residual safety effects that would affect several locations with low-income populations after the application of project mitigation and consideration of project benefits. DHAEs would be related to safety conditions in Gilroy under Alternative 4. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAe in the same community where effects would occur.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community.

The proposed offsetting mitigation measure under Alternative 4 will benefit the community’s low-income populations and minority populations by providing safety, accessibility, connectivity, and community cohesion improvements on IOOF Avenue in the vicinity of South Valley Middle School and Gilroy Prep School (a public charter school), both of which serve primarily Hispanic/Latino students; Rebekah Children’s Services, which serves minority children and families and low-income children and families in Gilroy; and the neighborhood between US 101 and Monterey Road. The offsetting mitigation measure also could provide health benefits by providing multi-modal transportation options. The location of the proposed offsetting mitigation measure relative to the HSR alignment within the Gilroy community is shown graphically in Figure G-5.

#### Consistency with Community Goals and Planning

South Valley Middle School, the Gilroy Prep School, and Rebekah Children’s Services are in the City of Gilroy’s Neighborhood Revitalization Strategy Area (NRSA), an area targeted for revitalization by improvements funded through the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. The U.S. Department of Housing and Urban Development (HUD) administers the Community Development Block Grant (CDBG) Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The NSRA is an area of both minority concentration and low-income concentration that needs higher levels of investment



to meet the needs of the community. The proposed offsetting mitigation measure will be consistent with the following *Gilroy 2040 General Plan* goals and policies:

- Goal 14, Bicycle and Pedestrian Circulation: Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.
  - Policy 14.03, Bicycle and Pedestrian Paths and Facilities: Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designed in the Bicycle Transportation plan.
  - Policy 14.04, Crossings: Design street crossings to provide for the safety needs of bicyclists and pedestrians. River and other crossing by bridges will be designed to accommodate bike lanes or paths in accordance with the designations set forth in the Bicycle Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist which impede convenient and safe access.

In addition, the proposed offsetting mitigation measure will also be consistent with the goals of the City's Safe Routes to Schools project, which seeks to promote, educate, and encourage safe walking and bicycling practices for schoolchildren and residents of every ability within the City of Gilroy.

### **Community Outreach Input and Relationship to DHAEs**

Community outreach input provided by South Valley Middle School, Gilroy Prep School, and Rebekah Children's Services Center indicated the need for a bicycle/pedestrian overcrossing at IOOF Avenue to enhance student safety.

This offsetting mitigation measure will provide safety, accessibility, community cohesion, and connectivity for students at these schools along with other Gilroy residents. Because the HSR alignment would travel through developed areas of Gilroy (including downtown Gilroy) and the community would experience residual safety effects under Alternative 4, this offsetting mitigation measure will apply under Alternative 4.

### **Improvement Cost Estimate**

It is estimated that the project total cost would be approximately \$13.2 million.

### **Roles and Responsibilities**

The City of Gilroy receives CDBG funding to implement projects that benefit the City's minority neighborhoods and low-income neighborhoods. The City could partner with the California High-Speed Rail Authority (Authority) to implement this project and could seek to combine CDBG funds with funding provided by the Authority.

## Assessment Based on Evaluation Criteria

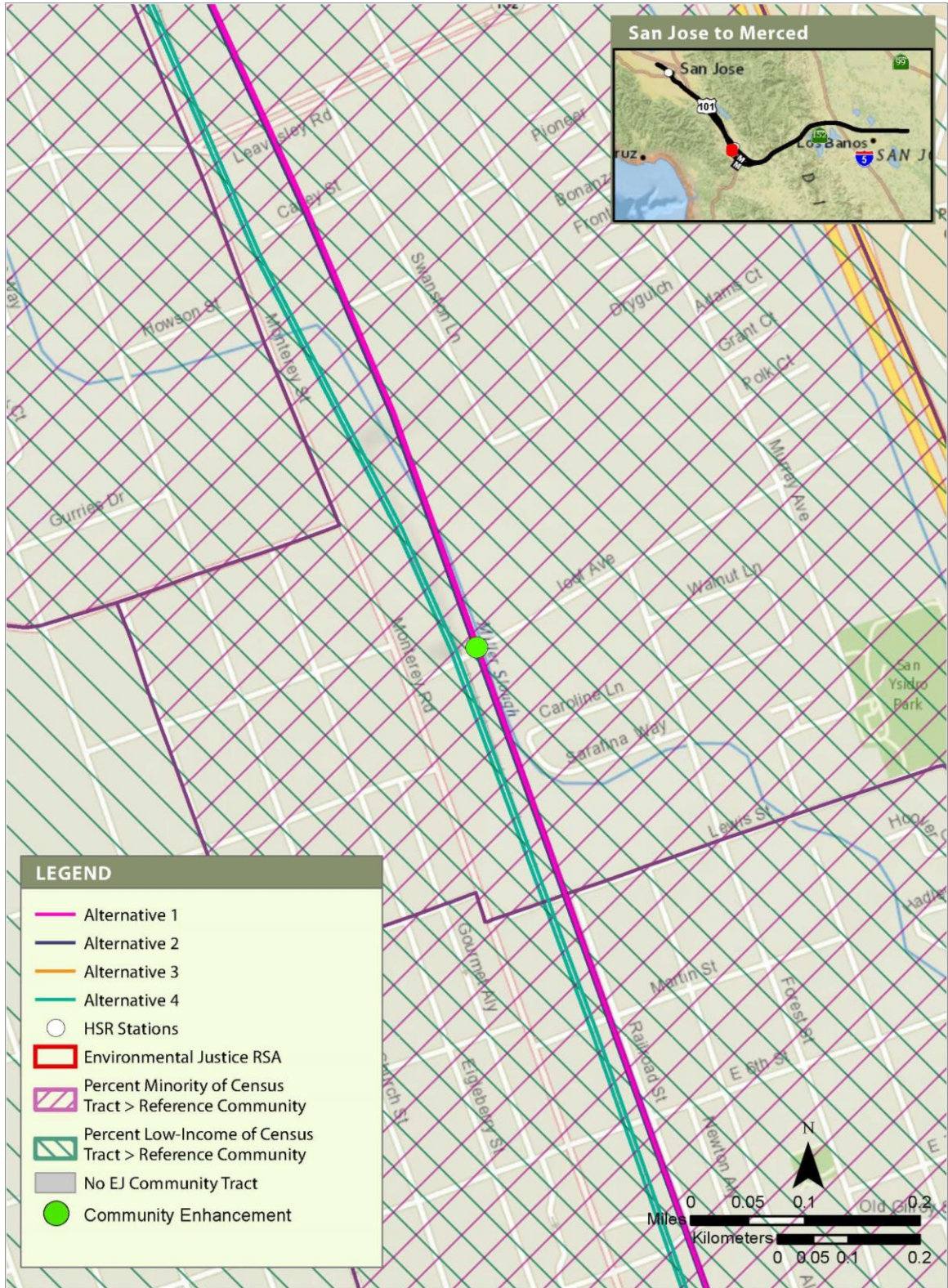
Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This offsetting mitigation measure will improve access and provide for a safe route to two schools and RCS and the adjacent neighborhood, which would be affected by the HSR project and involve minority populations and low-income populations.
Relative Number of Beneficiaries	15	This offsetting mitigation measure will benefit students, parents, faculty, RCS staff and clients, and the adjacent neighborhood.
Practicable	15	This offsetting mitigation measure could be funded and constructed. The City of Gilroy would need to fund ongoing maintenance.
Defined Project or Action	10	Improvements are defined but will require further design.
Satisfy Authority Obligations	15	The offsetting mitigation measure will provide safety and access improvements to a community affected by the project.
Defined Roles and Responsibilities	10	The Authority will provide funding and right-of-way coordination (working with Union Pacific Railroad). The City of Gilroy would implement and maintain.
Evidence of Agreement	15	Priority for Gilroy Unified School District (South Valley Middle School, Gilroy Prep School), RCS, and City of Gilroy.
Cost-Effectiveness	9	Cost is somewhat high relative to the estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>104</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail; RCS = Rebekah Children’s Services.





**Figure G-5 IOOF Avenue Bicycle and Pedestrian Overcrossing and Complete Streets  
Gilroy**

## 31. OFFSETTING MITIGATION MEASURE G-OMM#6: NOISE REDUCTION PROGRAM

### COMMUNITY: GILROY

### ALTERNATIVES: 1, 2, 4

#### Measure Description

The proposed offsetting mitigation measure will upgrade existing residential structures to improve noise attenuation along US 101 to promote a healthier community and improve the quality of life in the neighborhood. Residences in Gilroy are 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.

The proposed offsetting mitigation measure will provide resources to implement one of these options:

- Provide resources to retrofit homes with noise reduction features, including upgraded windows and insulation, or
- Pursue construction of sound walls between US 101 and adjacent residential neighborhoods.

#### Nexus to Disproportionately High and Adverse Effects

All four project alternatives would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to the project’s operational noise impacts after the consideration of mitigation and project benefits. Alternatives 1, 2, and 4 would extend through downtown Gilroy, where there would be residual severe noise impacts after the application of proposed noise barrier mitigation. DHAEs would be related to project-generated noise levels above existing ambient levels because of train operations. With noise barrier mitigation, Alternative 1 would have 7 severe noise impacts, Alternative 2 would have 10 severe noise impacts, and Alternative 4 would have 46 severe noise impacts. With noise barrier mitigation and quiet zone implementation, impacts with Alternatives 1 and 2 would have the same impacts as with noise barriers alone and Alternative 4 would have 16 severe noise impacts, but quiet zone implementation can only be done by local jurisdictions, so is not guaranteed. While the proposed improvement will not directly address operational noise effects resulting from the project, it will provide a related offset representing an investment in community noise reduction at sensitive receptors that already experience traffic noise from US 101. The improvement will reduce noise levels in the same community affected by project noise.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed offsetting mitigation measure will benefit the community’s minority populations and low-income populations by providing health and livability improvements (Figure G-6).

#### Consistency with Community Goals and Planning

The proposed improvement will be consistent with the following goals and policies from the *Gilroy 2040 General Plan*:

- Goal H-3, Housing Preservation and Rehabilitation. Maintain and conserve the existing stock in a sound, safe, and sanitary condition.
  - Policy H-3.1: The City shall promote the maintenance and rehabilitation of structures in poor condition and take cation to prevent poorly maintained properties from further deterioration.



- Policy 21.01, “Sensitive Receptors.” Use land use planning and project siting to separate air pollution sources (such as freeways, arterials, industrials sites, etc.) from residential areas and other “sensitive receptors” (such as schools, hospitals, and nursing homes) that would be adversely affected by close proximity to air pollutants.
- Noise Goal: Protection of Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially regarding noise-sensitive land uses such as schools, hospitals, and housing for seniors.

In addition, the improvement is consistent with the Gilroy City Council goal of ensuring that neighborhoods benefit equally from City services.

## Community Input and Relationship to DHAE

Community input provided by the City of Gilroy indicated the need to provide upgrades to existing residential structures to improve noise attenuation, particularly along the US 101 corridor.

This improvement will improve the health and quality of life for Gilroy residents in targeted areas. Because the HSR alignment would travel through developed areas of Gilroy (including downtown) under Alternatives 1, 2, and 4, residents in this area would experience various project effects under these project alternatives. Therefore, this improvement will apply under Alternatives 1, 2, and 4.

## Improvement Cost Estimate

The preliminary cost estimate is based on the lesser cost of implementation of one of these two options:

- Cost of retrofitting the first two single-family or multifamily residences along the west side of US 101 in the areas noted above. The cost of retrofitting individual homes is based on an estimated \$12,500 per single-family home and \$25,000 per multifamily building. Based on aerial photography, there are an estimated 59 single-family homes and 36 multifamily homes in the areas noted above, which would result in an estimated retrofit cost of \$1.637 million if all were done. However, as noted above, Alternative 1 would have up to 7 severe noise impacts, Alternative 2 would have up to 10 severe noise impacts, and Alternative 4 would have up to 46 severe noise impacts. Thus, this measure will only require an equivalent amount of noise abatement proportionate to the impact. Assuming all abatement is to multifamily homes, then this measure could cost up to \$175,000 (Alternative 1), \$250,000 (Alternative 2), or \$1.15 million (Alternative 4).
- Sound walls along US 101 where residences are present adjacent to the west side of the freeway in the areas noted above. The cost of sound walls is based on a unit cost of \$70 per square foot (from the Final EIR/EIS, Volume 2, Appendix 3.4-B), assumed sound wall height of 14 feet, and an estimated 5,800 linear feet of sound walls—for a total cost of \$5.7 million.

Based on these estimates, retrofitting individual homes would be more cost-effective than constructing sound walls.

## Roles and Responsibilities

The City of Gilroy receives CDBG funding to implement projects that benefit the City’s minority neighborhoods and low-income neighborhoods. The City of Gilroy could partner with the California High-Speed Rail Authority (Authority) to implement this improvement and could seek to combine CDBG funds with funding provided by the Authority.



## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Individual residents will receive substantial benefit.
Relative Number of Beneficiaries	12	The offsetting mitigation measure will benefit individual minority residents and low-income residents but will not benefit the entire community.
Practicable	15	Funding for this offsetting mitigation measure is practicable.
Defined Project or Action	10	The Authority will provide funding to a program for the subject residents/owners for the individual house retrofits to windows and insulation.
Satisfy Authority Obligations	10	Offsetting mitigation measure will provide community uplift and recreation benefits. The HSR project would result in noise effects, so there is a general nexus (although the benefitted homes would not be affected by HSR noise). However, the benefitted homes are not adjacent to the HSR alignments, so the beneficiaries would not be the most affected by the project.
Defined Roles and Responsibilities	10	The Authority will provide funding. The City of Gilroy would implement.
Evidence of Agreement	15	The community improvement is a priority for the City.
Cost-Effectiveness	12	The cost is low relative to estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>99</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.

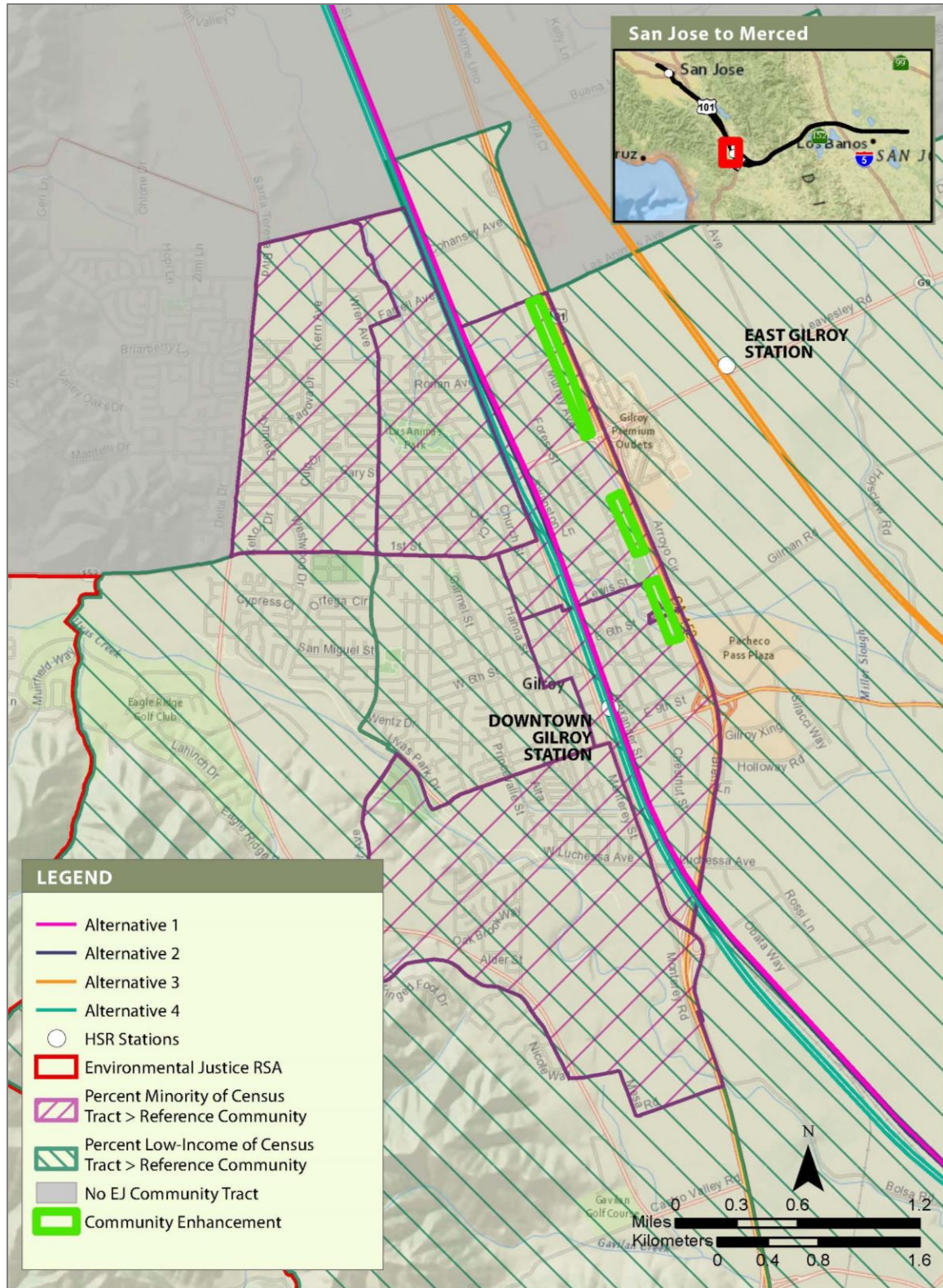


Figure G-6 Noise Reduction Program  
 Gilroy

## 32. OFFSETTING MITIGATION MEASURE G-OMM#7: SOUTH VALLEY MIDDLE SCHOOL RECREATIONAL AMENITIES

### COMMUNITY: GILROY

### ALTERNATIVE: 2

#### Measure Description

The proposed offsetting mitigation measure will improve and modernize the existing South Valley Middle School related to recreational facilities in accordance with the Gilroy Unified School District’s (GUSD) Measure E, which was passed in June 2016, and is a measure to issue bonds to fund school renovation and construction. Modernization of the middle school was slated to begin once the measure was passed; however, due to the uncertainty of the high-speed rail (HSR) project design at the time and its potential impact on the middle school, the modernization was delayed. The modernization project is currently in the design phase, and GUSD expects to have completed a substantial modernization of the campus by the end of 2023. Additional funding provided for this offsetting mitigation measure will help fill future buildout needs identified by GUSD during the design phase.



The existing middle school is outdated, and many aspects of the school need repair or replacement, such as the HVAC system, damaged ceilings and walls, the fire system, worn and aged roofs that are leaking, locker rooms that currently lack hot water, and grass fields needing renovations. The existing middle school needs many improvements to provide a quality education to its students, including many minority students and low-income students. Many of the required improvements, including construction of a new gym, a new multipurpose unit, parking lots, and sports fields, would be completed by the GUSD before California High-Speed Rail Authority (Authority) funding available. Additional future buildout needs included in this offsetting mitigation measure could include a community pool or other recreational amenities that will benefit both the school and the entire community. The pool would be separate from the campus, with its own parking lot and secured entrance, allowing it to be open to the public for recreational purposes even when school is not in session.

#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 2, permanent acquisition of approximately 12 percent of the South Valley Middle School play area and track would preclude the use of the resource or result in diminished capacity for use. Since the South Valley Middle School is in a minority area and low-income area, the diminishment of play function would result in disproportionately high and adverse effects (DHAEs). The provision of funding for additional recreational amenities at South Valley Middle School will not directly address residual impacts related to the loss of a portion of the school’s play area and track but will provide enhanced recreational resources for the students and the public.

#### Benefit to Minority Populations and/or Low-Income Populations

The HSR alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The offsetting mitigation measure will benefit the City’s minority community and low-income community by providing educational, recreational, and community livability improvements. The



location of the proposed offsetting mitigation measure relative to the HSR alignment within the Gilroy community is shown graphically in Figure G-7.

## Consistency with Community Goals and Planning

The US Department of Housing and Urban Development (HUD) administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The proposed South Valley Middle School Recreational Amenities project is located within the City of Gilroy's NRSA, an area of both minority concentration and low-income concentration that needs higher levels of investment to meet the needs of the community. The proposed offsetting mitigation measure is consistent with the following goals and policies from the *Gilroy 2040 General Plan*:

- Goal 17, Educational Facilities: Coordination between new residential development and the development of new educational facilities; educational excellence in support of community and economic development; and community improvement of the role of schools as a community resource.
  - Policy 17.06, School Sites: Coordinate and provide high quality school sites (based on size, location, and terrain) to optimize educational goals. In areas of new residential development, ensure that sites are identified and dedicated as a condition of development approval, incorporated as part of the Neighborhood District planning process whenever feasible. Site location considerations include adjacency to planned open space corridors, neighborhood park sites, and bike and pedestrian pathways.

In addition, the proposed offsetting mitigation measure is consistent with the Gilroy City Council goal of ensuring that neighborhoods benefit equally from City services.

## Community Outreach Input and Relationship to DHAE

Community outreach input from the Gilroy Unified School District indicated concern about the delay in implementation of planned improvements at South Valley Middle School due to construction of the HSR project. These improvements are needed to enhance the educational and recreational experience of the school's students and to improve the school as a community resource, thus providing improved livability.

This offsetting mitigation measure will provide funding for needed improvements to the school to update and enhance educational and recreational facilities. Because Alternative 2 would permanently acquire approximately 12 percent of the South Valley Middle School play area and track, resulting in the diminished capacity for use of this recreational resource, this offsetting mitigation measure will apply to Alternative 2.

## Improvement Cost Estimate

Modernization of South Valley Middle School, including contingency and soft costs, would cost approximately \$90 million, based on a GUSD estimate. This offsetting mitigation measure would include a partial funding contribution by the Authority to GUSD's ongoing modernization effort. Funding of this entire amount is disproportionate to HSR effects on schools, and thus the Authority's potential contribution is evaluated at \$5 million. As noted below, GUSD has identified other sources of funding.

## Roles and Responsibilities

The City of Gilroy receives CDBG funding to implement projects that benefit the City's minority neighborhoods and low-income neighborhoods. In addition, GUSD set aside approximately \$90 million under Measure E (General Obligation Bonds) to modernize the South Valley Middle School. The City of Gilroy could partner with the Authority and the School District in implementing

this project and could seek to combine CDBG funds, as well as GUSD funds received from Measure E, with funding provided by the Authority.

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This offsetting mitigation measure will improve a school serving local neighborhoods and minority populations and low-income populations.
Relative Number of Beneficiaries	15	This offsetting mitigation measure will benefit students in an affected neighborhood but will only benefit students directly.
Practicable	15	This offsetting mitigation measure could be funded and constructed.
Defined Project or Action	10	Improvements are defined but will require further design.
Satisfy Authority Obligations	15	The offsetting mitigation measure will provide educational, safety, and community benefits for a school and neighborhoods directly affected by the HSR project. In addition, uncertainty about HSR design has resulted in a delay of implementation of the modernization.
Defined Roles and Responsibilities	15	The Authority will provide funding. GUSD would implement.
Evidence of Agreement	15	GUSD opposes Alternative 2 and supports Alternative 4 but has long-term modernization needs, and, if Alternative 2 were advanced and track/field effects cannot be avoided, then additional recreational funding will help the school in its mission.
Cost-Effectiveness	9	This community improvement is a priority for GUSD.
<b>TOTAL SCORE</b>	<b>109</b>	

Authority = California High-Speed Rail Authority; GUSD = Gilroy Unified School District; HSR = high-speed rail.





### 33. OFFSETTING MITIGATION MEASURE G-OMM#8: REBEKAH CHILDREN’S SERVICES CENTER PERIMETER FENCE

#### COMMUNITY: GILROY

#### ALTERNATIVE: 4

#### Proposed Improvement

The proposed improvement will install fencing around the perimeter of the Rebekah Children’s Services (RCS) facility. The existing services center is a crucial community resource for the City of Gilroy and larger Santa Clara County.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 4, the project would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to emergency vehicle response delay. Under Alternative 4, there would be residual safety effects related to emergency vehicle response times that would affect several locations with low-income populations after the application of project mitigation and consideration of project benefits. DHAEs would be related to safety conditions in Gilroy under Alternative 4. While the proposed improvement will not directly address emergency response delay resulting from the project, it will provide a related safety offset with a nexus to the emergency response vehicle delay DHAe in the same community where effects would occur.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed improvement will benefit the community’s minority residents and low-income residents by providing safety improvements (Figure G-8).

#### Consistency with Community Goals and Planning

The RCS is located in the City of Gilroy’s Neighborhood Revitalization Strategy Area (NRSA), an area targeted for revitalization by improvements funded through the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. The U.S. Department of Housing and Urban Development administers the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The NRSA is an area of both low-income concentration and minority concentration that needs higher levels of investment to meet the needs of the community. The proposed improvement will be consistent with the following *Gilroy 2040 General Plan* goals and policies:

- Goal 15, Civic and Community Facilities: Adequate, varied and high-quality public facilities and programs to meet residents’ current and future needs and contribute to a high quality of life.

- Policy 15.04, Partnering: Seek opportunities to partner or form joint ventures with commercial and nonprofit organizations to facilitate the development of community facilities, programs and services.

In addition, the proposed improvement is consistent with the Gilroy City Council goal of ensuring that neighborhoods benefit equally from City services.

### Community Outreach Input and Relationship to DHAEs

Community outreach input provided by the RCS identified the need for various improvements to serve youth in the Gilroy community.

This improvement will improve safety for youth served by this agency. Because the HSR alignment would travel through developed portions of Gilroy (including downtown) under Alternative 4, residents in this area would experience various project effects under this project alternative. Therefore, this improvement will apply under Alternative 4.

### Improvement Cost Estimate

Assuming a perimeter fence length of 2,000 feet for northern, eastern, and southern sides (western side assumed to be sound wall), at a cost of \$50 per linear foot (for wrought iron), the cost of this improvement would be approximately \$100,000.

### Roles and Responsibilities

The California High-Speed Rail Authority (Authority) will provide funding for RCS to implement this improvement.

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This improvement will support the mission and programs of RCS, which benefit the minority populations and low-income populations of Gilroy.
Relative Number of Beneficiaries	9	The entire community will benefit due to the services provided by RCS.
Practicable	15	Funding for this improvement is practicable, and the improvements can be constructed.
Defined Project or Action	10	The improvement is reasonably defined.
Satisfy Authority Obligations	15	The improvement will provide benefits to the minority populations and low-income populations served by RCS, who would be affected by the HSR project.
Defined Roles and Responsibilities	15	The Authority will provide funding; RCS would construct and maintain improvements at the RCS facility.
Evidence of Agreement	15	RCS requested funding for a suite of improvements, one of which is perimeter fencing, and thus agreed with this improvement.

Criteria	Ranking 1–15	Justification
Cost-Effectiveness	9	The cost is somewhat high relative to estimated number of beneficiaries.
TOTAL SCORE	103	

Authority = California High-Speed Rail Authority; HSR = high-speed rail; RCS = Rebekah Children’s Services.



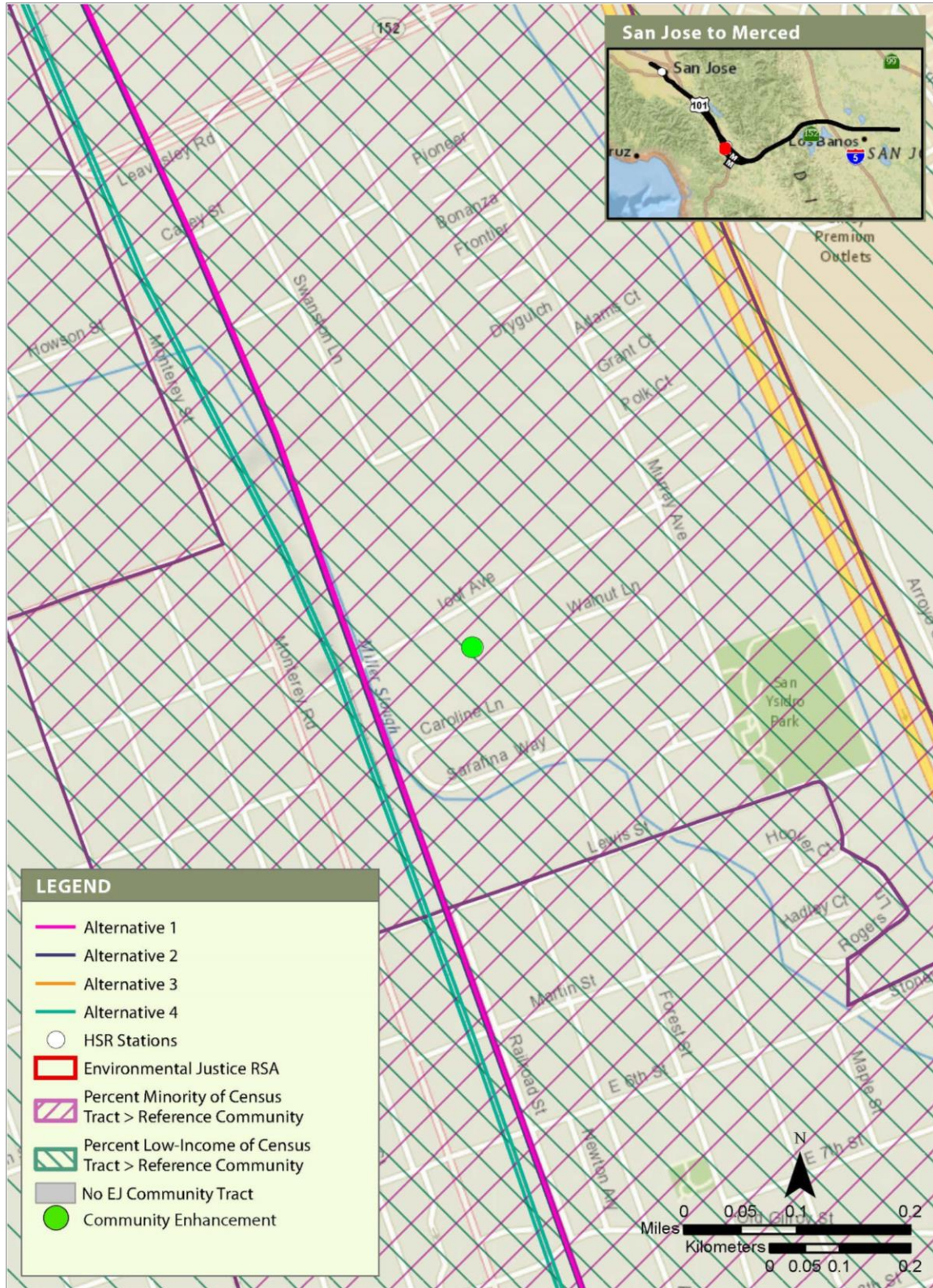


Figure G-8 Rebekah Children’s Services Improvement  
Gilroy



### 34. OFFSETTING MITIGATION MEASURE G-OMM#9: SAN YSIDRO PARK ENHANCEMENTS

#### COMMUNITY: GILROY

#### ALTERNATIVES: 1, 2

#### Measure Description

The proposed improvement will expand San Ysidro Park’s recreational amenities in accordance with the City of Gilroy’s approved Parks and Recreation Master Plan, with the intent of promoting a healthier community and improving the quality of life in the neighborhood. The improvement could include new recreational features, such as new playground equipment, paved trail, welcome kiosk, distance markers on the paved trail, games etched into the sidewalk, exercise equipment, new volleyball equipment, new picnic barbeque grills, bottle filler station/ water fountain, lighting, public art, and a drought-resistant garden.



#### Nexus to Disproportionately High and Adverse Effects

Alternatives 1 and 2 would extend through downtown Gilroy, resulting in adverse visual aesthetic effects on minority populations and low-income populations in the downtown area related to either an elevated aerial viaduct (Alternative 1) or an elevated embankment and grade separations (Alternative 2). Alternatives 1 and 2 would result in disproportionately high and adverse effects (DHAEs) relative to visual aesthetics on an end-to-end basis. While the proposed offsetting mitigation measure will not directly address the visual effects of the elevated rail alignment, it will provide indirect aesthetic benefits by expanding and improving a park, providing additional recreational amenities, and improving the visual quality of the park site.

#### Benefit to Minority Populations and Low-Income Populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed improvement will benefit the community’s minority residents and low-income residents by providing recreational improvements within walking distance of a large residential neighborhood. Associated health, livability, and visual quality benefits also will be provided (Figure G-9).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local infrastructure. The proposed improvement will be undertaken within the City of Gilroy’s NRSA, an area of both minority concentration and low-income concentration that needs higher levels of

investment to meet the needs of the community. In addition, the proposed improvement is consistent with the following goal from the *Gilroy 2040 General Plan*:

- Goal 16, Parks and Recreation: A comprehensive and coordinated system of convenient, efficient, and high-quality park and recreation facilities to meet the current and future needs of Gilroy residents, integrating important natural features and contributing to the City’s identity and livability.

In addition, this improvement is consistent with the *Gilroy Parks and Recreation System Master Plan* goal of providing safe and well-maintained parks. Furthermore, the improvement is consistent with the Gilroy City Council goal of ensuring that neighborhoods benefit equally from City services.

### Community Outreach Input and Relationship to DHAEs

Community outreach input from the City of Gilroy indicated the need for a series of improvements at San Ysidro Park to enhance recreational opportunities and overall quality of life for Gilroy community residents.

This improvement will provide recreational enhancements at the park, such as those described above, as well as health benefits, improved livability for local residents, and improved visual quality at the park site. This park is located within walking distance of a residential neighborhood along the HSR alignment. Because the HSR alignment would travel through the developed areas of Gilroy (including downtown) under Alternatives 1 and 2, residents in this area would experience various project effects under these project alternatives. Therefore, this improvement will apply to Alternatives 1 and 2.

### Improvement Cost Estimate

The City submitted a Proposition 68 Grant Application for approximately \$3.2 million to the California Department of Parks and Recreation Office of Grants and Local Services to provide new recreation opportunities at the San Ysidro Park. The City will be notified in 2020 regarding the results of the Proposition 68 Grant. If the City receives the grant, it is estimated that an additional \$500,000 would be needed for offsite improvements at the park.

### Roles and Responsibilities

The City of Gilroy receives CDBG funding to implement projects that benefit the City’s minority neighborhoods and low-income neighborhoods. The City of Gilroy would partner with the California High-Speed Rail Authority (Authority) to implement this improvement and would seek to combine CDBG funds and Proposition 68 Grant funds with funding provided by the Authority.

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

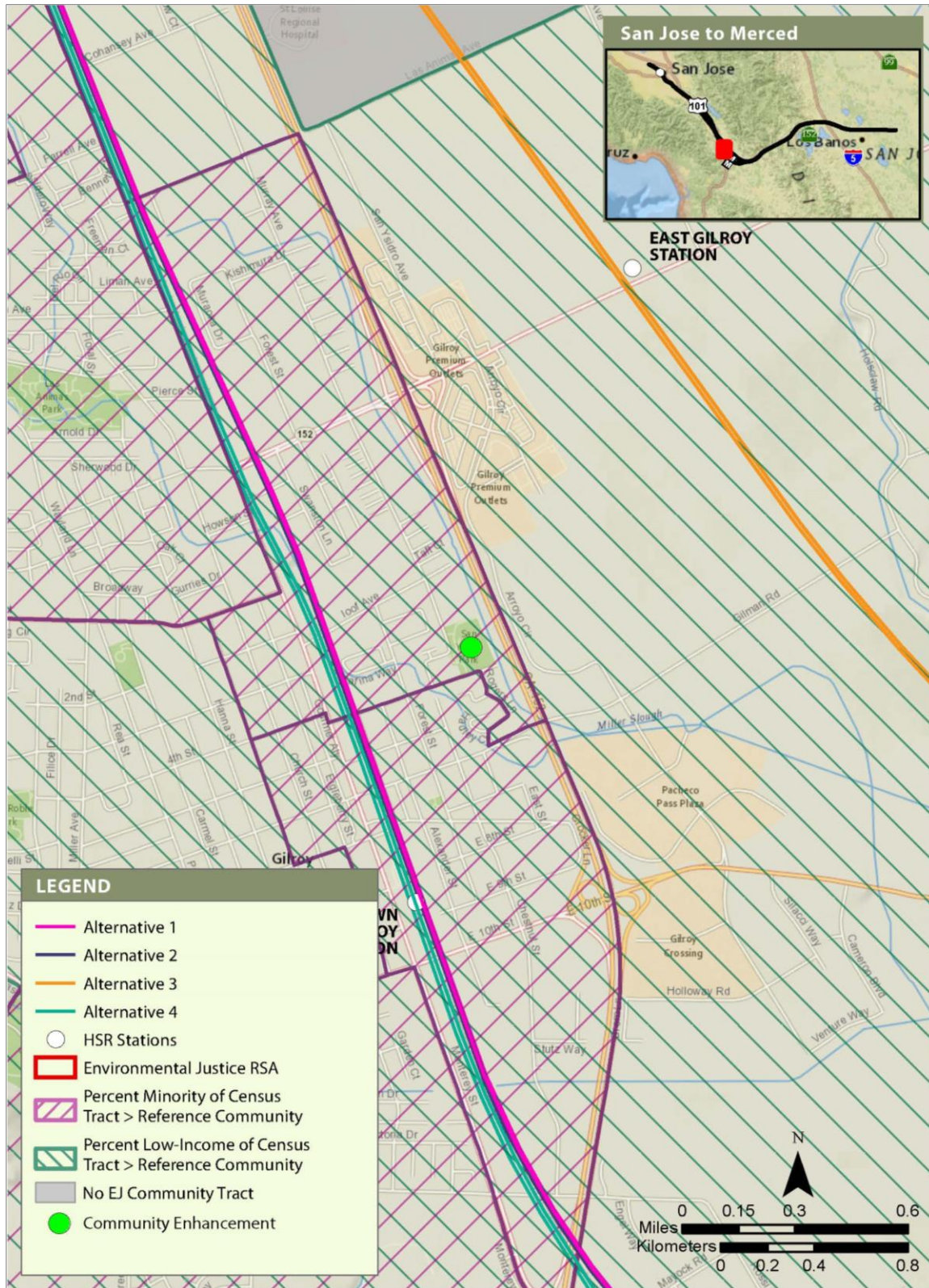
#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	San Ysidro Park serves the neighborhoods adjacent to the HSR alignment and the Gilroy HSR station. The improvement will improve recreational opportunities, aesthetics, and community identity.
Relative Number of Beneficiaries	6	The park will serve residents throughout downtown Gilroy who are affected by the HSR project. Parks are used by a broad cross-section of the community.



Criteria	Ranking 1–15	Justification
Practicable	15	The improvement can be funded and implemented.
Defined Project or Action	10	The City of Gilroy has defined the improvements needed; specific design to be completed.
Satisfy Authority Obligations	15	San Ysidro Park serves the neighborhoods adjacent to the HSR alignment and the Gilroy HSR station. The improvement will improve recreational opportunities, aesthetics, and community identity.
Defined Roles and Responsibilities	15	The Authority will contribute capital funding. The City of Gilroy would improve and maintain the park.
Evidence of Agreement	15	The City recommended this measure.
Cost-Effectiveness	15	The improvement is a priority for the City.
<b>TOTAL SCORE</b>	<b>106</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.



**Figure G-9 San Ysidro Park Enhancements  
Gilroy**

## 35. OFFSETTING MITIGATION MEASURE G-OMM#10: FOREST STREET PARK EXPANSION PROJECT

### COMMUNITY: GILROY

### ALTERNATIVES: 1, 2

#### Measure Description

The improvement will expand the City of Gilroy’s Forest Street Park in accordance with the City’s approved *Forest Street Park Master Plan*, with the intent of promoting a healthier community and improving the quality of life and property values in the neighborhood. The existing park has a children’s play area and a small picnic area. The expanded park could include bocce ball courts and horseshoe pits. The project includes the acquisition of the adjacent property just south of the park, which is currently occupied by a commercial building. This is the



second of two parcels needed to complete the approved master plan. The first parcel has already been acquired. Significant soil testing and anticipated mitigation of soil contamination is anticipated. Upon completion of property acquisition and soil mitigation, installation of the proposed improvements will be completed. The commercial property south of the existing park is currently for sale, and its acquisition is recommended as soon as possible to avoid losing the opportunity to acquire the park’s expansion area.

#### Nexus to Disproportionately High and Adverse Effects

Alternatives 1 and 2 would extend through downtown Gilroy, resulting in adverse visual aesthetic effects on minority populations and low-income populations in the downtown area related to either an elevated aerial viaduct (Alternative 1) or an elevated embankment and grade separations (Alternative 2). Alternatives 1 and 2 would result in disproportionately high and adverse effects (DHAEs) relative to visual aesthetics on an end-to-end basis. While the proposed offsetting mitigation measure will not directly address the visual effects of the elevated rail alignment, it will provide indirect aesthetic benefits by expanding and improving a park, providing additional recreational amenities, and improving the visual quality of the park site.

#### Benefit to Minority Populations and Low-Income populations

The high-speed rail (HSR) alignment traverses the Gilroy community, where the percentage of minority populations and low-income populations is greater than that within the reference community. The proposed improvement will benefit the community’s minority population and low-income population by providing health, recreation, quality of life, and visual quality improvements (Figure G-10).

#### Consistency with Community Goals and Planning

The U.S. Department of Housing and Urban Development administers the Community Development Block Grant (CDBG) Program, which is used to provide affordable housing, foster economic development, and improve the quality of life in primarily low- and moderate-income communities. A Neighborhood Revitalization Strategy Area (NRSA) is an area targeted for revitalization by improvements funded through the CDBG Program, which funds local community development efforts to provide affordable housing, reduce poverty, and enhance local



infrastructure. The proposed expansion of Forest Street Park is located within the City of Gilroy’s NRSA, an area of both minority concentration and low-income concentration that needs higher levels of investment to meet the needs of the community.

The purpose of this improvement is to expand the Forest Street Park in accordance with the City’s approved *Forest Street Park Master Plan*. In addition, the proposed improvement is consistent with the following goal from the *Gilroy 2040 General Plan*:

- Goal 16, Parks and Recreation: A comprehensive and coordinated system of convenient, efficient, and high-quality park and recreation facilities to meet the current and future needs of Gilroy residents, integrating important natural features and contributing to the City’s identity and livability.

Furthermore, the improvement is consistent with the Gilroy City Council’s goal of ensuring that neighborhoods benefit equally from City services.

### Community Outreach Input and Relationship to DHAEs

Community outreach input, as expressed by City of Gilroy staff, that is addressed in this improvement includes the following:

- Area of impact is in need of a higher level of investment.
- Park expansion in accordance with the City’s *Forest Street Park Master Plan*.

This improvement will provide for recreational opportunities, health benefits, and improved livability for residents in the Gilroy community. The improvement also provides indirect aesthetic benefits by expanding and improving a park. In particular, this improvement will benefit residents of a nearby neighborhood that is adjacent to the project alignment. Because the HSR alignment would travel through downtown Gilroy under Alternatives 1 and 2, residents in this area would experience various project effects under these project alternatives. Therefore, this improvement will apply under Alternatives 1 and 2.

### Improvement Cost Estimate

Purchase of the property is estimated at \$600,000. Mitigation of soil contamination should be negotiated to be completed by the seller, as a condition of sale. Future additional development costs will be determined when the final scope of the park is known. The Authority’s funding commitment is capped at the identified level.

### Roles and Responsibilities

The City of Gilroy receives CDBG funding to implement projects that benefit the City’s minority neighborhoods and low-income neighborhoods. The City of Gilroy would implement this project, using both CDBG funds and funds provided by the Authority.

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

#### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	The improvement will improve recreational opportunities, aesthetics, and community identity.
Relative Number of Beneficiaries	6	As a public local park, this improvement will benefit a broad cross-section of residents in neighborhoods affected by the HSR project.

Criteria	Ranking 1–15	Justification
Practicable	15	The improvement can be funded and implemented.
Defined Project or Action	10	The City of Gilroy has defined the improvements needed, but complete design is still necessary.
Satisfy Authority Obligations	15	Forest Park serves the neighborhoods adjacent to the HSR alignment and the Gilroy HSR station. The improvement will improve recreational opportunities, aesthetics, and community identity.
Defined Roles and Responsibilities	15	The Authority will provide funding. The City of Gilroy would improve the park.
Evidence of Agreement	15	The improvement is a priority for the City.
Cost-Effectiveness	15	The cost is low relative to the estimated number of beneficiaries.
<b>TOTAL SCORE</b>	<b>106</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail.

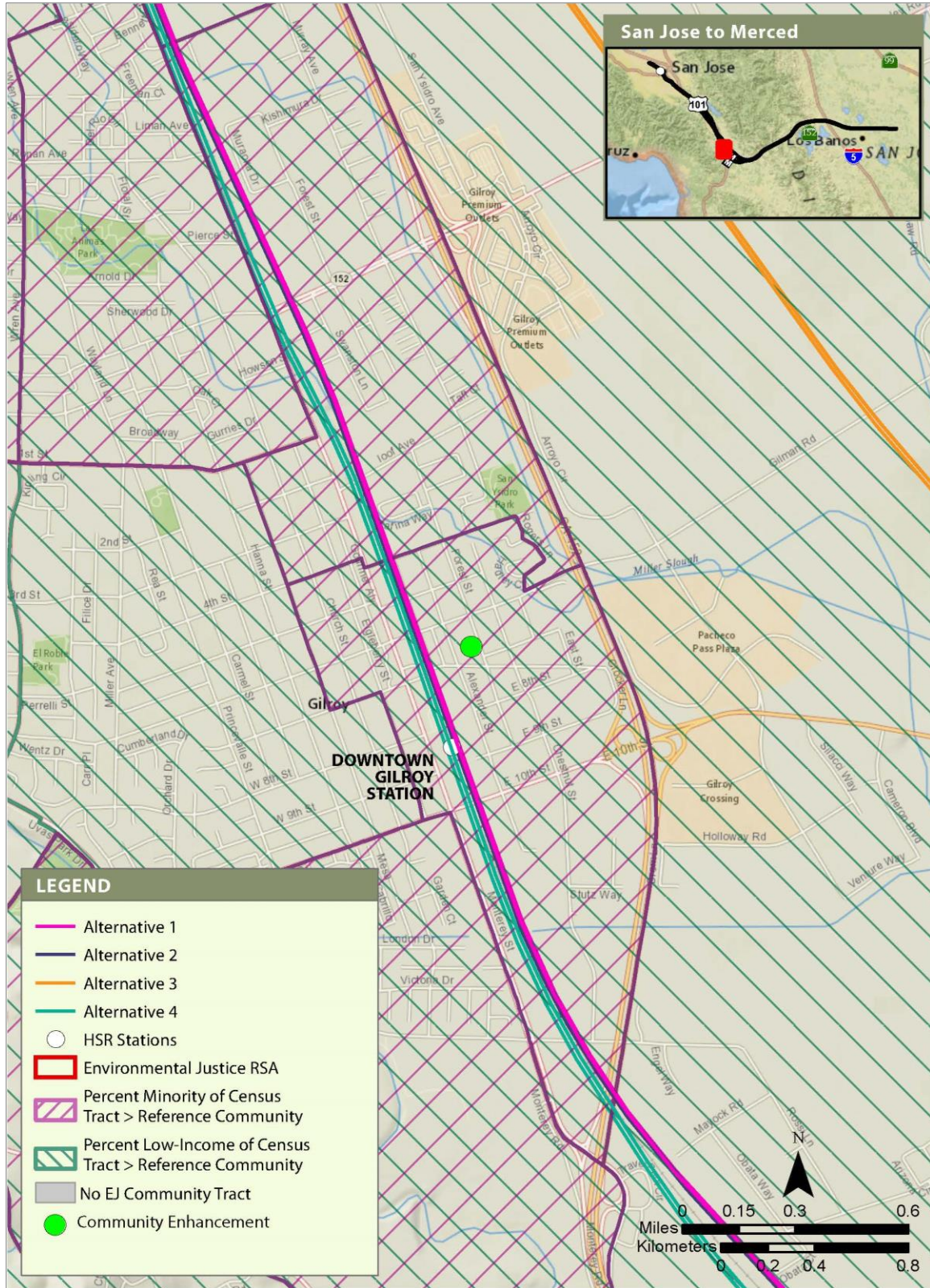


Figure G-10 Forest Street Park Expansion Project  
Gilroy



## 36. OFFSETTING MITIGATION MEASURE MH/G-OMM#1: AFFORDABLE HOUSING INVESTMENT

### COMMUNITY: MORGAN HILL AND GILROY

#### ALTERNATIVE: 2

#### Measure Description

This offsetting mitigation measure will provide funding support for local housing initiatives that provide affordable housing opportunities for the general population and special-needs groups. Funding will be provided to cover 50 percent of the cost of approximately 59 affordable housing units in Morgan Hill and 75 affordable units in Gilroy.



#### Nexus to Disproportionately High and Adverse Effects

Under Alternative 2, the project would result in disproportionate, high, and adverse effects (DHAEs) on low-income populations related to residential displacement resulting from the project. There would be residual displacement impacts within the Morgan Hill and Gilroy communities after the application of relocation mitigation and consideration of project benefits. DHAEs would be related to the disproportionate displacement of low-income residents where there is insufficient residential relocation availability in Morgan Hill and Gilroy. The estimated deficit of available residential units relative to Alternative 2 is 59 units in Morgan Hill and 75 units in Gilroy. The provision of funding to support replacement affordable units will directly address residual impacts related to the displacement of housing and will address community needs by contributing to the development of affordable housing.

#### Benefit to Minority Populations and/or Low-Income Populations

The high-speed rail (HSR) alignment under Alternative 2 would result in residential displacements in Morgan Hill and Gilroy, where the percentage of minority residents and low-income residents is greater than that within the reference community. The proposed improvement will provide funding for affordable housing development to organizations serving minority populations and low-income populations in these communities and/or public entities with affordable housing programs. These organizations/entities provide affordable and/or transitional housing as well as associated services related to physical and economic health as well as overall quality of life benefits.

#### Consistency with Community Goals and Planning

This proposed improvement will be consistent with the following *Morgan Hill General Plan* Housing Element policies and *Gilroy 2040 General Plan* Housing Element policies:

##### Morgan Hill

- Policy HE-1h: Affordable Housing Strategy Implementation. Encourage the creation of rental housing, including housing for extremely low-income households, through available funds, banked land and community partnerships.
- Policy HE-1i: Flexible Housing. Allow flexibility to encourage alternative housing solutions that support affordable and intergenerational housing, including attached or detached accessory dwelling suites, home sharing and cohousing.

- Policy HE-1j: New Market Rate Developments. Promote and encourage provision of housing within new market rate development that is affordable to extremely low, very low, low, median, and moderate-income households.
- Policy HE-1q: Affordable Housing. Encourage the production and preservation of affordable housing units.
- Policy HE-1r: Funds for Affordable Units. When available, continue to make housing funds available to finance affordable projects, including housing for extremely low-income households. Consider assistance to below market rate ownership housing where a financing gap can be demonstrated.
- Policy HE-1s: Rental Housing Incentives. Continue to assist market rate and nonprofit developers in developing affordable rental housing.

### **Gilroy**

- Policy H-2.1 The City shall encourage the provision of new affordable housing.
- Policy H-2.2 The City shall provide incentives for affordable housing, including but not limited to the density bonus ordinance, expedited project review, and Affordable Housing Exemption in the Residential Development Ordinance.
- Policy H-2.3 The City shall support homeownership opportunities for low- and moderate-income households.
- Policy H-2.4 The City shall encourage partnerships between non-profit and for-profit housing developers to encourage affordable housing production.
- Policy H-2.5 The City shall continue to require 15 percent of new housing in the Neighborhood District to be affordable to very low-, low-, and moderate-income households.
- Policy H-2.6 The City shall consider the development of single-room occupancy units, studio apartments, and other similar unit types that are affordable to extremely low-income residents in higher-density areas of the city.
- Policy H-2.7 The City shall continue to participate in programs that assist lower- and moderate-income households to secure affordable housing, such as the County's Mortgage Credit Certificate program, Section 8 rental voucher programs, and the Housing Trust Fund of Santa Clara County.

This improvement is also consistent with the following *Santa Clara County General Plan* Housing Element strategies and associated policies:

- Strategy #1: Plan for a balanced countywide housing supply. Support every Santa Clara County jurisdiction in developing housing to meet needs of all household types, affordable housing development goals, State General Plan Housing Element requirements, and regional land use and transportation planning objectives.
- Strategy #2: Promote cooperation and collaboration on residential development. The County and cities are encouraged to explore every feasible opportunity to assist home builders in getting affordable housing built. By working with neighborhood residents and community organizations to promote a diverse housing supply, and by working with each other, as well as the private sector, we can capitalize on all the ideas, the expertise, and untapped resources we have in this county.
- Strategy #3: Provide financial assistance for extremely low-income housing. Any type of housing is expensive to build in this county and not likely to become less so. If we are to ensure that the housing needs of all residents are met, we will have to work with home builders to help curtail their costs and to contribute in some fashion to making their projects financially feasible.

- **Strategy #6: Provide for Special Needs Households.** To be successful, our efforts to create a balanced housing supply must include housing suitable for households with extraordinary needs. These would include housing for people of all ages, who may have physical or emotional challenges, or those with extremely low or no incomes. The policies pertaining to housing for special needs households encourage a closer partnership between homebuilders and the County and cities to ensure that appropriate and affordable housing is built.
- **Strategy #7: Reduce Homelessness Consistent with Housing First Principles.** The needs of the homeless shall be met through methods intended to place them in permanent housing as soon as possible. Homeless shelters shall be supported by service providers providing the full range of assistance needed by the homeless. Temporary emergency shelters shall be used only as part of a continuum of care that leads to permanent housing.
- **Strategy #8: Maintain and Expand the Supply of Farm Worker Housing.** Housing for farm workers is considered by the State to be one form of special needs housing. However, the shortage of farm worker housing and its relationship to a viable agricultural economy and healthy communities is so important to Santa Clara County that it is appropriate for the County to designate a strategy that specifically targets this housing need.

### **Community Outreach Input and Relationship to DHAEs**

Input from various community organizations and government/educational entities—including the Santa Clara County Planning Department, Center for Employment Training, and HomeFirst—that is addressed by this improvement identified the following concerns regarding housing needs within Santa Clara and the San Jose communities:

- Need for affordable housing for students.
- Need for housing for farm workers.
- Housing scarcity.
- Increased homelessness.

This improvement, which will apply under Alternative 2, will provide funding and/or land for affordable housing development to organizations and/or public entities serving minority populations or low-income populations in these communities, providing support for the replacement of affordable housing and relief to address a more general shortage of affordable housing within these communities and the County as a whole.

### **Improvement Cost Estimate**

A total of \$40.2 million will be allocated to this improvement. This assumes co-financing (Authority will contribute 50 percent) related to construction of 59 affordable housing units in Morgan Hill and 75 affordable housing units in Gilroy at a per-unit cost of \$600,000 (Authority contribution at \$300,000 per unit).

### **Roles and Responsibilities**

The California High-Speed Rail Authority (Authority) will provide funding for organizations and public entities providing services related to affordable housing opportunities. Funding will be issued through a grant program, with priority of funding given to those organizations and entities filling priority needs, as identified by the Cities of Morgan Hill and Gilroy and the County of Santa Clara. The following are examples of local organizations/initiatives providing such services:

- **Habitat for Humanity Silicon Valley:** develops affordable ownership housing for low-income families with between 30 and 50 percent of the area's median income, offering 0 percent interest mortgages, for nine single-family homes in Santa Clara.
- **MidPen Housing:** develops affordable housing; manages affordable properties; provides family, senior, and supportive housing services.
- **Bridge Housing:** affordable housing developer.



- Gavilan College: provides affordable housing for low-income students.

## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this improvement.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	Minority populations and low-income populations in need of affordable housing will benefit.
Relative Number of Beneficiaries	15	Affordable housing will benefit a broad number of Santa Clara and San Jose residents.
Practicable	10	Funding for this improvement is practicable; however, sufficient funds will need to be dedicated to this improvement for organizations and public entities to receive adequate funding for implementation of housing projects.
Defined Project or Action	10	The Authority will provide funding; specific organizations and/or public entities to be funded/housing opportunities to be constructed is to be determined.
Satisfy Authority Obligations	15	This improvement will provide community uplift and economic benefits.
Defined Roles and Responsibilities	5	Community partners are to be defined (potential partners identified above).
Evidence of Agreement	15	No specific feedback was received on this improvement, but this is a priority for the County and potential partner organizations.
Cost-Effectiveness	5	Cost is high relative to estimated number of beneficiaries
<b>TOTAL SCORE</b>	<b>90</b>	

Authority = California High-Speed Rail Authority.

**37. OFFSETTING MITIGATION MEASURE SJV-OMM#1: VOLTA ELEMENTARY SCHOOL ENHANCEMENTS**

**COMMUNITY: SAN JOAQUIN VALLEY**

**ALTERNATIVES: 1, 2, 3, 4**

**Measure Description**

The proposed offsetting mitigation measure will contribute funds to improve and expand Volta Elementary School. These funds could be used for tree planting and other landscaping; window replacement; insulation installation; and construction of permanent classrooms to replace the portables, a parking area, or a community room at Volta Elementary School. Funds also could be used for water supply improvements and other critical safety features required for school expansion.



**Nexus to Disproportionately High and Adverse Effects**

All four project alternatives would result in disproportionately high and adverse effects (DHAEs) on low-income populations related to the project’s operational noise impacts after the consideration of mitigation and project benefits. There would be residual severe noise impacts in the San Joaquin Valley after the application of proposed noise barrier mitigation. While the proposed offsetting mitigation measure will not directly address operation noise impacts resulting from the project, it will provide a targeted community improvement for a facility that is vital to facilitating civic engagement among residents and maintaining a close-knit community.

**Benefit to Minority Populations and Low-Income Populations**

The high-speed rail (HSR) alignment under all alternatives would traverse the San Joaquin Valley community, where the percentage of minority residents and low-income residents is greater than that within the reference community.

The proposed offsetting mitigation measure will benefit minority residents 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, and educational benefits will be provided through the provision of enhanced utilities, safety improvements, and improved educational space. The location of the offsetting mitigation measure relative to the location of the HSR alignment within the San Joaquin Valley community is shown graphically in Figure SJV-1.

**Consistency with Community Goals and Planning**

This offsetting mitigation measure will be consistent with Los Banos Unified School District (LBUSD) planning.

**Community Outreach Input and Relationship to DHAEs**

Input from LBUSD that is addressed by this offsetting mitigation measure indicated the need for school site improvements to modernize and enhance facility functionality and for additional community space for Volta residents.

This offsetting mitigation measure will provide improvements to Volta Elementary School that will improve the educational environment and provide additional community-serving facilities, thus

providing educational, health, and safety benefits. Because the HSR alignment would travel through the community under all project alternatives, residents would experience various project effects under all alternatives. This offsetting mitigation measure will apply under all alternatives.

### **Improvement Cost Estimate**

The California High-Speed Rail Authority (Authority) proposes a \$5 million contribution toward Volta Elementary School to improve its facilities and expand its capacity. This is only a rough estimate due to the preliminary nature of conceptual design.

Construction of permanent classrooms to replace all the portables that are currently at the Volta Elementary School will essentially require construction of a new school. School expansions and new schools constructed in the greater vicinity had costs ranging from \$7 million for an expansion project to \$25 million for new junior high and new elementary schools. An overall cost for improving the school was assumed to be approximately \$15 million as a mid-point based on what was spent on other schools in the area. Since this improvement is intended to offset noise impacts only and not address all needs at the school, conceptually it is proposed that the Authority will contribute one-third of the overall school improvement cost, or \$5 million.

### **Roles and Responsibilities**

The Authority will provide funding for the proposed improvements at Volta Elementary School. Los Banos Unified School District would implement the improvements.



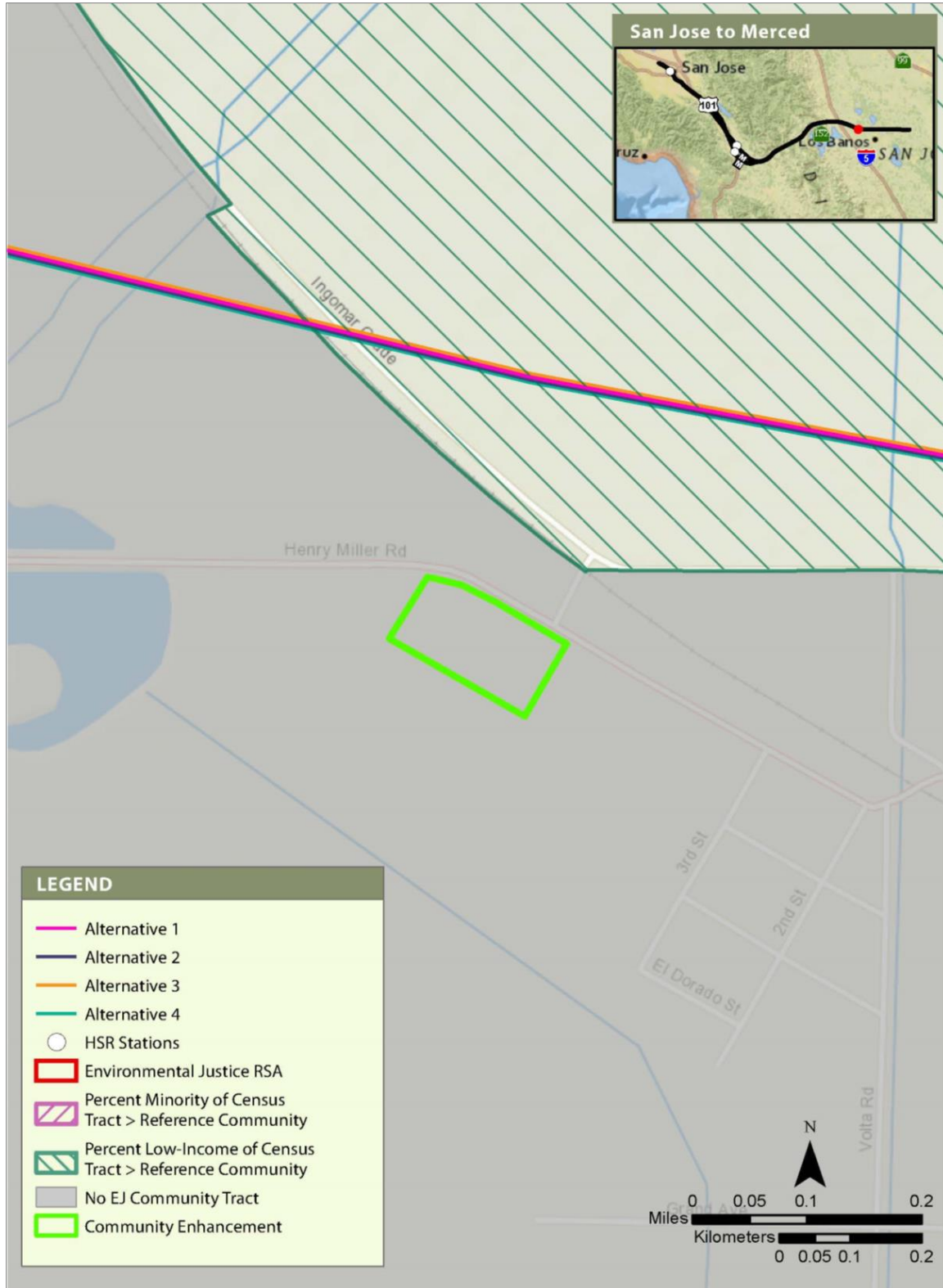
## Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

### Evaluation

Criteria	Ranking 1–15	Justification
Benefit Intensity	15	This offsetting mitigation measure will provide educational benefits for Volta Elementary School students and social benefits for members of the local Volta community.
Relative Number of Beneficiaries	12	The Volta Elementary School is the primary community asset in the Volta community. Improving the school will benefit the entire community as a result.
Practicable	15	Authority contribution is feasible. LBUSD could implement improvements using the funding.
Defined Project or Action	15	Authority contribution is defined, and LBUSD has identified a suite of likely improvements, but further design of the new classrooms is needed.
Satisfy Authority Obligations	15	This offsetting mitigation measure will provide educational benefits for Volta Elementary School students and social benefits for the local Volta community, which is directly affected by the HSR project.
Defined Roles and Responsibilities	15	Authority will provide capital funding. LBUSD would implement and fund lifecycle costs.
Evidence of Agreement	15	Community improvement is a priority for LBUSD.
Cost-Effectiveness	6	Cost is relatively high relative to number of beneficiaries.
<b>TOTAL SCORE</b>	<b>108</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail; LBUSD = Los Banos Unified School District.



**Figure SJV-1 Volta Elementary School Enhancements  
San Joaquin Valley**

## 38. OFFSETTING MITIGATION MEASURE SJV-OMM#2: VOLTA COMMUNITY PARK AT VOLTA ELEMENTARY SCHOOL

### COMMUNITY: SAN JOAQUIN VALLEY

### ALTERNATIVES: 1, 2, 3, 4

#### Measure Description

The proposed improvement will provide funding for development at the Volta Elementary School campus for use as a community park. The park could include a combination of turf, ball courts, shade structures, picnic tables, and play equipment and will be accessible to the broader community. This measure will also include fencing (to separate the park from the school for potential after hours use) and a small parking lot. This improvement will apply to all alternatives.



#### Nexus to Disproportionately High and Adverse Effects

All four project alternatives would result in adverse visual aesthetic effects on low-income populations related to the proposed aerial viaduct and elevated embankment in the San Joaquin Valley Subsection after direct mitigation. Alternatives 1, 2, and 3 would result in disproportionately high and adverse effects (DHAEs) relative to visual aesthetics on an end-to-end basis. Although Alternative 4 would not result in DHAEs relative to visual aesthetics on an end-to-end basis, it would have the same design as the other alternatives in the San Joaquin Valley Subsection and the same adverse visual effects and thus this improvement is also recommended for Alternative 4. While the proposed offsetting mitigation measure will not directly address the visual effects of the elevated rail alignment, it will provide indirect aesthetic benefits by creating a community park, recreational fields, and provide a sense of place in Volta that will promote civic engagement among residents and help to maintain a close-knit community by providing a safe place for student and community recreation and gathering.

#### Benefit to Minority Populations and Low-Income Populations

The HSR alignment under all alternatives would traverse the San Joaquin Valley community, where the percentage of minority residents and low-income residents is greater than that within the reference community.

This proposed improvement will benefit minority residents and low-income residents by providing additional recreational opportunities for Volta Elementary School students and for the surrounding community. The location of the improvement relative to the HSR alignment within the San Joaquin Valley community is shown graphically in Figure SJV-2.

#### Consistency with Community Goals and Planning

This improvement will be consistent with the guiding policy of the Merced County General Plan for high-quality park systems in the County. It will also further the Los Banos Unified School District objective to promote use of school facilities after school hours.

#### Community Input and Relationship to Overall Project Effects

Input that is addressed by this improvement included the following concerns:

- Lack of neighborhood park



- Insufficient recreational opportunity on the elementary school site

This improvement will support the School District to develop an area at the Volta Elementary School for use as a community park. Because the HSR alignment would travel through the community under all alternatives, residents would experience various project effects under all alternatives. This improvement will apply under all alternatives.

### Improvement Cost Estimate

The exact mix of shade structures, picnic tables, playground equipment, basketball court, and playing fields would be determined later. For the purposes of a cost estimate, the following national average costs were identified from the North Carolina State University Extensions' Cost Analysis for Improving Park Facilities to Promote Park-based Physical Activity.<sup>2</sup>

- Shade structure – This element was assumed to be a medium shelter (avg. size 1,100 sf) with a cost to construct of \$48,100
- Picnic area - This element was assumed to be a medium picnic area (avg. size 6,700 sf) with a cost to construct of \$9,700.
- Playground - This element was assumed to be a medium playground (avg. size 5,900 sf) with a cost to construct of \$267,100.
- Basketball court – This element was assumed to be a medium court (7,000 sf) with a cost to construct of \$32,100.
- Play field – This element was assumed to be a small softball/baseball field (avg. size 20,100 sf) with a cost to construct of \$213,700.

The total of these elements based on the national average costs is \$570,700. The study costs were based on 2012 construction cost data. In order to account for increase in construction costs over time, these costs were inflated to \$2020 by multiplying by 23 percent. In order to account for the differences in California labor, materials, and other costs relative to national averages, the costs were multiplied by 50 percent. The total estimated costs for the park improvements using these assumptions would be \$1,054,000.

The following additional improvements are presumed:

- Site fencing (estimated cost of \$50/sf, total of 1,000 feet, cost \$50,000) to separate the playground area from school property for potential after hours use.
- A small parking lot (up to 20 spaces) will also be provided (estimated 350sf per space, \$7/sf construction, 20 spaces for a total of \$49,000).

Based on the above estimates, total costs are estimated as \$1,153,000.

### Roles and Responsibilities

The Authority will provide funding to the Los Banos Unified School District to develop the community park at the Volta Elementary School. The School District would implement this measure.

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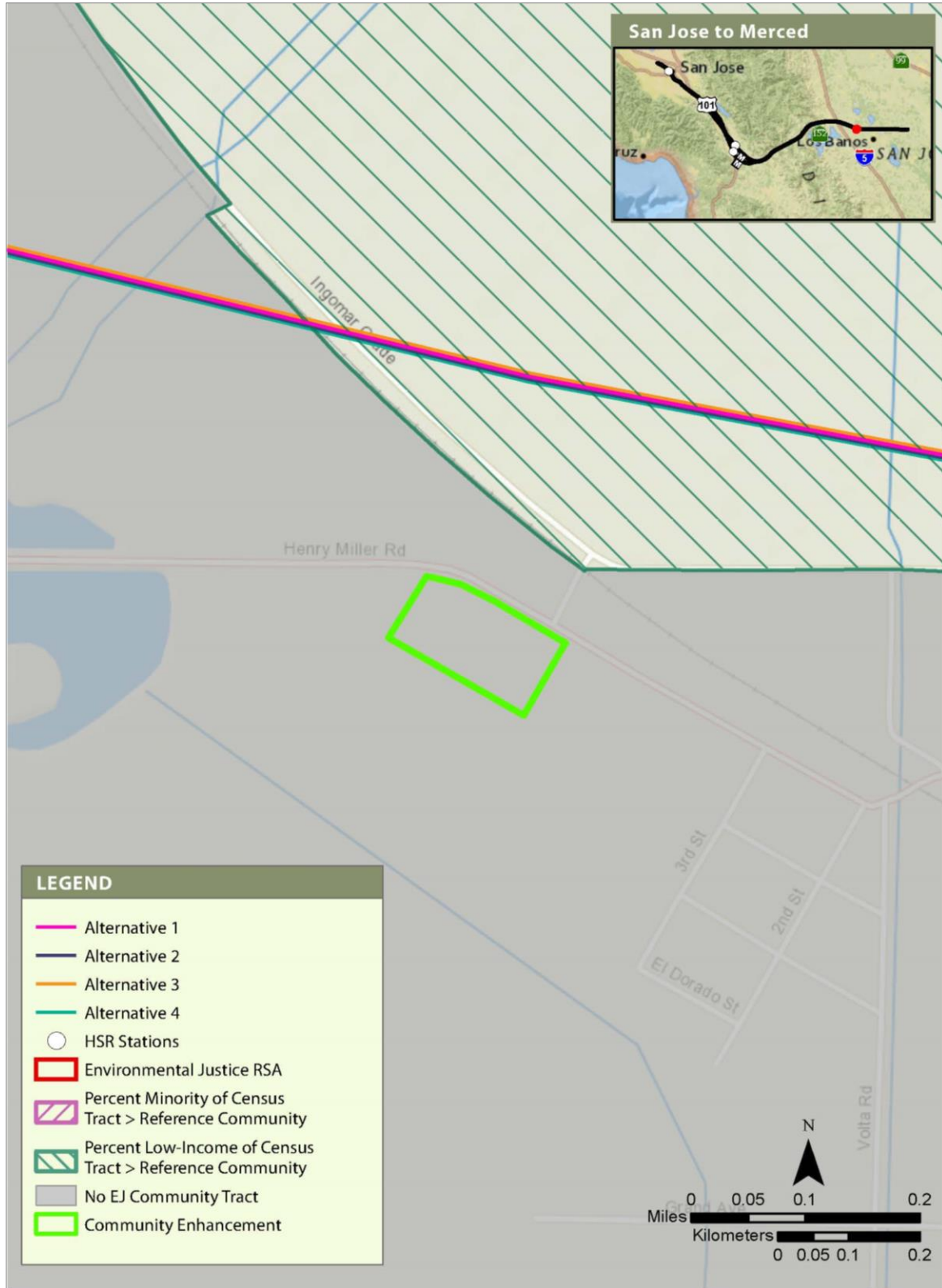
<sup>2</sup> North California State Extension. 2015. *Cost Analysis for Improving Park Facilities to Promote Park-based Physical Activity*. <https://content.ces.ncsu.edu/cost-analysis-for-improving-park-facilities-to-promote-park-based-physical-activity> (accessed November 21, 2021).

### Assessment Based on Evaluation Criteria

Based on the evaluation criteria developed by the Authority, the following assessment has been completed for this offsetting mitigation measure.

Criteria	Ranking 1-15	Justification
Benefit Intensity	15	This improvement will provide recreational and community aesthetics to both the Volta Elementary School and the Volta community, which would be directly affected by the HSR project.
Relative Number of Beneficiaries	6	This improvement will benefit the entire Volta community, since there are no municipal parks in or near the community.
Practicable	15	The property is controlled by the school district and the types of improvements are common park/playground improvements.
Defined Project or Action	15	The general improvements are understood. The specific improvements have yet to be designed.
Satisfy Authority Obligations	15	This improvement will provide recreational and community aesthetic benefits to both the Volta Elementary School and the Volta community, which would be directly affected by the HSR project.
Defined Roles and Responsibilities	15	Authority will provide capital funding. LBUSD would implement and maintain the improvements.
Evidence of Agreement	10	LBUSD suggested this measure and has been involved in the development of the concepts.
Cost-Effectiveness	15	Cost is relatively low relative to number of beneficiaries.
<b>TOTAL SCORE</b>	<b>106</b>	

Authority = California High-Speed Rail Authority; HSR = high-speed rail; LBUSD = Los Banos Unified School District.



**Figure SJV-2 Volta Community Park at Volta Elementary School  
SAN JOAQUIN VALLEY**