

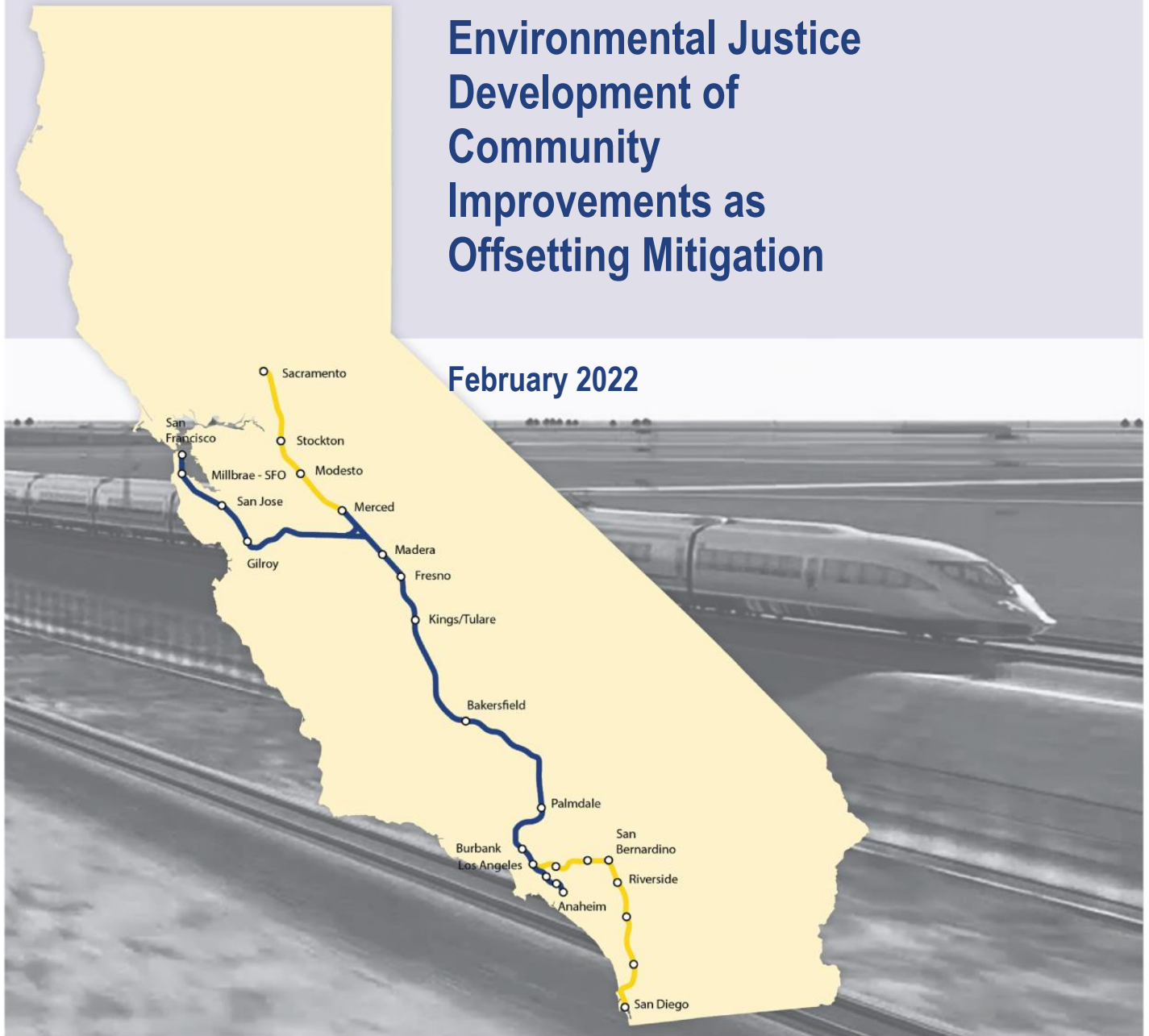
## **APPENDIX 5-C: ENVIRONMENTAL JUSTICE DEVELOPMENT OF COMMUNITY IMPROVEMENTS AS OFFSETTING MITIGATION**

California High-Speed Rail Authority

# San Jose to Merced Project Section

Environmental Justice  
Development of  
Community  
Improvements as  
Offsetting Mitigation

February 2022



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

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## Attachments

Attachment A: Profiles of Proposed Offsetting Mitigation Measures

## ACRONYMS AND ABBREVIATIONS

Authority	California High-Speed Rail Authority
CCS	Connecting Communities Strategies
EIR	environmental impact report
EIS	environmental impact statement
GEA	Grasslands Ecological Area
HSR	high-speed rail
I-	Interstate
MHUSD	Morgan Hill Unified School District
project or project extent	San Jose to Central Valley Wye Project Extent
RDA	San Jose Redevelopment Agency
RSA	resource study area
SNI	San Jose Strong Neighborhoods Initiative
SR	State Route
UPRR	Union Pacific Railroad
US	U.S. Highway
VTA	Santa Clara Valley Transportation Authority

## 1 INTRODUCTION

As described in Section 5.6, Assessment of Effects, and Section 5.7, Summary of Disproportionately High and Adverse Effects Prior to Consideration of Offsetting Mitigation Measures, of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), after application of direct mitigation and consideration of project benefits, there still remain some disproportionately high and adverse effects from project alternatives on minority populations and low-income populations.

Throughout the EIR/EIS process, the California High-Speed Rail Authority (Authority) engaged with minority populations and low-income populations, as well as service and public agencies that serve these populations, to identify the concerns of individuals about the effects of the project and to identify potential community improvements that could offset residual disproportionately high and adverse effects and thus serve as offsetting mitigation measures.

The evaluation of potential community improvements followed the following process, aimed at identifying community improvements that could offset residual disproportionately high and adverse effects:

- Development of the planning process, including evaluation criteria (see Chapter 3, Planning Process and Improvement Evaluation) in November 2019.
- Initial outreach (Community Outreach, Phase One) focused on identifying needs and community improvement concepts from December 2019 through January 2020.
- Development and evaluation of potential improvements from February through June 2020, including development of community improvement profiles containing a description of each improvement, location, disproportionately high and adverse effects potentially addressed by the improvement, consistency with local plans and policies, preliminary cost estimates, summary of relevant input from communities and local agencies, evaluation against the evaluation criteria, and a figure showing the improvement location.
- Additional outreach to potential implementing partners (Community Outreach, Phase Two) in July and August 2020.
- Further refinement of analysis, definition of proposed improvements, and development of updated profiles and evaluation scoring from August 2020 through November 2020.
- Determination of nexus of potential improvements to residual disproportionately high and adverse effects and identification of potential offsetting mitigation measures for different project alternatives from May 2021 through July 2021.
- Identification of the potential for secondary physical effects on the environment due to implementation of potential community improvements in July 2021.
- Additional outreach on revised environmental justice analysis and potential community improvements in September 2021.
- Development of final recommendations of community improvements proposed as offsetting mitigation measures in the Final EIR/EIS from October 2021 through February 2022.

This process and evaluation of potential community improvements is described further in this report. The community improvements proposed as offsetting mitigation measures are further profiled in Attachment A, Profiles of Proposed Offsetting Mitigation Measures. Prior to discussion of the development process, evaluation, and selection of community improvements as offsetting mitigation measures, Chapter 2, Community Existing Conditions, describes the existing conditions in the minority communities and low-income communities that would be affected by the high-speed rail (HSR) project.

## 2 COMMUNITY EXISTING CONDITIONS

### 2.1 Introduction

The community improvements planning process focuses on the community improvements with the potential to offset a subset of project effects within the following communities: Santa Clara/North San Jose; San Jose Diridon; Gardner/Willow Glen; Washington/Guadalupe, Tamien, and Alma/Almaden; South San Jose; Morgan Hill; Gilroy; and San Joaquin Valley. These communities are comprised of those census districts wherein minority populations and low-income populations are greater than in the reference community and where these populations would experience one or more residual disproportionately high and adverse effects due to the project alternatives, prior to the consideration of community improvements as offsetting mitigation measures. The boundaries of these communities, as defined for the purpose of this report, are illustrated on Figures 2-1 through 2-8. Also illustrated on each of the figures is a 0.5-mile area from the project footprint within which project effects would be concentrated. This chapter describes the existing setting of these communities to provide context for development and consideration of potential community improvements as proposed offsetting mitigation measures.

### 2.2 Overview of Affected Communities

#### 2.2.1 Santa Clara/North San Jose

Comprised of the city of Santa Clara, portions of unincorporated Santa Clara County, and a small portion of the northern part of San Jose, the Santa Clara/North San Jose community is the northernmost community of focus in this report. Minority communities and low-income communities are found within the area bounded approximately by Scott Boulevard and North Winchester Boulevard on the west, Newhall Street and Walnut Grove Avenue on the south, Interstate (I-) 880 on the southeast, and De La Cruz Boulevard and Martin Avenue on the east, bordering Norman Y. Mineta San Jose International Airport (Figure 2-1). This community is located in the San Jose Diridon Station Approach Subsection, as described in Chapter 5, Environmental Justice, of the EIR/EIS.

Located within Silicon Valley, the community is home to the headquarters of several large high-tech companies, Santa Clara University, Levi's Stadium, and Great America. The Caltrain corridor divides the community, with predominantly industrial land uses located east of the existing Caltrain corridor and single-family and high-density residential land uses to the west. A number of high-density apartment complexes are directly adjacent to and on the west side of the tracks between Scott Boulevard and Lafayette Street. Families concentrated in this area are largely minority and low income who cite noise and safety as chief concerns. Three elementary schools within 1 mile of this area serve this community. These schools' populations are 70 to 90 percent minority and 50 percent or more free and reduced lunch-eligible students. These elementary schools currently cite limited ingress and egress routes for students who travel by foot or bus from these areas, so any disruptions or changes to the current routes would affect the safe routes to school plans.

Land uses east of the tracks are primarily industrial, with a small pocket of residential north of DiGiulio Avenue at Avila Avenue. Land uses west of the tracks are predominantly residential and abut the tracks north of Warburton Avenue. There is some commercial use between Lafayette Street and De La Cruz Boulevard. South of De La Cruz Boulevard, commercial and government uses on the west side of the HSR alignment are separated from residential uses by El Camino Real, as are the sports stadium and fields south of Palm Drive.

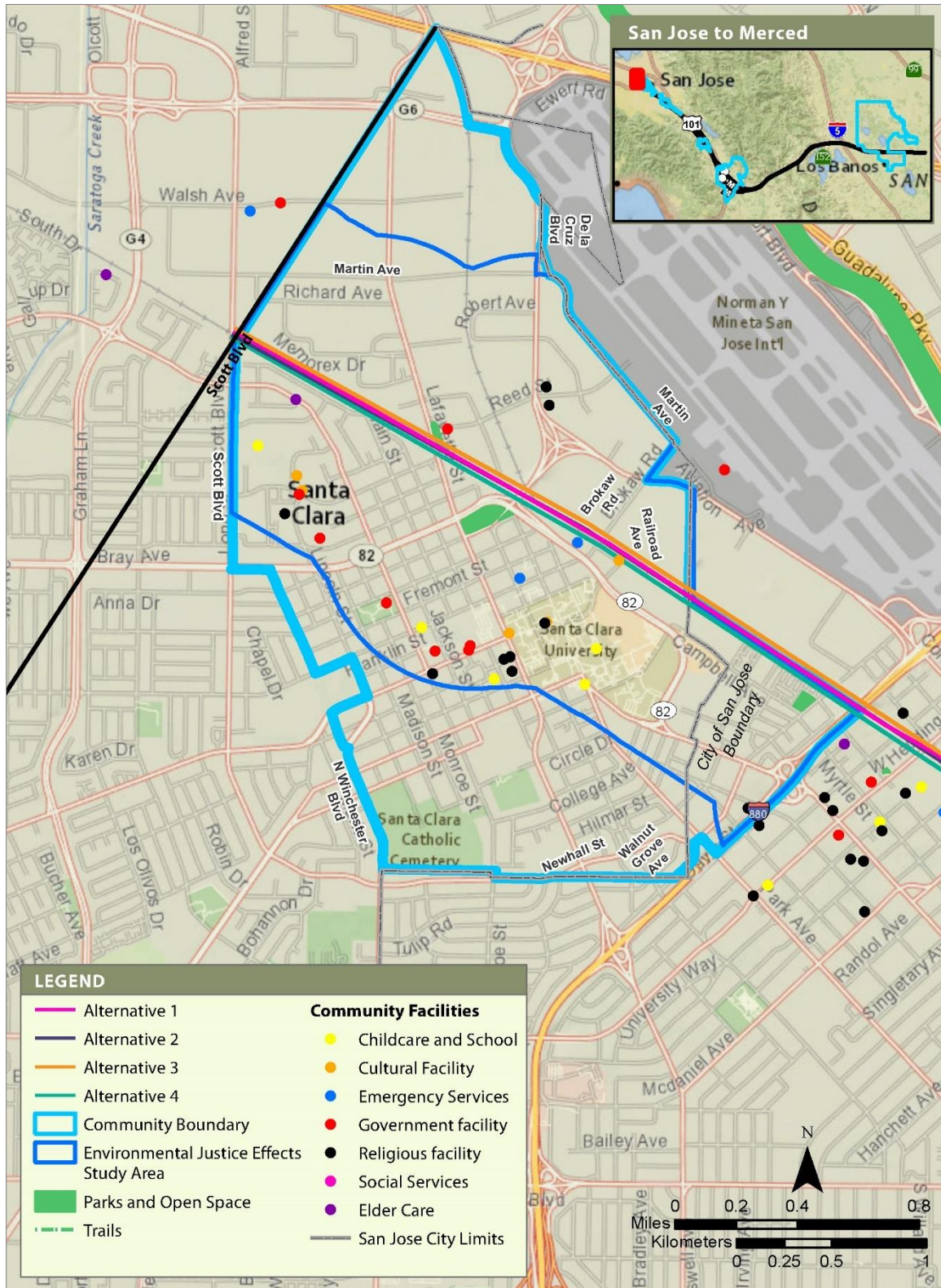


Figure 2-1 Santa Clara/North San Jose



Assets within the community include several sports venues for baseball, soccer, and swimming, as well as various parks, including Reed Street Dog Park on the east side of the HSR alignment and Larry J. Marsalli Park on the west side. Schools and places of worship are located throughout the community. Santa Clara University and Mission Santa Clara are located adjacent to the stadium complex south of Benton Street on the west side of State Route (SR) 82 (El Camino Real). There are four cultural resource facilities within the Santa Clara resource study area (RSA), including the Triton Museum of Art, Masjid Al-Noor Mosque, a Muslim Community Center, and one social service facility.

This community is primarily in the City of Santa Clara, extending into just the edges of part of North San Jose. Both cities have plans for increased housing and mixed-use developments to accommodate both business and high-density residential growth. Affordable housing remains a challenge in both cities. The City of Santa Clara requires that a percentage of housing in new developments be dedicated to low- and moderate-income residents (City of Santa Clara n.d.). The Santa Clara Station Area Plan for redeveloping the Santa Clara Transit Center area was developed by the City in cooperation with the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) and incorporated into the Santa Clara General Plan (City of Santa Clara 2010). It plans for 432 acres (244 acres of which are in Santa Clara) of housing, offices, retail, hotels, restaurants, parks, and other amenities. Considered a planning “focus area,” the plan area partially overlaps or is adjacent to the census tracts that contain minority populations and low-income populations. The General Plan map also shows areas within or near these census tracts as slated for community mixed use, medium- and low-density residential development, and public or quasi-public uses.

Planning in North San Jose must align with the City’s Envision San José 2040 General Plan (adopted in 2011 and updated in 2020) (City of San Jose 2020a) and area plans and specific plans that tier from it. The North San Jose Area Development Policy (City of San Jose 2017) provides a framework for smart growth that promotes economic activity, livability, and long-term vitality for its neighborhoods. The guiding principles of the related North San Jose Area Development Policy Neighborhoods Plan (City of San Jose 2009a) prioritize parks and recreation, libraries, schools, neighborhood connectivity, walkability, and access to public transit. The City of San Jose also is in the process of drafting its Better Bike Plan 2025 (City of San Jose 2020b), which would be an update of the San Jose Bike Plan 2020 (City of San Jose 2009b). The plan will provide recommendations for increased safety, comfort, convenience, and equity for bicycle users in the City.

The Santa Clara/North San Jose community consists of 31 percent Hispanic/Latino, 4 percent Black, 22 percent Asian, and less than 1.0 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total minority population of 57 percent is less than the percentage of minorities in the three-county reference community. Low-income residents in the Santa Clara/North San Jose community represent 39 percent of the population, more than the percentage of low-income residents in the reference community.

### **2.2.2 San Jose Diridon**

The San Jose Diridon community within the city of San Jose includes the existing San Jose Diridon Station and is a dense urban mix of neighborhood-serving commercial, parking for the station, multifamily residential, and industrial land uses. The community boundaries are I-880 on the north, Stockton Avenue on the west to the Alameda, then Sierra Avenue and Meridian Avenue to I-280 on the southern perimeter from Meridian to South First Street. The eastern border is formed mainly by SR 82 and SR 87 (Figure 2-2). This community is located in the San Jose Diridon Station Approach Subsection.

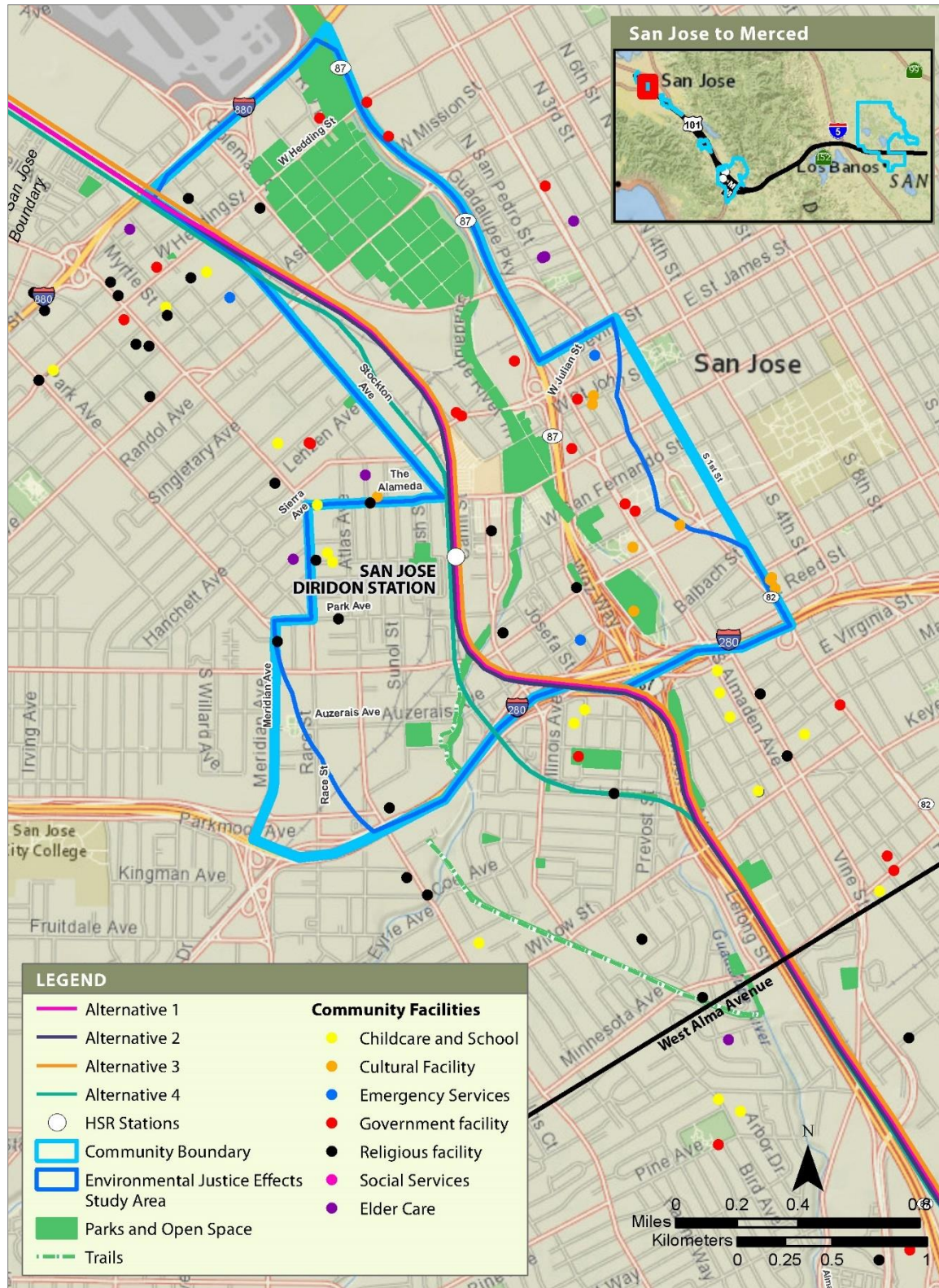


Figure 2-2 San Jose Diridon

Residential uses are concentrated on both sides of Park Avenue, a primary thoroughfare within the community. Diverse land uses—ranging from single-family and multifamily residential units to service-commercial, office, institutional, parks, and industrial uses—surround the San Jose Diridon Station. Ethnic small businesses and restaurants make up some of the commercial uses in this area, including Vietnamese sandwich shops, taquerias, and other restaurants and clothing stores. Multifamily residential buildings exist along the entire west side of San Jose Diridon Station, facing the existing tracks and platforms.

There are also some commercial uses and Cahill Park directly west of the station. East of the station and between the HSR alignment and Guadalupe River Parkway is a mix of Santa Clara County office uses, a Target store, the SAP Center that is the home of the San Jose Sharks hockey team, Arena Green East Park, and a mix of residential and commercial uses. Farther east and east of Guadalupe River Parkway is downtown San Jose, with the Tech Museum of Innovation, the San Jose Convention Center, and Children’s Discovery Museum. The San Jose Fire Department Bureau of Field Operations campus is located just south of San Jose Diridon Station on the east side of the HSR alignment. Delmas Park area is a historic conservation area, where most of the residential structures have distinctive characteristics that are typical of architecture of the early 20th century. To the north of Delmas is the San Jose Center for Performing Arts, which hosts multicultural and multilingual events for the Vietnamese and Latino communities in the area. The San Jose Diridon area is also a hub for services for homeless, youth, and vulnerable and underserved populations.

In the heart of downtown San Jose is the African American Community Service Agency, which not only provides a safe haven for African American community members but also embraces everyone needing assistance regardless of their ethnic background. Some programming offered to the San Jose community broadly includes “Meet the Black Authors & Artists,” “Family Fun Fridays,” and “Fireman Dads and Sons.”

The San Jose Diridon community assets include regional attractions such as the SAP Center and Arena Green East Park, complementing a mix of residential and commercial uses. Neighborhood-serving assets include St. Leo the Great Parish and Chinmaya Mission, which lie to the west of San Jose Diridon Station, and Shri Krishna Vrundavana Temple to the south. Primera Iglesia Bautista is southeast of the station just west of SR 87. An Elks Lodge is approximately 180 feet from SR 87 on the west side of the HSR alignment. Parks in the area include Guadalupe River Park, Guadalupe River Trail (Reach 6), Theodore Lenzen Park, Cahill Park, and the Los Gatos Creek Trail. In August 2020, the San Jose Spotlight reported on a study that found San Jose residents valued their parks but that people of color and low-income individuals in the City have more trouble accessing parks than other groups, with Blacks and Latinos reporting the most difficulty (Wipf 2020).

Like North San Jose, development in this area is guided by San José’s Envision 2040 General Plan (City of San Jose 2020a), as well as the Diridon Station Area Plan, approved in 2014 (City of San Jose 2014). The planning area and subareas overlap census tracts containing low-income residents in the San Jose Diridon community (City of San Jose n.d.). Community engagement on the Diridon Station Area Plan since 2018 has included convening a Station Area Advisory Group consisting of 38 community organizations; meetings are ongoing in 2020. Along with transportation agencies and others, Station Area Advisory Group members include neighborhood and resident associations, bicycling advocates, schools, and business groups, illustrating the extent of community interest in development decisions (San Jose Diridon Station Area Community Engagement n.d.). In November 2016, Santa Clara County voters approved a \$950 million Affordable Housing Bond (Measure A), which was projected to fund 120 new affordable housing developments for county residents, including \$17 million toward the development of several mixed-income housing complexes within the San Jose Diridon vicinity, including Villas on the Park and West San Carlos Housing. These developments will add more than 150 housing units in this area for low-income and very low-income residents, who are also transit dependent (Santa Clara County 2018).

The San Jose Diridon community consists of 30 percent Hispanic/Latino, 8 percent Black, 20 percent Asian, and less than 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total minority population of 58 percent is less than the percentage of minorities in the three-county reference community. Low-income residents represent about 31 percent of the population, more than the percentage of low-income residents in the reference community.

### 2.2.3 Gardner/Willow Glen

The Gardner/Willow Glen community in San Jose lies southwest of the intersection of I-280 and the Guadalupe Freeway (SR 87). The northwestern boundary of the community is formed by I-280 and Meridian Avenue south of I-280. Willow Street forms the southern border, and the community is bounded by SR 87 to the northeast and east (Figure 2-3). The existing Caltrain tracks bisect the Gardner/Willow Glen neighborhood northwest to southeast predominantly north of Fuller Avenue. This community is located in the San Jose Diridon Station Approach Subsection of the RSA, as described in Chapter 5 of the EIR/EIS.

The Greater Gardner area has existed in the heart of San Jose since 1911 but was bisected by historic freeway construction, which affected neighborhood cohesion. The neighborhoods are near Downtown San Jose and public transportation and are characterized by modest single-family houses with a blend of historic and traditional architectural styles. Land uses in the Gardner/Willow Glen community are almost entirely residential and include schools and parks as well as some neighborhood-serving commercial uses in the southern portion of the neighborhood. The community also includes a limited amount of public/quasi-public uses.

Neighborhood-oriented community facilities include Gardner Academy, the Gardner Community Center, Fuller Park, and Biebrach Park, which provide a focus for the neighborhood's residents and families. The Gardner Community Center provides a variety of programs, including after-school activities and adult education. Gardner Academy also has sports fields and playground areas and is home to Go Kids, Inc. (which acquired Estrella Family Services in 2015), which provides after-school care for Gardner Academy families. Families who attend Gardner Academy and use the Community Center generally travel by foot and bicycle, and some must cross the tracks at Auzerais and West Virginia, so a concern for this community is at-grade crossing safety for the school community. The Word of Faith Christian Center is at the corner of Delmas Avenue and Fuller Avenue, directly adjacent to the tracks. In addition to its function as a house of worship, the church provides food for the needy and counseling for teens.

San Jose's Envision San José 2040 General Plan (City of San Jose 2020a) also applies to the Gardner/Willow Glen community. The Greater Gardner Neighborhood Improvement Plan (City of San Jose 2002a), prepared as part of the San Jose Strong Neighborhoods Initiative (SNI), presents a vision of and for the community. It describes a neighborhood with a unified character despite the highways, streets, and rail lines that divide it. Prior to those transportation projects, Gardner was historically part of one larger neighborhood together with Gregory Park and Washington/Guadalupe to the east. These smaller neighborhoods are still functionally connected and share a residential character. The Gardner Community Advisory Council, Gregory Plaza Neighborhood Association, and the North Willow Glen Neighborhood Association represented the area's diverse residents. These associations were active in community affairs at the time the plan was published, concurring on neighborhood concerns such as problems related to soil conditions, housing maintenance, and pedestrian safety.

The Greater Gardner Neighborhood Improvements Plan envisioned key improvements that will enhance its character, attractiveness, and livability, creating a strong neighborhood identity while integrating with the surrounding community. However, unstable wetland soils underlie the neighborhood and over time have caused deteriorated streets and structures. Past groundwater pumping exacerbated the instability by causing subsidence, although recent groundwater recharge policies have reduced this effect. Adjacent freeway traffic, aircraft, and trains contribute to noise levels above those considered acceptable by the U.S. Environmental Protection Agency. Freeway traffic during peak hours leads to congestion and delays at traffic signals (City of San Jose 2002a).



Figure 2-3 Gardner/Willow Glen

This community is faced daily with gang and criminal activity, including prostitution and drugs. This community has coped with these negative effects through strengthening of schools, community-commissioned art, and spiritual and youth-focused organizations. Recognizing this prominent issue in the community, the City of San Jose has formed a Safety Coalition that regularly monitors neighborhood streets and educates the community on ways to address the gang activity.

In December 2017, the San Jose Historic Landmarks Commission granted historic status to the Greater Gardner Neighborhood, an area encompassing North Willow Glen, Gregory Plaza, and Gardner. Sought by residents for more than a decade, the designation honors the old farmhouses that reflect the area's agricultural past and other historic and contemporary building styles found in the neighborhood (Baum 2017).

Median household income in Gardner/North Willow Glen was \$66,423 in 2016, compared to \$93,854 in Santa Clara County. High-school graduation rates and percentage of residents with some college or associate degree exceeded those of the county overall. Renters are 70 percent of households, and 49 percent of households pay a gross rent that is at least 30 percent of household income (Santa Clara County Public Health 2016a).

Population within the neighborhood has remained relatively constant over the last 10 years, with an increase in the percentage of residents of Hispanic origin. The population of the Gardner/Willow Glen community consists of 52 percent Hispanic/Latino, less than 1 percent Black, about 4 percent Asian, and about 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total minority population of about 58 percent is less than the minority percentage in the three-county reference community. Low-income residents represent 26 percent of the population in Gardner/Willow Glen, more than the percentage of low-income residents in the reference community.

#### **2.2.4 Washington/Guadalupe, Tamien, and Alma/Almaden**

The Washington/Guadalupe, Tamien, and Alma/Almaden community is bounded on the north by I-280; on the west by SR 87, the Guadalupe River, and Almaden Road; on the south by Curtner Avenue; and on the east by South First Street/Monterey Road (Figure 2-4). It is on the opposite (east) side of SR 87 from the Gardner/Willow Glen neighborhood, with which it has historic ties from before construction of the freeway. This community is located in the Monterey Corridor Subsection of the RSA, as described in Chapter 5 of the EIR/EIS.

Like Gardner/Willow Glen, the Washington/Guadalupe, Tamien, and Alma/Almaden community is predominantly residential, with some neighborhood-serving commercial uses along First Street, South Almaden Avenue, and Willow Street in the Washington/Guadalupe neighborhood. In the Tamien Caltrain Station area are some light industrial and commercial uses. The Alma/Almaden area includes residential areas for about 0.25 mile south of West Alma Avenue; the area to the south is dominated by light industrial and commercial uses.

Schools in this community include Washington Elementary School, Rocketship Matteo Sheedy Elementary School, and Sacred Heart Nativity (Middle) School. Rocketship Matteo Sheedy Elementary School is not a part of the public-school system; it is a charter school started in this community in recognition that Washington Elementary School did not have the capacity to sufficiently serve the school community in this area. Similarly, Sacred Heart Nativity Middle School was started for this community due to the absence of other middle schools serving the community. Sacred Heart was also started with private funds from community benefactors to help relieve the gang activity that is a major issue for the community. It admits fewer than 100 middle schoolers each year from the community, largely on scholarship.

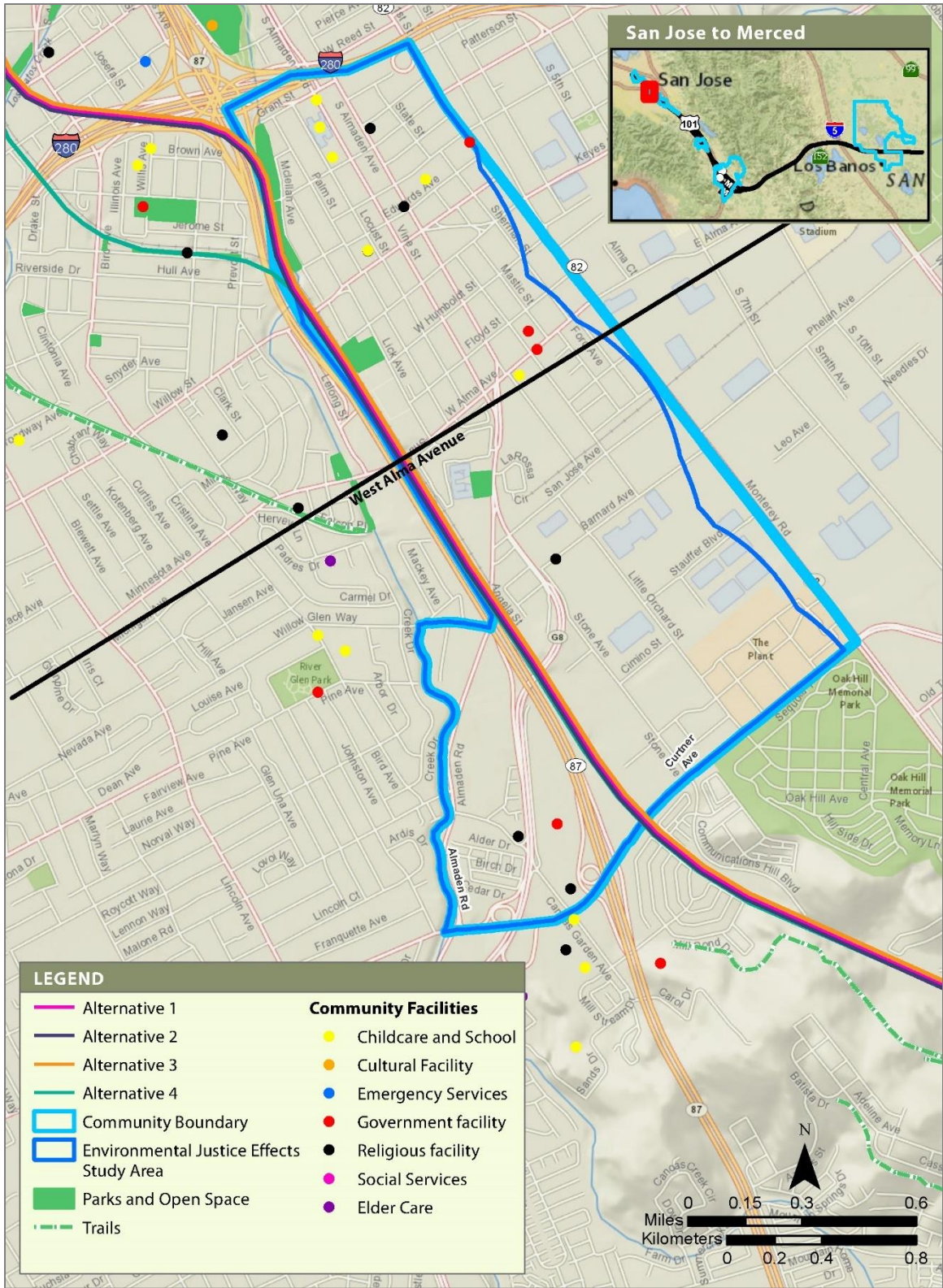


Figure 2-4 Washington/Guadalupe, Tamien, and Alma/Almaden

The community has access to the Guadalupe River Trail and will have access to the future planned Three Creeks Trail. Elementary schools provide playground areas and ball courts, as do Tamien Park, Parque de Padre Matteo Sheedy, and Bellevue Park. Biblioteca Latinoamerica is located on South First Street and encompasses the Washington United Youth Center. The Center for Employment Training, located on Vine Street, provides a variety of job training programs. Sacred Heart Church, built in 1927, provides worship and social services for both the Gardner/Willow Glen and Washington/Guadalupe, Tamien, and Alma/Almaden communities. The Alma Community Center and the Washington United Youth Center provide a variety of services for seniors and teens. A prominent community leader in this area has successfully organized a Latina mother's group, Madre A Madre, a close-knit group that is extremely active in maintaining and promoting community cohesion, education, and organization. They hold weekly in-language gatherings and organize and fundraise by selling homemade Mexican fare and treats.

The SNI supported preparation of the Washington Neighborhood Revitalization Plan Update (City of San Jose 2002b), which focused on the neighborhoods of Washington/Guadalupe, Tamien, and Alma/Almaden, along with Goodyear-Mastic and Cottage Grove. Building on a 1998 plan, the Washington Neighborhood Revitalization Plan Update identified 13 "top ten" actions to address community needs. Among those actions were plans to pursue funding to acquire additional park sites, develop an action program to fund and schedule closure of area alleys, improve recreation facilities at the Alma Senior and Teen Centers, improve storm drainage at selected locations, promote and assist property owners with curb and sidewalk repairs, improve traffic flow and safety, community identification of areas needing street lights or lighting upgrades, enhance existing sports facilities and equipment at Washington School, and underground utility lines. San José's Envision 2040 General Plan (City of San Jose 2020a) also covers these neighborhoods.

Median household income in 2016 was \$44,387, less than half that of Santa Clara County as a whole. The share of the community who are high school graduates (26 percent) exceeded that of the County, but rates of college attendance and graduation were lower. Renters comprised 71 percent of households, and 66 percent of households paid rent of more than 30 percent of household income. Thirty-one percent of neighborhood households were classified as overcrowded (Santa Clara County Public Health 2016b).

The Washington/Guadalupe, Tamien, and Alma/Almaden community consists of approximately 55 percent Hispanic/Latino, 5 percent Black, 12 percent Asian, and less than 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total of approximately 73 percent minority residents in these neighborhoods is more than the percentage of minorities in the three-county reference community. Low-income residents represent about 50 percent of this community's population, more than the percentage of low-income residents in the three-county reference community.



### 2.2.5 South San Jose

The South San Jose community extends approximately 0.5 mile on either side of Monterey Road. It is bounded roughly by Lewis Road on the north, Kingspark Drive and Snell Avenue to Cottle Road and Monterey Road on the west, Metcalf Road on the south, and U.S. Highway (US) 101, Capitol Expressway, and Coyote Road to the east (Figure 2-5). This community is located in the Monterey Corridor Subsection of the RSA, as described in Chapter 5 of the EIR/EIS.

Land uses in the community are predominantly residential north of Blossom Hill Road, between Ford Road and Metcalf Road east of Monterey Road, and between Bernal Road and Metcalf Road west of Monterey Road. Commercial uses are generally located south of Blossom Hill Road, between Blossom Hill Road and Bernal Road on the west side of Monterey Road, and between Blossom Hill Road and Ford Road on the east side of Monterey Road.

Schools in the community include Valley Christian Junior High School and High School, Edenvale Elementary School, Oak Grove High School, Caroline Davis Intermediate School, and Los Pasos Elementary School. The Coyote Creek Trail/Parkway meanders to the west of US 101 south of SR 85, transitioning to the east side of US 101 at SR 85. Other parks include Cottle Park, Danna Rock Park, Ramac Park, and Metcalf Park. Other community facilities include the Boys and Girls Clubs of Silicon Valley and the Edenvale Branch Library.

South San Jose is a suburban community bordered by the Santa Cruz mountains, populated mostly by families, students, and retirees. The community provides many parks and shopping options, but public transit access and walkability are poor. Of the seven neighborhoods comprising South San Jose, the east side, including Seven Trees, Oak Grove, and Blossom Valley, are the least affluent. Similar to the Washington/Guadalupe and Tamien neighborhoods, residents in this area cope with gang activity. A youth group called “Better Tomorrow” organized out of Oak Grove High School and the City Peace Project works to help youth avoid gang activity and focus on education for a better future. Latinx and Vietnamese families reside along the Monterey Road corridor between Senter Road and Bernal Road and attend the schools mentioned above. Monterey Road is a high traffic thoroughfare and crossing this road to and from school is a chief hazard and concern for these families. This corridor is also inhabited by San Jose’s largest homeless population, some of whom are homeless youth who attend area schools.

Like other neighborhoods in San Jose, the City general plan, Envision San José 2040 (City of San Jose 2020a), and the Santa Clara County General Plan (County of Santa Clara 1994) guide development in South San Jose. Several neighborhood associations have organized in the area to bring awareness of policy, education, emergency preparedness, social and environmental issues, and activism to the communities. These organizations include Edenvale Great Oaks Plan Implementation Coalition and Roundtable Neighborhood Association.

The South San Jose community consists of about 45 percent Hispanic/Latino, 4 percent Black, 32 percent Asian, and less than 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total of approximately 82 percent minority population is more than the minority percentage of the three-county reference community. Low-income residents represent 35 percent of the South San Jose population, more than the percentage of low-income residents in the reference community.

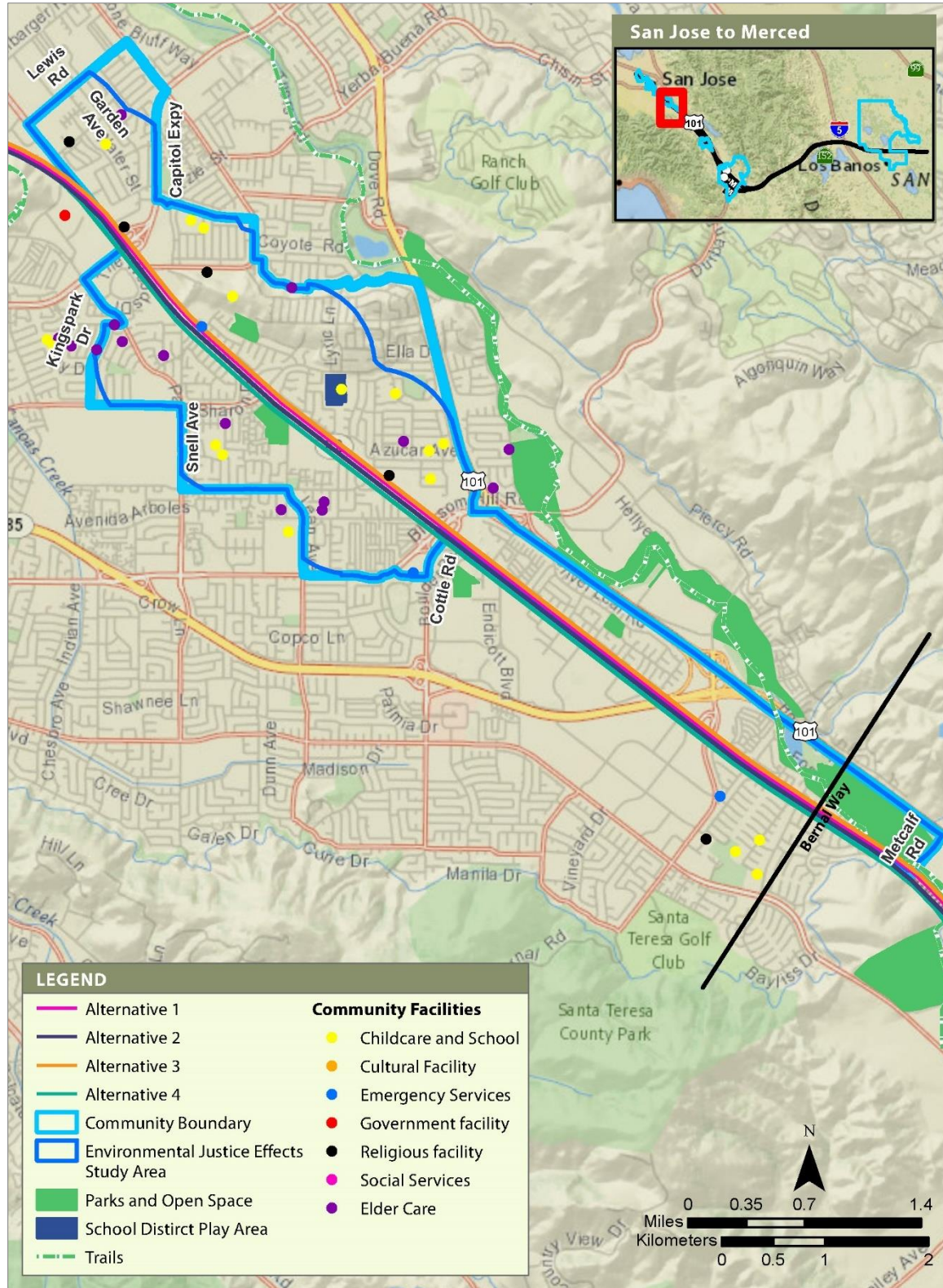


Figure 2-5 South San Jose

### 2.2.6 Morgan Hill

The City of Morgan Hill is south of South San Jose and the unincorporated Coyote community. The community boundary that includes low-income residents and minority residents is formed by Llagas Road on the north to the west of Monterey Road, Dewitt Avenue on the west to West Edmundson Avenue and east to Monterey Road to where the boundary turns sharply north toward Maple Avenue, to US 101 and Butterfield Boulevard on the east (Figure 2-6). This community is located in the Morgan Hill and Gilroy Subsection of the RSA, as described in Chapter 5 of the EIR/EIS.

Development in Morgan Hill is more prevalent on the west side of US 101, although there is also development on the east side. The Morgan Hill community lies west of Anderson Lake, and there are some agricultural and vacant parcels in the RSA. Morgan Hill is well known for its vineyards and winegrowing, as a part of the Santa Clara Valley designated American Viticultural Area.

Morgan Hill land uses are a mix of commercial, industrial, and residential. US 101 travels north/south on the east side of downtown Morgan Hill, while the Union Pacific Railroad (UPRR) corridor, also north/south, is between Butterfield Avenue and Monterey Road. The HSR alignment would travel through predominantly agricultural areas as it approaches Morgan Hill, transitioning to more suburban residential south of Madrone Avenue. As the HSR alignment proceeds southward under Alternatives 2 and 4, suburban development transitions to denser urban development through downtown Morgan Hill. Distinct neighborhoods have formed on each side of the UPRR corridor and are currently physically divided by the railroad. Under Alternatives 1 and 3, the HSR alignment passes through more suburban and rural areas.

Prominent community assets include the Morgan Hill Community and Cultural Center and Villa Mira Monte. The latter is listed on the National Register of Historic Places and houses the Morgan Hill Museum. Other community facilities include the Morgan Hill Sports Complex, Centennial Recreation and Senior Center, Morgan Hill Dennis Kennedy Aquatics Center, Morgan Hill Recreation Preschool, and Teen Center. Morgan Hill contains several parks, including Galvan Park and Morgan Hill Community Park.

The area includes several places of worship, such as Crossroads Christian Center with its associated school, United Methodist Church, and the Church of the Latter-Day Saints, and schools with playground areas, including Central High School, Shadow Mountain Baptist School, Barrett Elementary, Burnett Elementary, and PA Walsh Elementary. Britton Field, located at East Main Avenue and Hale Avenue, offers playing fields for soccer and baseball.

Public schools in Morgan Hill are administered by the Morgan Hill Unified School District (MHUSD). MHUSD encompasses nearly 300 square miles and serves the ethnically diverse population of Morgan Hill, San Martin, and a small portion of South San Jose. MHUSD serves approximately 8,500 students and is composed of six elementary schools (TK–5), two elementary/middle schools (K–8), one Dual Immersion magnet program (K–8), two middle schools (6–8), two comprehensive high schools (9–12), one continuation high school, and a community adult school. MHUSD provides regular bus service for 1,600 students and special education bus service for 150–200 students (MHUSD 2017).

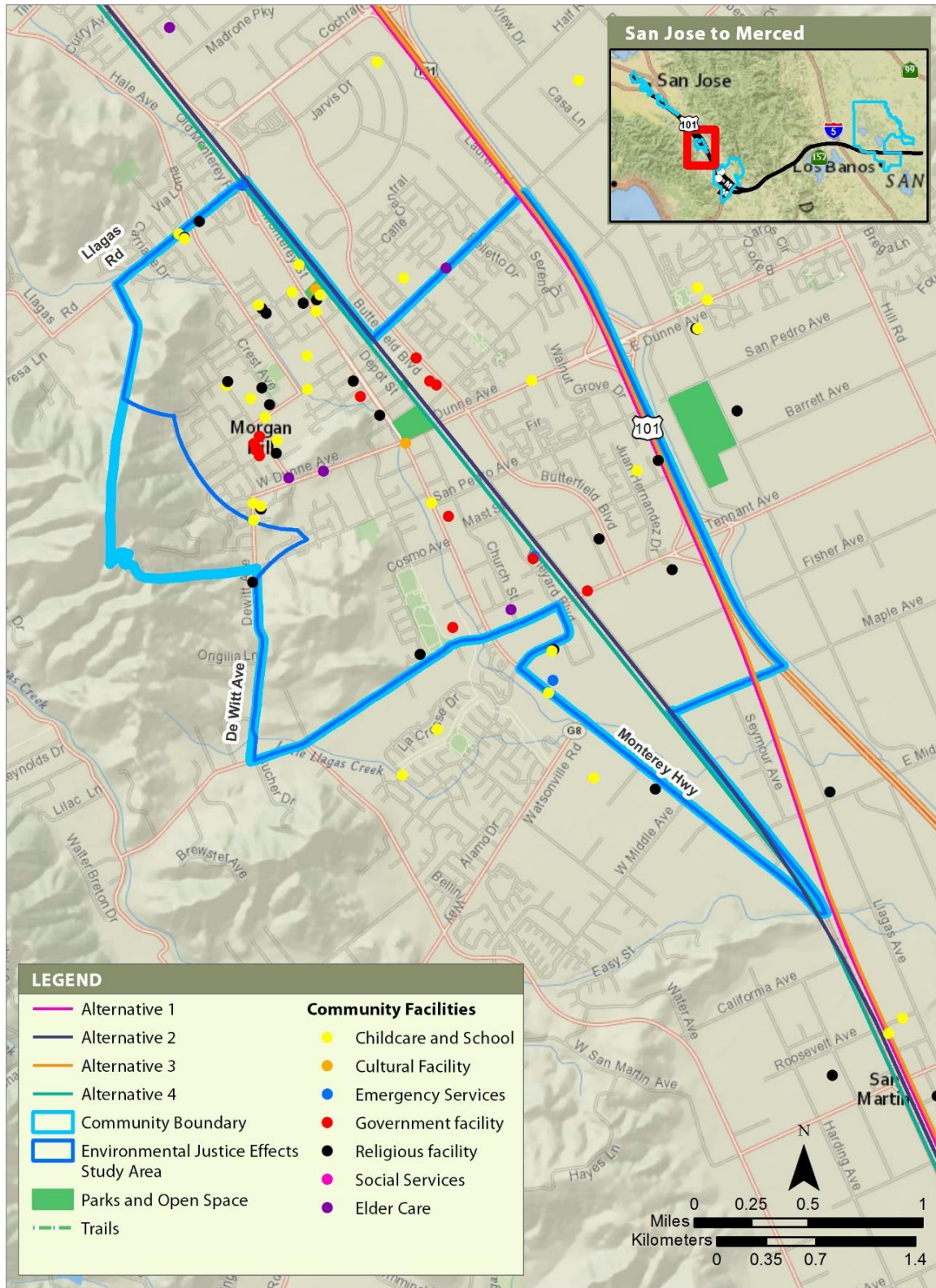


Figure 2-6 Morgan Hill

The City of Morgan Hill’s 2035 General Plan (City of Morgan Hill 2016) guides development within the City’s 13-square-mile area and its sphere of influence. It describes the City’s “small town character, strong sense of community, abundant access to open space and recreational amenities, and ever-growing participation in the Silicon Valley economy.” The City also prides itself on being a regional leader in affordable housing, open-space preservation, and environmental stewardship. Historically an agricultural town, the dominant sectors now are manufacturing, health, and educational services, although agriculture still plays an important role with wineries, tourism, u-pick, farmers markets, and other commercial ventures. City policy includes actions to protect and enhance the economic viability of agriculture (City of Morgan Hill 2016). The City also has a Bikeways, Trails, Parks and Recreation Master Plan, a community-driven tool to guide improvements and future development of these assets (City of Morgan Hill 2020a). Community engagement was also the focus of “Engage Morgan Hill,” an outreach and education process the City conducted from June 2019 to June 2020 to involve the community in a conversation about services, funding, and priorities (City of Morgan Hill 2020b).

The environmental justice RSA in Morgan Hill has 26 percent of the population defined as low-income, the same as the reference community. Only 29 percent of households are occupied by renters; 60 percent of renter households pay rent of more than 30 percent of household income, a higher percentage than for the county (Santa Clara County Public Health 2016c).

Income-diverse housing is a voter-backed initiative and a fundamental value for the close-knit Morgan Hill community. In keeping with the Association of Bay Area Governments’ transit-oriented housing design directives, Morgan Hill created a Priority Development Area downtown adjacent to the Caltrain tracks. The Priority Development Area has the highest density of affordable housing in the City and overlaps with a Plan Bay Area-designated “Community of Concern,” defined as census tracts that have a concentration of both minority households and low-income households or that have a concentration of three or more of the eight factors: (1) minority, (2) low income (less than 200 percent federal poverty level), (3) limited English proficiency, (4) zero-vehicle household, (5) senior 75 and older, (6) people with disability, (7) single-parent family, and (8) severely rent-burdened (City of Morgan Hill 2017; Santa Clara County 2017).

The Morgan Hill community consists of about 46 percent Hispanic/Latino, 3 percent Black, 10 percent Asian, and less than 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total of approximately 60 percent minority residents is less than the percentage of minorities in the three-county reference community. Low-income residents represent 36 percent of the population, more than the percentage of low-income residents in the reference community.

### **2.2.7 Gilroy**

The Gilroy community is in South Santa Clara County at the crossing of US 101 and SR 152. The boundaries of this community are formed by Buena Vista Avenue, Las Animas Avenue, and Roop Road on the north; Wren Avenue, Miller Avenue, Mesa Road, and US 101 on the west; Carnadero Creek and Llagas Creek on the southwest to Canada Road, and the hills on the east (Figure 2-7). This community is in the Morgan Hill and Gilroy Subsection of the RSA, as described in Chapter 5 of the EIR/EIS.

The 1.5-square-mile rectangle known as The Old Quad was laid out in the mid-19th century and served as the city’s original city limits from its incorporation in 1870 until the first annexation in 1948. Historically, Gilroy’s economy has been based on agricultural products and processing. Over the years, prunes, tomatoes, flowers, onions, and garlic have contributed to the economic health of the agricultural industries. Food processing centers have also established themselves in Gilroy, and government centers also employ many residents.

Development in Gilroy is predominantly west of US 101. Land use north of downtown Gilroy consist of single-family residential, commercial, and light industrial. In downtown Gilroy, dense urban commercial and residential uses line both sides of Monterey Road. Surrounding land uses in the downtown Gilroy area range from single-family and multifamily residential to commercial and industrial.

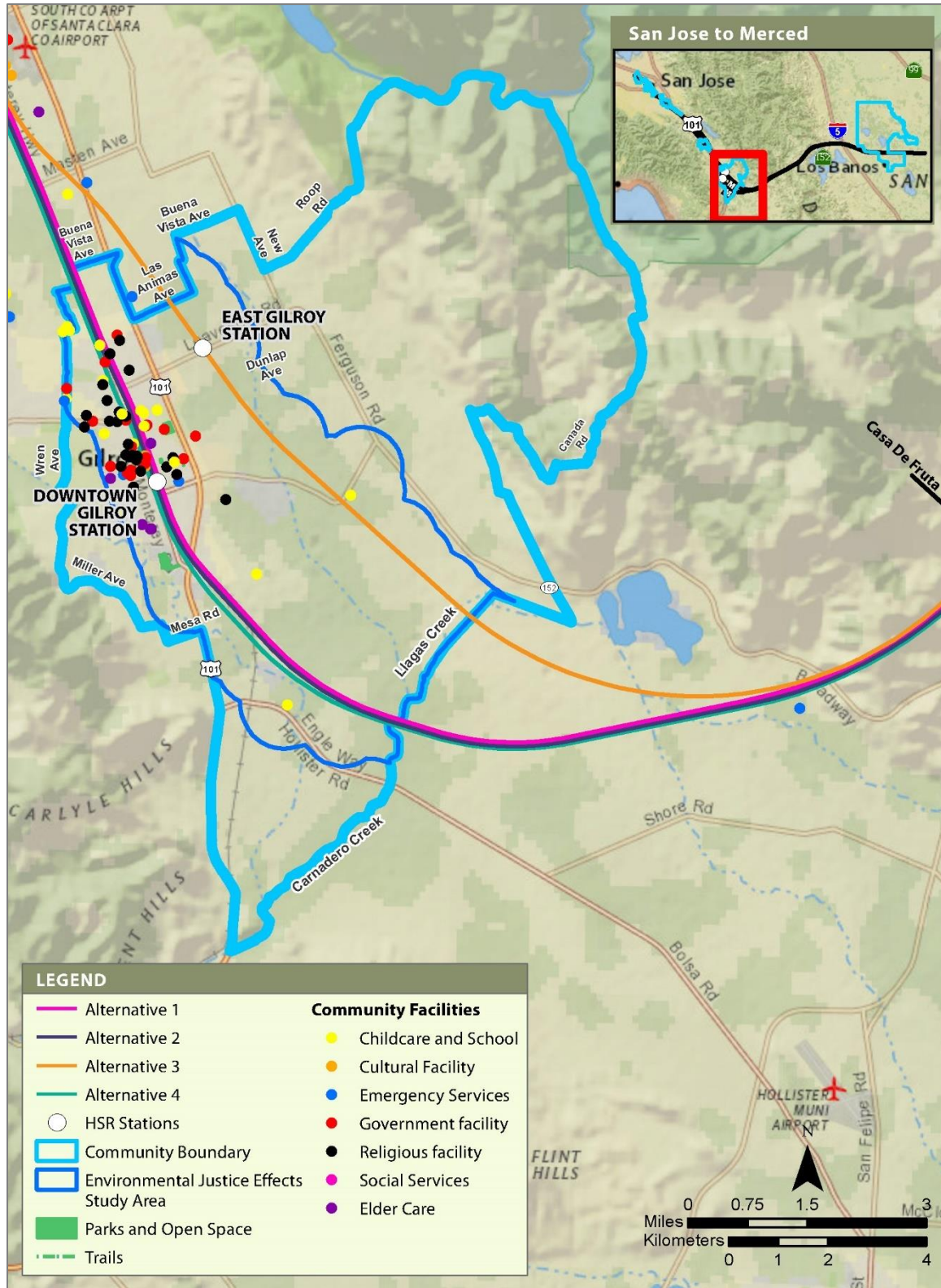


Figure 2-7 Gilroy

Gilroy has a variety of regional community facilities and resources, including St. Louise Regional Hospital, Wheeler Manor (senior residence), and the Gilroy Library. Gavilan Community College, which is set in the foothills that surround the city, serves approximately 5,500 students, 66 percent of whom are minority students (primarily Hispanic). The Outlets at Gilroy, a five-phase retail complex, draws shoppers from all over the San Francisco Bay Area and Central Coast regions. Gilroy has a number of parks ranging from 0.125 acre to 125 acres in size, including Las Animas Park, Miller Park, and San Ysidro Park. Playing fields are available at various schools in the City, including Gilroy Prep (public elementary school), South Valley Junior High School on the east side of the UPRR corridor just north of IOOF Avenue, Brownell Academy Middle School west of the tracks, Gilroy High School, and Ascension Solarsano Middle School. Rebekah Children's Center, which is also located on the east side of the UPRR corridor, north of IOOF Avenue, provides foster and mental health care and homes to children across the community and is situated on land that is registered as a City heritage site. A Head Start branch providing after-school services to children in Gilroy is located behind and to the east of South Valley Middle School. There are also numerous places of worship concentrated in downtown Gilroy, including Gilroy Bible Church; First Church of Christ, Scientist; Gilroy United Methodist Church; Church of Jesus Christ of Latter-Day Saints; and Seventh Day Adventist Church.

Gilroy is famous for its annual Garlic Festival. Agriculture remains important in Gilroy's economy, even as that economy has diversified with light manufacturing, wholesale operations, auto sales, and large retail. The rise of Silicon Valley in the 1990s brought increased home prices and land values along with decreasing unemployment. Downtown businesses, however, suffered in the face of that growth, until revitalization efforts helped bring back smaller-scale commercial activity.

Recognizing that growth and development are regional forces, Gilroy joined with Morgan Hill and Santa Clara County and developed the South County Joint Area Plan to ensure coordination among the three jurisdictions (City of Gilroy 2002). With abundant open space and a backdrop of mountains, Gilroy retains its rural and historical character, with buildings in some neighborhoods dating back to the mid-19th century.

The boundaries of the environmental justice RSA for Gilroy encompass Gilroy's downtown and east side and adjacent areas to the east and west. The demographic characteristics of the east side (which includes downtown) differ from those of Gilroy as a whole. While Gilroy overall had a 2016 median household income of more than \$81,000 and unemployment of 4.9 percent, the east side's median household income was just over \$36,000 and unemployment was 14 percent. In greater Gilroy, 27 percent of families were below 185 percent poverty, while on the east side, 61 percent of families were below that threshold. Renters occupied 42 percent of Gilroy households and 73 percent of households on the city's east side; similar numbers of renters pay more than 30 percent of household income in rent (57 percent in Gilroy and 60 percent on the east side). East side residents experience about twice as many violent crimes within 1 mile than in Gilroy as a whole (Santa Clara County Public Health 2016d, 2016e).

The Gilroy community consists of approximately 69 percent Hispanic/Latino, 2 percent Black, 4 percent Asian, and less than 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total of 75 percent minority population is more than the percentage of minorities in the three-county reference community. Low-income residents represent 44 percent of the population, more than the percentage of low-income residents in the reference community.

### 2.2.8 San Joaquin Valley

Because the rural population is sparsely distributed, the census tracts and portions that define the San Joaquin Valley community are quite large and encompass just a few population centers, including Volta, Los Banos, and Santa Nella. Because the study populations are concentrated in Volta and Los Banos, Figure 2-8 displays just those communities and a portion of the surrounding less-developed area. The northern community boundary extends a short distance west of Volta and for about 0.5 mile north of Henry Miller Road from Volta to SR 165. South of Henry Miller Road, which forms the north boundary of the Los Banos portion of the community, Badger Flat Road forms the west boundary. The southwest boundary is defined by Willmott Avenue to SR 165, at the south end turning east toward Ward Road, then following East Pacheco Boulevard on the south to Delta Road on the east, which ends at Henry Miller Road on the north (Figure 2-8). This community is in the San Joaquin Valley Subsection of the RSA, as described in Chapter 5 of the EIR/EIS.

Between I-5 (just north of Santa Nella Village) and Carlucci Road in Merced County, land uses are mostly agriculture-related: orchards, crops, dairy farms, and rural residential. Residential land uses are generally attached to farm and dairy operations. Downtown Los Banos, approximately 3 miles south of the HSR alignment, provides neighborhood-serving commercial opportunities.

Community recreational assets in the San Joaquin Valley community include the Volta Wildlife Area, the Grasslands Ecological Area (GEA), and the Los Banos State Wildlife Area. The HSR alignment crosses through the GEA, which is a large mosaic of freshwater marshes, alkali grassland, and riparian thickets established through collaborative conservation planning between public resource agencies and private duck hunting clubs. The GEA is a designated Important Bird Area for supporting bird populations. Numerous agricultural irrigation canals are present in this area, as are electrical transmission lines, a small substation, the San Luis Wasteway, and the main channel of the San Joaquin River. Agricultural support facilities (barns, silos, and tanks) are directly south of the proposed HSR alignment west of Carlucci Road.

Volta Elementary School is the only school close to the proposed HSR alignment in this area. It houses five permanent classrooms and 13 portable and temporary classrooms. It admits approximately 600 students a year from the Los Banos community, including children of farm workers. The student population is roughly 50 percent low-income and 30 percent English learners. Student academic performance at Volta Elementary School is consistently one of the best in the county based on statewide standardized tests, and a seat at the school is highly coveted and competitive. Due to the limited ingress and egress from the school to Los Banos, traffic and issues with access to and from school that disrupt student learning day-to-day are of chief concern for this school community. Moreover, the school is experiencing an increasing number of medically sensitive students who need quick access to emergency care in Los Banos, heightening these concerns.

The 2030 Merced County General Plan, adopted in 2013 (County of Merced 2013), guides development in the unincorporated areas of the county, such as Santa Nella and Volta. The County published a specific plan for Santa Nella in 2000 (County of Merced 2000). The Merced County Hispanic Chamber of Commerce, founded in 1947, represents and supports Hispanic businesses throughout the county with training, scholarships, networking, and business development opportunities (Merced County Hispanic Chamber of Commerce 2020).

Los Banos is an incorporated city with its own general plan. It is the second largest city in Merced County, with a 2017 population of 39,993. The top three employers are Los Banos Unified School District, Memorial Hospital, and Walmart. Twelve public schools and three private schools serve the city's children, and more than 200 acres of parks and open space provide recreational opportunities. The City's general plan goals and policies include providing an environment that encourages walking and facilitates ways to reduce dependence on auto travel by making alternate modes safer and more convenient. The Los Banos bicycle-pedestrian plan proposes a variety of bicycle and pedestrian policies, projects, and standards to fulfill these goals (City of Los Banos 2018).



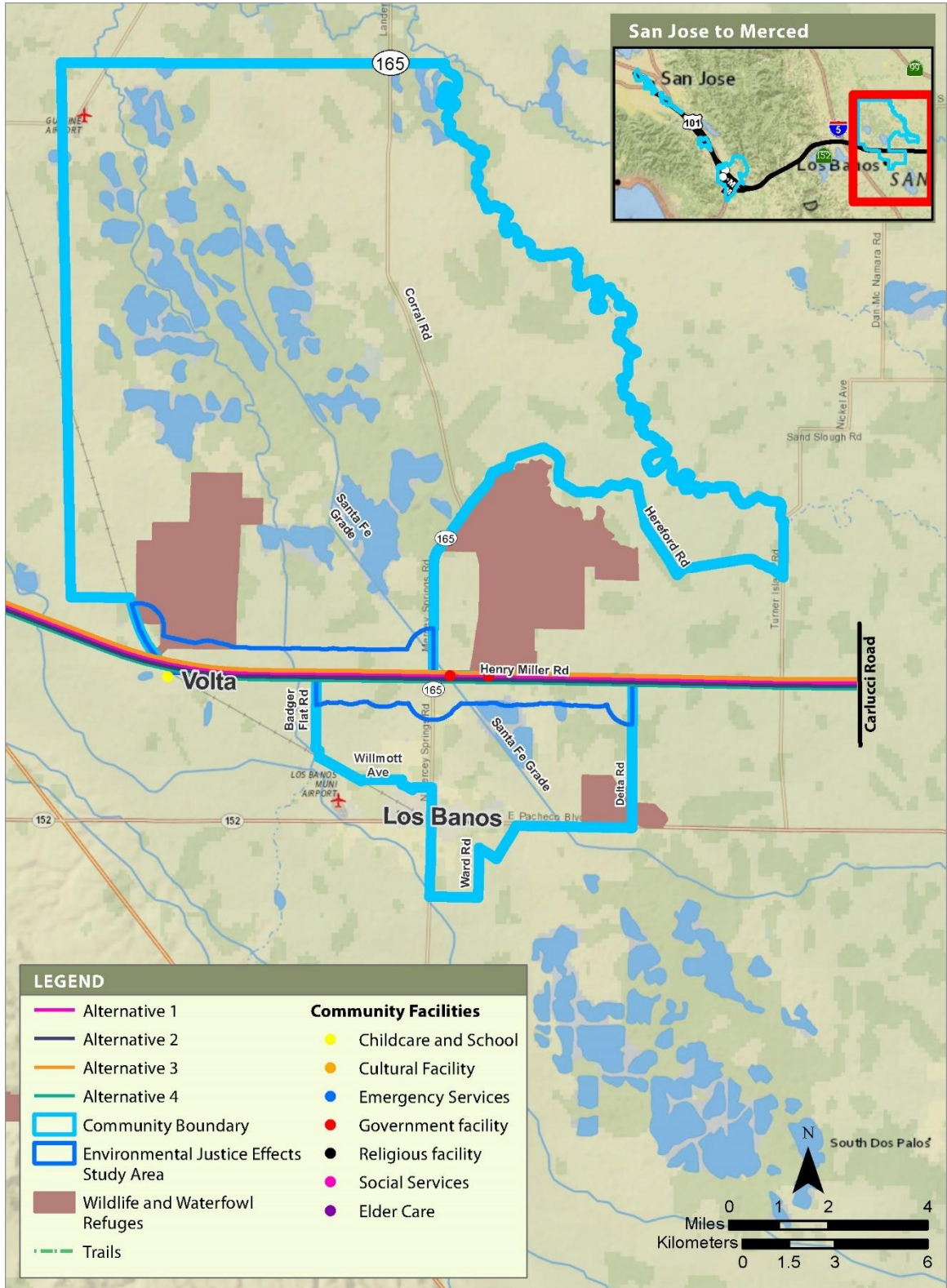


Figure 2-8 San Joaquin Valley

The Los Banos Chamber of Commerce involves itself in both the business and general community. It hosts or participates in events such as spring and fall street fairs, Dads' Night Out, Tomato Festival, and a Christmas parade (Los Banos Chamber of Commerce n.d.). The City of Los Banos Parks and Recreation Division offers youth and adult sports programs and classes; annual community events such as an Egg Hunt, Earth Day, Big Truck Day, and holiday celebrations; summer movies in the park at rotating park locations; and events for seniors (City of Los Banos 2017).

A community survey conducted in 2018 for a ballot measure found that public safety issues such as drug use and abuse, unsafe drinking water, gang violence, homelessness, and unemployment were among participants' top priorities for the City to address; repairing streets and roads was second (FM3 Research 2018).

Santa Nella is an unincorporated community in western Merced County, northwest of Los Banos. In 2000, with a population of about 800, most land in Santa Nella was undeveloped, with about half in agriculture. In 2000, the Specific Urban Development Plan called for growth of low- and medium-density residential, a golf course, and some commercial uses south of Henry Miller Road and west of I-5 (County of Merced 2000). Volta is a primarily residential community of fewer than 300 people located between Santa Nella and Los Banos. Most of the population in Los Banos and Volta are Hispanic.

The San Joaquin Valley community includes low-income populations north of Henry Miller Road, with both low-income populations and minority populations south of Henry Miller Road. Combined, the San Joaquin Valley community consists of about 70 percent Hispanic/Latino, 2 percent Black, 2 percent Asian, and less than 1 percent each Native American and Alaska Native/Hawaiian/Pacific Islander residents. The total of approximately 75 percent minority residents is more than the percentage of minorities in the three-county reference community. Low-income residents in the San Joaquin Valley, defined as persons living in households earning less than 100 percent of the poverty level, represent about 24 percent of the population, slightly more than the percentage of low-income residents in the reference community.

### 3 PLANNING PROCESS AND IMPROVEMENT EVALUATION

A comprehensive process was undertaken to engage local communities and identify and evaluate potential improvements that could be implemented for the benefit of minority populations and low-income populations to offset residual disproportionately high and adverse effects. This section describes the purpose and trajectory of the process and includes an overview of key steps, including outreach.

The Authority determined that the process should be transparent; arise from the concerns and input of community partners in affected communities, subject to revision and refinement; utilize objective metrics across communities; demonstrate community partner buy-in; and occur parallel to the EIR/EIS process. Specific goals for achieving this overall purpose are described in the following subsections.

#### 3.1 Process Purpose

As discussed above, disproportionately high and adverse effects associated with the project alternatives were identified for minority populations and low-income populations in the following communities.

- Santa Clara/North San Jose
- San Jose Diridon
- Gardner/Willow Glen
- Washington/Guadalupe, Tamien, and Alma/Almaden
- South San Jose
- Morgan Hill
- Gilroy
- San Joaquin Valley

As such, the focus of this process was to identify and evaluate potential improvements within these communities that could offset residual disproportionately high and adverse effects.

#### 3.2 Process Goals

The goals of the improvement planning process are described below.

- **Transparent Process**—The process was intended to be inclusive and to meet the needs of both affected communities and the Authority. The Authority has sought to achieve this goal by involving community partners throughout the process and soliciting their input on community improvements to be evaluated and for review and feedback on the Authority’s evaluation. The Authority also shared the definitions and specific criteria to be used for the evaluation at the outset and garnered feedback on those to ensure that the entire process was transparent.
- **Engagement to Identify Improvements**—An important part of the process was to engage stakeholders in affected communities in identifying unmet needs and related potential offsets that could be incorporated into the process evaluating community improvements. Initially the Authority engaged the local cities and counties (in unincorporated areas) to identify existing minority community and low-income community representatives among local community organizations, school associations, social service providers, cultural entities, and others. Some agencies, such as Santa Clara County Health and Human Services, had relationships with local nonprofit and private social service agencies that identified minority community and low-income community representatives as well. Stakeholder input is key to the identification of potential improvements that are aligned with the priorities of affected communities.
- **Incorporate Input into Evaluation**—In addition to asking stakeholders to identify potential improvements, the Authority solicited input on specific community needs and concerns to provide context for specific potential improvements. Input was also solicited from potential implementing partners and community stakeholders on how improvements should be evaluated. Stakeholder input is essential to the evaluation of potential improvements to ensure that the improvements are defined and evaluated in a way that reflects community

needs and priorities of those populations that have historically been marginalized in the decisions around the placement and development of transportation and other facilities.

- **Propose Improvements on Objective Basis**—The evaluation of potential improvements was based on clear criteria. Evaluation criteria were developed by the Authority with input from community stakeholders. Criteria used to evaluate potential community improvements are described in detail below.
- **Foster Agreement and Support**—The process of soliciting improvement ideas and input is ultimately intended to foster agreement between the Authority, its implementing partners, and the affected communities that potential improvements are practicable and would serve prioritized community needs. The goal is also to foster support for the Authority's implementation of recommended improvements as offsetting mitigation to address residual disproportionately high and adverse effects to minority populations and/or low-income populations.

### 3.3 Improvement Definition and Selection Criteria

#### 3.3.1 Definition of “Community Improvement”

To clarify the focus of the planning process and narrow the range of potential improvement types, the following definition of “community improvements” was developed by the Authority:

Any upgrading of an existing community facility, structure, function or action, or addition of a facility, structure, function or action that is made solely for the benefit of the local community, including an increase in the capacity, capability, efficiency, duration, function, or action over existing conditions. Community improvements do not include the following: proposed elements of the HSR project; feasible direct mitigation to address significant adverse environmental effects as defined in the project EIR/EIS; improvements mandated by existing local, state, or federal mandates; or improvements fully funded by dedicated existing funding sources.

This definition helped clarify for the Authority and its potential community partners what should and should not be included in the list of potential improvements to ensure that stakeholders could focus their recommendations on those improvements of highest benefit to low-income populations and minority populations.

#### 3.3.2 Evaluation Criteria

The following evaluation criteria were used to screen and evaluate potential community improvements that could offset disproportionately high and adverse project effects on minority populations and low-income populations. After an initial list of potential improvements was developed using the criteria described below, a more refined list of improvements was selected based on their nexus to the disproportionately high and adverse effects remaining after the application of project direct mitigation and consideration of project benefits.

Community improvements that can be supported and/or implemented by the Authority as offsetting mitigation were evaluated and prioritized based on meeting the criteria described in the following subsections.

- **Benefit Intensity**—Improvements must benefit minority populations and low-income populations within communities in a census district defined as containing low-income populations or minority populations greater than the reference community. Improvements should improve community cohesion, identity, livability, economic or educational opportunities, health, and safety. While improvements must maintain a nexus to the residual disproportionately high and adverse effects of the project, when improvements provide community cohesion, identity, livability, economic or educational opportunities, health, and safety benefits, they can help offset these effects even if they do not directly reduce some of those impacts on a one-for-one basis.

- **Relative Number of Beneficiaries**—The relative number of beneficiaries of an improvement was evaluated compared to the other improvements within a specific community.
- **Practicable**—The improvements must be practicable, which is defined as feasible considering technical feasibility, logistical feasibility and implementation, and financial feasibility.
  - Regarding technical feasibility, the improvement must be technically feasible based on available technology and common industry practices.
  - Regarding logistical feasibility and implementation, the improvements can be implemented through the Authority’s construction contract(s) or through other means in partnership with local agencies or entities in an achievable time frame without undue scope, schedule, or budget risks to the Authority. For any improvements not directly related to the HSR facility, there must be a local partner to be practicable.
  - Regarding financial feasibility, the level to which the improvement will leverage the Authority’s funding with funding from other sources, including other state programs, will be evaluated based on the reasonableness and amount of available other funds. The Authority’s funding contributions will supplement but not supplant other available funding sources.
- **Defined Project or Action**—The nature and scope of improvement investment is defined clearly and distinctly in terms of the specific physical improvements (if relevant), beneficial outcomes, implementing mechanisms, costs, and timing.
- **Satisfy Authority Obligations**—The Authority can determine that the proposed improvements have a general relationship to overall project effects, are consistent with the Authority’s mission, and are consistent with a statewide objective or program, without setting an undesirable precedent or hardship.
- **Defined Roles and Responsibilities**—This criterion is defined by the degree to which the ownership, implementation, and operation and maintenance roles and responsibilities for proposed improvements are clearly defined and acceptable to assigned entities.
- **Evidence of Agreement**—There should be evidence that the Authority, the local community, and any local responsible agencies involved agree that the improvement would be beneficial and acceptable to the community.
- **Cost-Effectiveness**—The cost-effectiveness of the improvements was evaluated by dividing the cost of the improvement by the number of potential beneficiaries. The cost-effectiveness of the individual improvements was then compared to the cost-effectiveness of the other improvements in the community, and the more cost-effective improvements were rated higher.

While the criteria above were used to evaluate the individual improvements, an additional criterion of *proportionate* was used to ensure that improvements should be roughly proportionate to the level of residual disproportionately high and adverse effects on minority populations or low-income populations.

### 3.4 Initial Community Improvements Concept Development

Initial development of potential improvements occurred in November 2019. For example, the Authority separately developed a program called Connecting Communities Strategies (CCS) aimed at identifying the ways that HSR could advance community goals. The CCS process had at its foundation a comprehensive review of community planning along the HSR corridor. By reviewing capital project lists, planning document implementation activities, and related infrastructure needs across the corridor communities, CCS provided some guidance and structure to the existing and documented needs of the corridor communities.

An initial list of potential improvements was developed drawing from the following sources.

1. **Connecting Communities Strategy**—The CCS represents a series of improvements in communities spanning the HSR alignment that the Authority had gathered during community outreach in the preparation of the Draft EIR/EIS. These improvements stemmed from a statewide planning effort aimed at connecting local communities with state cap-and-trade funding programs with the goal of increasing the competitiveness of local community applications to state grants to fund community projects in disadvantaged communities.
2. **San Jose Strong Neighborhoods Initiative**—The SNI was a partnership between the City of San Jose, the San Jose Redevelopment Agency (RDA), and San Jose's residents and business owners to strengthen the city's neighborhoods by building clean, safe, and strong neighborhoods with independent, capable, and sustainable neighborhood organizations.
3. **Prior Community Input on the Project**—Authority staff identified initial community improvements concepts based on prior engagement with and input from minority community members and low-income community members and representatives during public outreach on the program.
4. **Authority Staff Input**—Authority staff also identified potential community improvements based on knowledge of the HSR alignment, evaluation of the potential effects of each alternative on minority populations and low-income populations on a community-by-community basis, and prior experience and expertise in identifying potential offsets and improvements.

The Authority conducted initial screening of potential community improvements based on the draft evaluation criteria and examples of community improvements case studies. Based on this initial screening effort, Authority staff developed and reviewed a refined list of potential improvements. A revised list was prepared in December 2019 based on feedback from review of the initial potential improvements.

### 3.5 Community Improvements Outreach, Phase One

After the development of an initial list of potential improvements, a first phase of focused outreach was conducted. The goals of this first phase of outreach (Phase One) were as follows.

- Expand the Authority's understanding of the needs of minority populations and low-income populations.
- Promote understanding of the environmental justice analysis and the process.
- Gather minority community and low-income community ideas for improvements.
- Obtain feedback on the initial list of improvements.

Presentations were made between December 2019 and March 2020 to a multitude of local minority community organizations and low-income community organizations, including community-based service providers, school leaders, community groups, neighborhood associations, churches and other faith-based organizations, and community leaders and representatives, along with public agency representatives. Participants were identified from the stakeholder database, and additional outreach was added as initial contacts led to subsequent and new contacts.

These first engagements were to provide information and data and to provide a process through which local minority community improvement concepts and low-income community improvements concepts would be developed. Information about the requirements for a federal environmental justice EIR/EIS analysis, finding of disproportionately high and adverse effects, and subsequent need to identify minority community improvement concepts and low-income community improvements concepts was explained. Data about the identification, boundaries, and initial naming of the minority communities and low-income communities was shown graphically. The process, with a structure for identifying, developing, and prioritizing improvements across an 85-mile alignment, was described. Other materials provided for review and consideration included the following:

- Sample improvements from national examples, the Authority’s own factfinding as memorialized in the CCS, and San Jose’s SNI, of implementation
- A template outlining the minimum data requirements for each potential improvement
- A preliminary list of criteria that ties the community improvement concept to the U.S. Presidential Executive Order 12898 goals and objectives, accounts for engineering as well as cost feasibility, and links potential partners bounds the process of developing potential community improvements to federal environmental justice requirements
- A preliminary list of community concept types, as well as specific concepts that were included in planning documents, capital improvement lists, and unfunded priorities
- Explanation of the goals of the process to engage local minority communities and low-income communities to develop community improvements
- Criteria for rating the concepts were also presented because the criteria would allow the Authority to rank improvements across a 90-mile geography with a solid basis for differentiating among potential improvements

During this phase of outreach, which occurred between December 2019 and March 2020, the Authority conducted a total of 48 meetings, including calls and in-person meetings with potential partners and community presentations. Outreach during this phase included gathering feedback from potential implementing partners (i.e., those entities potentially able to partner with the Authority on community improvements implementation). Potential implementing partners included school districts, cross-jurisdictional agencies, municipalities, and a few selected community organizations across the affected communities.

### 3.6 Expanded Improvements List

The list of potential improvements developed internally was expanded substantially to include the improvements suggested by cities, agencies, community organizations, and community representatives during Outreach Phase One. This expanded list, which consisted of 211 potential improvements, was then subject to another round of screening using the evaluation criteria to determine which improvements would then be developed and considered in greater detail.

### 3.7 Concepts Screened Out

Concepts screened out and not carried forward for detailed evaluation included the following.

- **Improvements that do not meet the Authority’s criteria.** Potential improvements were screened out if they were already part of the project, were potential feasible direct mitigation for project effects, were already fully funded, were already completed or would be completed soon, or otherwise fully mandated by existing requirements not related to the project.
- **Improvements that do not have the potential to meet most of the evaluation criteria.** Improvements were screened out when existing information could readily support a determination that they would not meet most of the criteria.
- **Improvements unlikely to provide benefits primarily to minority populations or low-income populations affected by the project.** Improvements that were not focused on the affected minority communities and low-income communities affected by the project or that would provide benefits so broadly that the bulk of the community improvements would accrue to communities or individuals not affected by the project were screened out. Improvements that provided a limited or unclear benefit to affected minority communities and low-income communities were screened out.
- **Improvements that would be impracticable.** Improvements that had substantial technical or logistical challenges to overcome such that they may ultimately be impracticable were screened out. Regarding financial feasibility, improvements that on their own would consume a nonproportionate share of project budget were screened out.

- **Improvements insufficiently defined to evaluate.** Improvements were screened out if they were insufficiently defined at the time of screening and/or would require lengthy amounts of time in order to define adequately to support an evaluation in a timely manner to support completion of the Final EIR/EIS.
- **Improvements that would not satisfy Authority obligations.** Improvements that were outside of or inconsistent with the Authority’s mission to provide improved transportation options while offsetting project effects were screened out. Ongoing operational subsidy of public agency or private organization operations or actions was found to be inconsistent with the Authority’s policies and obligations. Improvements that would set a precedent that would hinder the statewide implementation of the HSR system were screened out. Improvements that lacked a reasonable nexus to the project’s disproportionately high and adverse effects on local minority populations and low-income populations were screened out.
- **Improvements that do not have clearly defined roles and responsibilities.** Improvements for which the implementing roles and responsibilities were unclear such that the path forward to implementation was uncertain were screened out.
- **Improvements that appear unlikely to have community support or agreement.** Improvements that had been previously stopped from implementation due to community concerns were screened out. Improvements that may engender substantial controversy (and thus may not be supported by most of the affected community) were screened out. Improvements not supported by potential implementing partners that would need to implement the improvement were screened out.
- **Improvements that are not proportionate to the level of effects of the project.** Improvements that, on their own, would require a level of Authority involvement or funding that was out of proportion to the project effects were screened out.
- **Improvements combined for evaluation.** Certain potential improvements were combined with others where they were closely related or duplicative to avoid redundancy and overlap.

As a result of this screening process, 104 improvements were not carried forward. Potential improvements that were carried forward for further evaluation included 107 community improvements. Of these, 38 are proposed as offsetting mitigation to offset disproportionately high and adverse effects on minority populations and low-income populations. These improvements are described in Chapter 4, Proposed Offsetting Mitigation Measures.

### 3.8 Offsets Development and Evaluation

Development and evaluation of 104 potential improvements began following completion of Outreach Phase One and continued through June 2020. Community improvements were developed based on input from potential partners and community stakeholders to ensure that those carried forward for funding and implementation would meet community needs and priorities. After development of community improvements based on initial concepts gathered during Outreach Phase One, potential improvements were evaluated based on the set of established evaluation criteria, as described above.

#### 3.8.1 Development of Potential Community Improvements

After Outreach Phase One, community improvements in the initial concept development phase were developed, refined, consolidated, or in some cases eliminated to determine a set of improvements to be evaluated. Refinements included expanding potential improvement ideas by gathering additional information from existing local and regional plans where certain improvements were described more fully. Improvements development also assessed the benefits to minority populations and low-income populations, the relationship of each potential improvement to project effects, and the consistency of potential improvements with local plans and policies. Preliminary cost estimates were also prepared for each potential improvement. Further, to help gauge the extent to which a given improvement would benefit minority populations and low-income populations within a given community, each improvement was



mapped relative to the location of the minority populations and low-income populations along the HSR alignment.

### 3.8.2 Evaluation of Community Improvements

After profiles were developed for potential improvements, they were evaluated relative to the refined set of evaluation criteria, as listed above. The evaluation for each potential improvement against the evaluation criteria was included in each profile. The evaluation informed the identification of improvements to potentially offset residual disproportionately high and adverse effects.

### 3.9 Community Improvements Outreach, Phase Two

After completing the initial screening and evaluation of the community improvements vetted during Outreach Phase One, the Authority undertook a second phase of outreach to gather feedback from potential implementing partners on specific improvements to ensure that the improvement profiles correctly represent the input gathered during Outreach Phase One and collect any additional information pertinent to the potential improvements, such as the roles and responsibilities of the agencies and entities that would be involved in design and implementation of the improvements. Feedback was also sought on the scoring of the potential improvements and the ranking of improvements relative to local priorities.

To solicit this feedback, local jurisdictions and agencies and certain other nongovernmental organizations were presented with the improvement profiles pertinent to their communities, jurisdictions, or areas of focus, along with the preliminary scoring and evaluation of each community improvement. The Authority scheduled meetings with potential implementing partners to discuss their perspectives on the evaluation of improvements, to gather feedback, and to better understand local priorities. The Authority met with the following jurisdictions, agencies, and groups during Outreach Phase Two.:

- City of Santa Clara
- City of San Jose (including the Parks and Recreation Department and the Department of Transportation)
- City of Morgan Hill
- City of Gilroy
- Local school districts (for school improvements in San Jose, Morgan Hill, Gilroy, and Los Banos)
- Santa Clara County Parks and Recreation Department (for County parks)
- Rebekah Children’s Services (for improvements to the organization’s facility)
- Rocketship Public Charter School (for improvements at a Rocketship Mateo Sheedy School)
- VTA (for transit and certain other transportation improvements)
- Center for Employment Training, Mission College, and Gavilan College (for potential job training and other improvements specific to these institutions)
- African American Community Service Agency (for improvements at the organization’s facility)
- Santa Clara County Health and Human Services and HomeFirst (for homeless services and housing initiatives)

### 3.10 Identification of Potential Community Improvements as Offsetting Mitigation

After Outreach Phase Two, the process was paused to consider what additional direct mitigation or improvements could be incorporated into the EIR/EIS to avoid or minimize disproportionately high and adverse effects and to conduct a more thorough analysis of the effects of project

benefits. Subsequent to this additional analysis, the list of potential improvements as offsetting mitigation candidates was refined to include those community improvements with a reasonable nexus to the residual disproportionately high and adverse effects of the project that would remain after application of additional direct mitigation and consideration of project benefits. These potential improvements, as well as additional improvements identified through the Phase Three outreach (see discussion below) are listed in Chapter 4, Proposed Offsetting Mitigation Measures, and described in profiles in Attachment A.

### 3.11 Community Improvements Outreach, Phase Three

In September 2021, the Authority conducted a total of 26 virtual meetings with Implementing Partners, Community Organizations, and Interested Parties and Other Stakeholders in eight communities within the San Jose to Merced Project Section, including Santa Clara/North San Jose, San Jose Diridon, Gardner/North Willow Glen, Guadalupe/Washington/Tamien/Alma/Almaden, South San Jose, Morgan Hill, Gilroy, and San Joaquin Valley, where the EIR/EIS analysis had indicated that low-income populations and minority populations may be subject to disproportionately high and adverse effects from the project alternatives. Generally, the objectives of these meetings were to:

- Explain the updated environmental justice analysis for the EIR/EIS, including updated and new direct mitigations, consideration of benefits, and potential community improvements.
- Share preliminary conclusions related to the updated analysis.
- Gain feedback on the updated analysis, preliminary conclusions, and potential community improvements under consideration as offsetting mitigation.

The Authority classified stakeholders engaged into three general categories: (1) Implementing Partners, (2) Community Stakeholders, and (3) Interested Parties and Other Stakeholders within each of the affected communities to share and discuss the analysis and provide an opportunity for feedback (see Volume 2, Appendix 5-B, Environmental Justice Engagement Summary Report, Attachment D, Environmental Justice Outreach, September 2021, for definitions of each category).

The Authority communicated closely with Partners, Stakeholders, Interested Parties and Other Stakeholders before the meeting series, sharing flyers, community surveys, and proposed content. Partners, Stakeholders, Interested Parties and Other Stakeholders received a community-specific and comprehensive packet of materials (in English, Spanish and Vietnamese and that was ADA-compliant) that was sent on September 3, 2021, related to the environmental justice analysis, including:

- Community Survey
- Environmental Justice Analysis Process Summary
- Summary of Updates to the EIR/EIS Environmental Justice Analysis
- Environmental Justice Community Summary
- Meeting Agenda and Presentation

The Authority requested all review the materials and provide feedback via electronic community survey, letter, or other written form by October 1, 2021. The feedback gathered during this phase has been evaluated and incorporated into the Final EIR/EIS. A detailed summary of outreach, outreach materials, and copies of the input from this outreach cycle are presented in Volume 2, Appendix 5-B, Attachment D.

## 4 PROPOSED OFFSETTING MITIGATION MEASURES

The improvements listed below in Table 4-1 are proposed as offsetting mitigation measures to offset disproportionately high and adverse effects on minority populations and low-income populations due to their reasonable nexus to project effects and ability to provide substantial benefits to minority populations and low-income populations within the communities wherein these effects would occur. These improvements were chosen from the larger list of improvements, which is described in the next section. In some cases, the potential improvements were refined from prior iterations to be more targeted improvements with a greater nexus to project impacts. Profiles providing additional detail about each of these offsetting mitigation measures is included in Attachment A.

To be considered for Authority implementation as offsetting mitigation measures, potential community improvements were required to have a reasonable nexus, or relationship, to project effects. A community improvement has a “reasonable nexus” if it may reasonably offset a specific identified disproportionately high and adverse effect on the community such as but not limited to community cohesion, visual, aesthetics, or noise. Community benefits can be demonstrated through an analysis that validates the offsetting reduction in disproportionately high and adverse effects or through community agreement where the impacted community accepts the benefit of the improvement as an offsetting mitigation measure for disproportionately high and adverse effects.

Authority funding or implementation of these offsetting mitigation measures is contingent on the California High Speed Rail Authority Board approval and availability of funds for construction

**Table 4-1 Summary of Proposed Offsetting Mitigation Measures**

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
Southern Santa Clara/Northern San Jose	SC-NSJ-OMM#1: Noise Treatments for Up to Three Residential Buildings along Caltrain Corridor to Address Existing Noise	HomeFirst; Next Door Solutions	Existing train noise Noise disrupting an already challenging living environment	Community noise improvement offsets noise DHAe in Southern Santa Clara/Northern San Jose.	1, 4
Southern Santa Clara/Northern San Jose	SC/NSJ-OMM#2: El Camino Real and Benton Street Safety Improvements	City of Santa Clara	City of Santa Clara stated that crossing improvements are needed at this location to provide safety in pedestrian and bicycle access to the Caltrain Santa Clara Station which will provide access via Caltrain to HSR.	Improvement agreed to by community as helping to offset project effects.	1, 2, 3, 4
Southern Santa Clara/Northern San Jose	SC/NSJ-OMM#3: Streetscape Improvements	City of Santa Clara	City of Santa Clara stated that community improvements would help to offset other project effects.	Investment in community aesthetics partially offsets visual aesthetics DHAe in San Jose Diridon area (Alternatives 2, 3).	2, 3

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
San Jose Diridon	SJD-OMM#1: Streetscape Improvements to Delmas Neighborhood	Strong Neighborhood Initiative	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	Investment in community aesthetics partially offsets visual aesthetics DHAE in San Jose Diridon area.	1, 2, 3
San Jose Diridon	SJD-OMM#2: Noise Treatments for Certain Residential Buildings along SR 87/I-280 to Address Existing Noise	Authority staff developed based on community concern re: noise	Traffic Noise and vibration	Community noise improvements offsets noise DHAE in San Jose Diridon area.	4
San Jose Diridon	SJD-OMM#3: Reestablish Inez Jackson Library at the African American Community Service Association (AACSA) Community Center and Center Amenities	AACSA	AACSA identified a need to make the library materials on civil rights accessible to the community and to improve the community center space.	Measure provides quiet space as a refuge from project and existing noise in San Jose Diridon area, a publicly accessible access to civil rights historical documents, and improved community gathering space.	1, 2, 3, 4

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
Gardner/Willow Glen	GWG-OMM#1: Gardner Elementary Noise Treatments (if VTA I-280 Soundwalls Project is not advanced) <sup>1</sup>	San Jose Unified School District	Existing traffic noise	School noise improvements offsets noise DHAE in Gardner/Willow Glen area	4
Gardner/Willow Glen	GWG-OMM#2: Noise Treatments for Certain Residential Buildings along SR 87/I-280 to Address Existing Noise	Representative Lofgren/Authority staff based on community concern re: noise	Existing traffic noise	Community noise improvements offsets noise DHAE in Gardner/Willow Glen area.	4
Gardner/Willow Glen	GWG-OMM#3: Fuller Park/Fuller Avenue Recreational Improvements	City of San Jose	Community concerned about the effects of the project on Fuller Park and recommend improvements to help maintain this community resource.	Measure supported by community and City of San Jose. Provided for general community welfare (no park DHAE identified in community).	4
Washington/Guadalupe/Tamien/Alma	WGTA-OMM#1: Community Art in Community/Local Murals on Publicly Accessible Project Structures (Such as Viaduct Footings)	Community site walk	Increase enjoyment of community Improve physical appearance Promote/maintain sense of community pride	Community aesthetic/character improvement partially offsets visual aesthetics DHAE in Washington, Guadalupe, Tamien, Alma.	1, 2, 3

<sup>1</sup> 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 is reduced traffic noise for the Gardner Elementary School. In that instance, GWG-OMM#1 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.

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
Washington/Guadalupe/Tamien/Alma	WGTA-OMM#2: Streetscape Improvements (Goodyear, Humboldt, Floyd)	Strong Neighborhood Initiative/Guadalupe Washington Neighborhood Association	Pedestrian and bicycle safety Pedestrian dead zones Need for streetscape improvements	Investment in community aesthetics partially offsets visual aesthetics DHAE in Washington, Guadalupe, Tamien, Alma.	1, 2, 3
Washington/Guadalupe/Tamien/Alma	WGTA-OMM#3: Noise Treatments for Certain Residential Buildings along SR 87 to Address Existing Noise	Authority staff based on community concerns re: noise	Noise along I-280 and SR 87 Increased traffic through neighborhood from cars traveling to and from downtown San Jose and SR 87	Community noise improvements offsets noise DHAE in Washington, Guadalupe, Tamien, Alma.	4
Washington/Guadalupe/Tamien/Alma	WGTA-OMM#4: Rocketship Matteo Sheedy Public Address System Upgrade	Rocketship	School experiences disruption to operations due to existing noise (freeway traffic, airplane flyover).	Community noise improvement offsets noise DHAE in Washington, Guadalupe, Tamien, Alma (Alternative 4).	4
Washington/Guadalupe/Tamien/Alma	WGTA-OMM#5: Tamien Park Sports Field Netting	City of San Jose	Ballfields adjacent to railroad right of way could result in individuals entering right of way to chase lost balls.	Measure will enhance safety for community park adjacent to right-of-way.	4
South San Jose	SSJ-OMM#1: Landscaping Improvement Elements of Monterey Highway Grand Blvd.	CCS/San Jose General Plan (City of San Jose 2020a); Authority staff based on prior City planning	Visual quality	Landscaping improvements to partially offset visual aesthetic DHAE in South San Jose.	1, 2, 3
South San Jose	SSJ-OMM#2: Monterey Road Pedestrian/Bicycle Overpasses at Skyway, Branham, and Chynoweth	Authority based on community concerns re: crossing safety	Pedestrian safety Need for additional pedestrian bridges	Safety improvement offsets emergency vehicle response time DHAE in South San Jose.	4

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
South San Jose	SSJ-OMM#3: Noise Treatments for Certain Residential Buildings along US101 to Address Existing Noise	Authority staff based on community concerns re: noise	Community concern over noise effects	Community noise improvements offset noise DHAE in South San Jose	4
South San Jose	SSJ-OMM#4: Caroline Davis Intermediate School All Weather Turf and Track	Oak Grove Unified School District	School field not only used by students but also used extensively as a community by the surrounding neighborhoods, especially during recent COVID-19 emergency. Improvement would enhance year-round recreational opportunity for students and community	Community supported improvement provides amenity for students, parents, and general community to offset general effects of project alternatives.	1, 2, 3, 4
Morgan Hill	MH-OMM#1: Park/Trail Under Viaduct	Authority staff per community concern/interest/City of Morgan Hill comment on Draft EIR/EIS	Connectivity Visual quality Community cohesions	Park/trail under viaduct helps to improve local neighborhood aesthetics and sense of place in areas with the viaduct	1, 3
Morgan Hill	MH-OMM#2: Railroad Avenue Complete Streets	Authority staff per community concern/interest	Connectivity Visual quality	Complete Streets includes landscaping which will partially offset visual aesthetic DHAE in Morgan Hill	2
Morgan Hill	MH-OMM#3: Noise Treatments for Certain Residential Buildings along US101 to Address Existing Noise	Authority staff based on community concerns re: noise	Community concern over noise effects	Community noise improvements offset noise DHAE in Morgan Hill	4



Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
Morgan Hill	MH-OMM#4: Fund Master Plan Design (30%) for Caltrain Station Access and Pedestrian Undercrossing	City of Morgan Hill	City of Morgan Hill has advocated for a robust undercrossing connected to landscaping and pedestrian/bicycle approaches to foster connectivity.	Community supported study to evaluate improvements above and beyond project proposed undercrossing. If ultimately implemented, could provide transportation connectivity and community cohesion benefits.	2, 4
Morgan Hill	MH-OMM#5: Fund School Bus Route Study	Morgan Hill Unified School District	School District expressed concern about potential delays to school buses due to increased gate down time with Alternative 4.	Community supported study to evaluate ways to improve school bus transit, which can help students and schools with operations.	4
Morgan Hill	MH-OMM#6: New Park South of Butterfield	City of Morgan Hill	City of Morgan Hill expressed that Alternative 2 would have substantial effects on the character and aesthetics of Morgan Hill and requested inclusion of this measure in comments on the Draft EIR/EIS.	Community park will partially offset visual aesthetics DHAЕ in Morgan Hill (Alternative 2).	2
Morgan Hill	MH-OMM#7: New Park North of El Toro Fire Station	City of Morgan Hill	City of Morgan Hill expressed that Alternative 2 would have substantial effects on the character and aesthetics of Morgan Hill and requested inclusion of this measure in comments on the Draft EIR/EIS.	Community park will partially offset visual aesthetics DHAЕ in Morgan Hill (Alternative 2).	2

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
Morgan Hill and Gilroy	MH/G-OMM#1: Affordable Housing Investment	Santa Clara County Planning Department, Center for Employment Training, HomeFirst	Need for affordable housing Housing scarcity Increased homelessness	Helps to offset affordable housing adverse effects due to Alternative 2 in Morgan Hill and Gilroy where there is inadequate residential relocation availability (Residential Displacements DHAE)	2
Gilroy	G-OMM#1: Sidewalk and Curb Improvement	City of Gilroy	Need for enhanced safety Need for improved connectivity	Safety improvement offsets emergency vehicle response time DHAE in Gilroy.	4
Gilroy	G-OMM#2: Bikeway Improvements (IOOF Ave., Monterey Road, 6th Street, 4th Street, Alexander Street)	CCS/Gilroy Station Area planning	Need for improved bicycle and pedestrian circulation and facilities	Safety improvement offsets emergency vehicle response time DHAE in Gilroy.	4
Gilroy	G-OMM#3: Neighborhood Street Lighting	City of Gilroy	Need to replace streetlights that do not meet City standards	Safety improvement offsets emergency vehicle response time DHAE in Gilroy.	4
Gilroy	G-OMM#4: Murray Avenue Sidewalk Gap Closure Project	City of Gilroy	Need to close sidewalk gaps to improve pedestrian access	Safety improvement offsets emergency vehicle response time DHAE in Gilroy.	4
Gilroy	G-OMM#5: IOOF Bicycle/Pedestrian Overcrossing and Complete Streets	Authority staff based on prior community interest in this overcrossing	Need to enhance student safety Improve connectivity	Safety improvement offsets emergency vehicle response time DHAE in Gilroy.	4
Gilroy	G-OMM#6: Noise Reduction Program	City of Gilroy	Need to provide upgrades to existing residential structures to improve noise attenuation	Community noise improvements offset noise DHAE in Gilroy.	1, 2, 4
Gilroy	G-OMM#7: South Valley Middle School Recreational Amenities	Gilroy Unified School District	Concern over loss of part of playing field/track	Recreational amenities partially offset for loss of part of school track/field.	2

Community	Proposed Measure	Original Source for Idea	Input Provided during Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives (including consideration of location)	Alternatives
Gilroy	G-OMM#8: Rebekah Children's Services (RCS) New Security Fence and Gate	Rebekah Children's Services	RCS identified that new fencing would help the facility's mission and would be connected to offsetting safety effects.	Increased security/safety will help to offset safety effects of Alternative 4.	4
Gilroy	G-OMM#9: San Ysidro Park Enhancements	City of Gilroy	City of Gilroy identified the need to enhance this park to serve the local low-income and minority neighborhoods.	Community park will partially offset visual aesthetics DHAE in Gilroy (Alternatives 1, 2).	1, 2
Gilroy	G-OMM#10: Forest Street Park Enhancements	City of Gilroy	City of Gilroy identified the need to enhance this park to serve the local low-income and minority neighborhoods.	Community park will partially offset visual aesthetics DHAE in Gilroy (Alternatives 1, 2).	1, 2
Volta	SJV-OMM#1: Volta Elementary School Improvements	Los Banos Unified School District	Need for school site improvements Need for additional community-serving amenities	School improvements offset noise DHAE and partially offset visual aesthetic DHAE in Volta area.	1, 2, 3 (noise, visual aesthetic DHAE), (noise only DHAE) 4
Volta	SJV-OMM#2: Volta Community Park at the Volta Elementary School	Los Banos Unified School District	Lack of neighborhood park Insufficient recreational opportunity on the elementary school site	Community park partially offsets visual aesthetic DHAE in San Joaquin Valley for Alternatives 1, 2, and 3 and helps to address adverse effect for Alternative 4.	1, 2, 3, 4

AACSA = African American Community Service Association; Authority = California High-Speed Rail Authority; Ave. = Avenue; Blvd. = Boulevard; CCS = Connecting Communities Strategy; DHAE = disproportionately high and adverse effect; EIR = environmental impact report; EIS = environmental impact statement; I- = Interstate; RCS = Rebekah Children's Services; re: = regarding; SCVTA = Santa Clara Valley Transportation Authority; SR = State Route.

## **5 OTHER COMMUNITY IMPROVEMENTS NOT PROPOSED AS OFFSETTING MITIGATION**

The improvements that were evaluated but not proposed as offsetting mitigation are listed in Table 5-1. Table 5-1 also indicates the origins of the potential improvements and community input considered in the development of each potential improvement.

**Table 5-1 Community Improvements Not Proposed as Offsetting Mitigation Measures**

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
<b>Santa Clara/North San Jose</b>				
<b>Per Section 5.4, residual DHAEs = noise (Alt. 1, 4) and aesthetics (Alt. 2, 3)</b>				
Newhall Street Bicycle/ Pedestrian Crossing	CCS/VTA Measure B; 2008 Santa Clara Countywide Bicycle Plan (County of Santa Clara 2008)	Safety for bicyclists and pedestrians Unintended project consequences resulting in connectivity issues within and between the City of Santa Clara and the surrounding area.	Safety, connectivity, community cohesion	No safety, connectivity or community cohesion DHAEs in this area. No nexus to residual noise DHAE in Santa Clara/North San Jose (Alt. 1, 4).
Sidewalk Gap Closure and Pothole Repair	City of Santa Clara	Need for continuous/enhanced sidewalks for pedestrian safety Need for improved roadway safety	Safety, connectivity, community cohesion	No safety, connectivity or community cohesion DHAEs in this area. No nexus to residual noise DHAE in Santa Clara/North San Jose (Alt. 1, 4).
Pedestrian Safety Improvements	City of Santa Clara	Safety concerns related to pedestrian crossings Unintended project consequences resulting in connectivity issues within and between the City of Santa Clara and the surrounding area.	Safety, livability, community cohesion	No safety, livability or community cohesion DHAEs in this area. No nexus to residual noise DHAE in Santa Clara/North San Jose (Alt. 1, 4).
<b>San Jose Diridon</b>				
Auzerais Railroad Crossing Warning Lights	African American Community Service Agency	Safety near railroad tracks Impacts on Black community	Safety	No safety DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.
Auzerais Pedestrian/Bicycle Crossing	Authority staff developed based on community concern re: safety	Safety for bicyclist and pedestrians Need for pedestrian and bicycle network connectivity	Safety, community cohesion, connectivity	No safety, connectivity or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Los Gatos Creek Trail Extension and Crossings	CCS/Santa Clara Community Working Group; Santa Clara County Parks Trails Master Plan (County of Santa Clara 1995)	Safety Impediments to San Jose trail system through overcrossings or other structures	Recreational opportunities, health, connectivity	No recreation, health or connectivity or DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.
Los Gatos Creek Trail Lighting Improvements Under I-280	City of San Jose	Connectivity Safety Gaps in trails	Safety, connectivity, livability	No safety, connectivity or livability DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.
Improved Pedestrian Route to Gardner Academy and Biebrach Park	Strong Neighborhood Initiative	Safety	Safety, connectivity, community cohesion	No safety, connectivity or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.
Park/Trail under HSR Viaduct from Los Gatos Creek to Bird Avenue	Authority staff developed based on prior examples for viaducts elsewhere	Safety concerns Desire for connectivity	Recreational opportunities, health, community cohesion, connectivity	No recreational, health, connectivity or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.
Cahill Park Improvements	City of San Jose Recreation and Parks	Piecemeal nature of park development Lack of cohesion of amenities Existing park fails to meet some community needs	Recreation, livability	No recreation or livability DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, and 3) in San Jose Diridon area.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Auzerais Grade Separation	City of San Jose	Grade separation would avoid project noise effects with Alt. 4 due to increased train horn noise at the at-grade crossing.	Noise, safety, traffic	No safety DHAEs in this area.  Due to the extensive cost of grade separations, this improvement is not considered practicable (see further discussion of the practicability of grade separations in Volume 4, Responses to Comments on the Draft Environmental Impact Report/Environmental Impact Statement and Revised/Supplemental Draft Environmental Impact Report/Environmental Impact Statement, Chapter 17, Standard Responses).
<b>Gardner/Willow Glen</b>				
West Virginia Railroad Crossing Warning Lights	African American Community Service Agency	Safety near railroad tracks Impacts on Black community	Safety, community cohesion	No safety or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area.
West Virginia Ave Pedestrian/Bicycle Crossing	City of San Jose	Improve traffic, pedestrian, and bicycle safety throughout the neighborhood Establish key streets as pedestrian and bicycle corridors that link major destinations	Safety, livability, community cohesion, connectivity, health, recreation	No safety, livability, connectivity, community cohesion, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
Biebrach Park Connection to Fuller Park	City of San Jose	Quiet zones have led to pedestrian deaths Neglect Homelessness Need for streetscape improvements	Safety, community cohesion, connectivity, health, recreation	No safety, connectivity, community cohesion, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Guadalupe River Trail Pedestrian Crossing at Willow Street	City of San Jose Recreation and Parks; Guadalupe River Trail Reach 6 Master Plan (City of San Jose 2004)	Need for improved pedestrian and bicycle safety throughout the neighborhood Need for improved railroad crossings	Recreation, safety, connectivity, health	No safety, connectivity, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
Guadalupe River Trail Extension (Virginia to Curtner)	CCS/San Jose to Morgan Hill TWG; Santa Clara County Parks Trails Master Plan (County of Santa Clara 1995); Guadalupe River Trail Master Plan (City of San Jose Parks, Recreation, and Neighborhood Services 2017)	Connectivity Need for additional recreational opportunities	Health, livability, connectivity, community cohesion	No livability, connectivity, community cohesion, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
Jerome/Illinois to Bird Avenue Pedestrian Pathway	Authority staff based on community concerns about connectivity	Need for better walkability Isolation of Gardner neighborhood Safety	Safety, health, connectivity, community cohesion	No safety, connectivity, community cohesion, or health DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
West Virginia Streetscape and Pedestrian Crossings	Strong Neighborhood Initiative/Authority staff based on concept in Strong Neighborhood Initiative	Visual quality Safety	Safety, visual quality, livability, community cohesion	No safety, visual, livability, community cohesion, or health DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
Delmas Avenue Streetscape and Crossings	Strong Neighborhood Initiative/Authority staff based on concept in Strong Neighborhood Initiative	Visual quality Safety	Safety, visual quality, livability, community cohesion	No safety, visual, livability, connectivity, or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area



Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Bird Avenue North-South improvements	City of San Jose/Authority staff based on community concern about safety and connectivity	Need for streetscape improvements Safety Access Inclusion	Safety, connectivity, transportation	No safety, connectivity, or transportation DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
Three Creeks Trail Extension Crossing of SR 87/Caltrain/HSR	CCS/Santa Clara County Parks Trails Master Plan (County of Santa Clara 1995)/Authority	Safety Connectivity Need to close gaps in trail system	Recreation, safety, connectivity, health, livability	No safety, livability, connectivity, health or recreation DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
West Virginia Pocket Park South of West Virginia Railroad Crossing	Connecting Communities Strategy/Authority staff based on community interest in parks	Need for additional recreational opportunities	Health, recreation, livability	No livability, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area
West Virginia Pocket Park at Prevost South of West Virginia Street	San Jose Community Working Group	Need for additional recreational opportunities	Health, recreation, livability	No livability, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Biebrach Park Improvements	Authority staff based on community interest in improved parks	<p>Need for improved bicycle and pedestrian connections to Biebrach Park</p> <p>Need for improved pedestrian crossing at the intersection of Willis and Virginia Streets to facilitate connection with Gardner Academy.</p> <p>Desire for a gateway leading visitors to a receiving plaza and connecting to a cul-de-sac at the rear of the community center.</p> <p>Desire for an entrance plaza near the community center providing opportunities for outdoor community events and gatherings.</p>	Recreation, health, livability	<p>No livability, health or recreational DHAEs in this area.</p> <p>No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area</p>
Community Art	Community Working Group (Danny Garza)	<p>Interest in art as a form of neighborhood identification</p> <p>Promoting art and community involvement</p>	Visual quality, community connection/identity	<p>No visual, connectivity, community cohesion, or identity DHAEs in this area.</p> <p>No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area</p>
Neighborhood Lighting	Community Working Group (Danny Garza)	<p>Need for lighting improvements</p> <p>Safety</p>	Visual quality, safety	<p>No visual or safety DHAEs in this area.</p> <p>No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area</p>
National Night Out Contribution	Community Working Group (Danny Garza)	<p>Need for expansion of community support activities and neighborhood policing</p>	Safety, community cohesion	<p>No safety or community cohesion DHAEs in this area.</p> <p>No nexus to residual noise DHAE (Alt. 4) in Gardner/Willow Glen area</p>

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
West Virginia Grade Separation	City of San Jose	Grade separation would avoid project noise effects with Alt. 4 due to increased train horn noise at the at-grade crossing.	Noise, safety, traffic	No safety or traffic DHAEs in this area. Due to the extensive cost of grade separations, this improvement is not considered practicable (see further discussion of the practicability of grade separations in Volume 4, Chapter 17, Standard Responses).
<b>Washington/Guadalupe, Tamien, and Alma/Almaden</b>				
Pedestrian and Bicycle Crossing Safety Improvements	Guadalupe Washington Safety Committee/Guadalupe Washington Neighborhood Association; Brent Bymaster (Tamien community leader)	Safety of children and other pedestrians walking to access schools, services, and commercial areas. Increased traffic through neighborhood from cars traveling to and from downtown San Jose and SR 87 may affect safety and accessibility for residents. Pedestrian dead zones	Safety, recreation, health, community cohesion	No safety, community cohesion, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Rocketship Mateo Sheedy Elementary School Circulation and Safety Improvements	Rocketship Mateo Sheedy Elementary School staff	Idling cars during drop-off/pickup Traffic Safety	Safety	No safety DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Washington Elementary School Pedestrian and Bicycle Safety Improvements	Washington Elementary School staff	Safety for children and other pedestrians Traffic Gang activity Impacts on bus routes	Safety, health, recreation, community cohesion, livability	No safety, livability, community cohesion, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Guadalupe River Trail Extension (Virginia to Curtner)	CCS/San Jose to Morgan Hill TWG, Santa Clara County Parks Trails Master Plan 2015 (County of Santa Clara Parks and Recreation Department 2015a, 2015b), Guadalupe River Trail Master Plan (City of San Jose Parks, Recreation, and Neighborhood Services 2017)/Authority staff based on prior planning interest	Connectivity Need for additional recreational opportunities	Health, livability, connectivity, community cohesion	No livability, connectivity, community cohesion, or health DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Guadalupe River Trail Pedestrian Crossing at Willow Street	City of San Jose Recreation and Parks/Guadalupe River Trail Reach 6 Master Plan (City of San Jose 2004)	Need for improved pedestrian and bicycle safety throughout the neighborhood Need for improved railroad crossings	Recreation, safety, connectivity, health	No safety, connectivity, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Three Creeks Trail Extension Crossing of SR 87/Caltrain/HSR	CCS/Santa Clara County Parks Trails Master Plan (County of Santa Clara 1995)	Safety Connectivity Need to close gaps in trail system	Recreation, safety, connectivity, health, livability	No safety, livability, connectivity, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Bellevue Park Improvements.	Strong Neighborhood Initiative	Abandoned railway property next to Bellevue Park with no trail San Jose Parks had budgeted in the past to purchase the vacant lot but negotiations with UPRR were not successful	Recreation, health, livability	No livability, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Oak/Almaden Pocket Park	Guadalupe Washington Neighborhood Association	Loss of park space Lack of Little League field	Recreation, livability	No livability or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Traffic Calming	Community site walk	Pedestrian safety Traffic	Safety, connectivity, livability	No safety, connectivity, or livability DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Washington School Recreation Improvements	Strong Neighborhood Initiative	Lack of recreational opportunities for youth Improvements needed to existing facilities	Recreation, health, livability	No livability, health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Rocketship Mateo Sheedy Elementary School Play Fields/Landscaping  [NOTE: Separate improvement for Public Address system upgrade is included in potential list]	Rocketship Mateo Sheedy Elementary School	Students currently play on a dirt field; playground upgrades; instead of grass which requires maintenance and associated costs, the school would like green AstroTurf. More trees are needed	Safety, recreation, livability	No livability, safety, or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Alma Community Center and Teen Center Improvements	Strong Neighborhood Initiative/City of San Jose Recreation and Parks	Alma Community Center serves mostly disadvantaged community residents in the area  City of San Jose is currently in the process of purchasing an adjacent property, and the owner has indicated that the property can be transferred to City for use as public park	Recreation, education	No education or recreational DHAEs in this area.  No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
Healing Grove Health Center Sports/Outdoor Activity/Arts Programs	Brent Bymaster - Tamien Community leader	Gang activity in "The Triangle"  Homelessness  Impacts on schools, students, and neighborhoods	Recreation, health, livability	No livability, health or recreational DHAEs in this area.  No nexus to residual noise DHAE (Alt. 4) or visual DHAE (Alt. 1, 2, 3) in Washington, Guadalupe, Tamien, Alma, Almaden.
<b>South San Jose</b>				
Monterey Road Grand Boulevard (other than landscaping)	CCS/San Jose General Plan (City of San Jose 2020a); Authority staff based on prior City planning	Transportation improvements needed  Connectivity  Visual Quality	Transportation, recreation, connectivity, community cohesion	No recreation, connectivity, or community cohesion, transportation DHAEs in area.  Potential improvements include landscaping element of Monterey Road Grand Boulevard, but remainder of Grand Blvd. would not have any nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), or visual aesthetics DHAE (Alt. 1, 2, 3) in South San Jose.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Capitol and Blossom Hill Caltrain Stations Access Improvements	City of San Jose/Authority based on community interest in better access to transit	Traffic Community cohesion Safety and security	Transportation, safety, connectivity	No transportation or connectivity DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), or visual aesthetics DHAE (Alt. 1, 2, 3) in South San Jose. Although improvement would provide safety improvements through extended pedestrian overcrossings at the two stations, the two stations are located outside of any area of emergency vehicle response time adverse effects (Alt. 4).
Coyote Creek Trail-Fisher Creek Trail Connection	City of San Jose Recreation and Parks	Need to preserve trail connection through widening Recreation Gaps in trail system	Recreation, health	No health or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), or visual aesthetics DHAE (Alt. 1, 2, 3) in South San Jose.
Cottonwood and Parkway Lakes Fish Screens and Supporting Improvements	Coyote Creek Parkway County Park Integrated Natural Resources Management Plan and Master Plan (County of Santa Clara Parks and Recreation Department 2007)/Santa Clara County Parks and Recreation	Need to prevent native fish from entering the nonnative stocked waterbodies, and nonnative fish from entering Coyote Creek Gaps in park system	Recreation, livability, education	No livability, education or recreational DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), or visual aesthetics DHAE (Alt. 1, 2, 3) in South San Jose.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Grade Separation of Skyway, Branham, and Chynoweth	City of San Jose	Grade separations would avoid project noise, traffic, and emergency vehicle response delay effects with Alt. 4 related to these at-grade crossings.	Noise, safety, traffic	No traffic DHAEs in this area. Due to the extensive cost of grade separations, this improvement is not considered practicable (see further discussion of the practicability of grade separations in Volume 4, Chapter 17, Standard Responses).
<b>Morgan Hill</b>				
Monterey Corridor Express Bus Route and Stops	VTA, City of Morgan Hill	Connectivity	Transportation	No transportation DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3), residential displacement DHAE (Alt. 2) in Morgan Hill.
Senior Shuttles	VTA, City of Morgan Hill	Connectivity	Transportation, livability	No transportation or livability DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Bus Transit Stop Amenities	VTA	Connectivity	Transportation, livability	No transportation or livability DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.



Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Downtown Pedestrian/Bicycle Railroad Overcrossings	Authority based on community concern re: safety, connectivity	Safety Connectivity	Safety, connectivity, community cohesion	No safety, connectivity, or community cohesion DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Monterey Road Pedestrian and Bicycle Intersection Improvements	CCS/City of Morgan Hill Bikeways, Trails, Parks and Recreation Master Plan (City of Morgan Hill 2020a)	Safety Connectivity for bicycles and pedestrians	Safety, recreational, connectivity	No safety, connectivity, or recreational DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Butterfield Road Pedestrian and Bicycle Intersection Improvements	CCS/City of Morgan Hill Bikeways, Trails, Parks and Recreation Master Plan (City of Morgan Hill 2020a)	Safety Connectivity for bicycles and pedestrians	Safety, connectivity, community cohesion	No safety, connectivity, or community cohesion DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Tennant Sidewalk Improvement	City of Morgan Hill	Safety Connectivity	Safety, connectivity, community cohesion	No safety, connectivity, or community cohesion DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Bike Lane Upgrades	CCS/City of Morgan Hill Bikeways, Trails, Parks and Recreation Master Plan (City of Morgan Hill 2020a)	Need for recreational opportunities Need for transportation options Safety	Recreation, transportation, safety, livability	No transportation, safety, livability, or recreation DHAEs in environmental justice communities in this area. No nexus to residual noise (Alt. 4), emergency vehicle response time (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3).

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Llagas Creek Trail (Santa Theresa Boulevard to East San Martin Avenue)	CCS/Santa Clara County Parks Trails Master Plan 2015 (County of Santa Clara Parks and Recreation Department 2015a, 2015b)	Need for recreational opportunities Need for transportation options Safety	Transportation, safety, recreation, health, connectivity	No transportation, safety, health, connectivity or recreation DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Coyote Creek Low-Flow Crossings Replaced with Bridges	Coyote Creek Parkway County Park Integrated Natural Resources Management Plan and Master Plan (County of Santa Clara Parks and Recreation Department 2007)/Santa Clara County Parks and Recreation	Creek crossing limited to period of low flow in some locations Safety	Safety, recreation	No safety or recreation DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Perry's Hill Staging Area, Coyote Creek Parkway County Park	Coyote Creek Parkway County Park Integrated Natural Resources Management Plan and Master Plan (County of Santa Clara Parks and Recreation Department 2007)/Santa Clara County Parks and Recreation	Need for expanded recreational opportunities Gaps in park system	Health, recreational, livability	No health, livability or recreation DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
New High School Site Acquisition	Morgan Hill Unified School District	Need for additional school space	Education	No education DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.
Recycled Water Pipe Installation along Tennant Avenue	City of Morgan Hill	Improvement would support water conservation.	Water conservation.	No water supply DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.  Possible collaboration during construction but commitment to install not required.
Install Telecommunications Conduits to Help with Internet Access	City of Morgan Hill	Improvement would help to bridge the "digital divide".	Connectivity, access to information, education	No access to information, education or connectivity DHAEs in environmental justice communities in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3) in Morgan Hill.  Possible collaboration during construction but commitment to install not required.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Grade Separation of Tilton, East Dunne, and Tennant	City of Morgan Hill	Grade separations would avoid project noise, traffic, and emergency vehicle response effects with Alt. 4.	Noise, safety, traffic	<p>No traffic or safety DHAES in environmental justice communities in this area.</p> <p>Due to the extensive cost of grade separations, this improvement is not considered practicable (see further discussion of the practicability of grade separations in Volume 4, Chapter 17, Standard Responses).</p> <p>In addition, Alternative 4 would not have DHAES related to traffic or emergency vehicle response delays in low-income areas in Morgan Hill (there are emergency vehicle response delays in non-low-income areas in the southern part of Morgan Hill along Middle Ave.).</p>
<b>Gilroy</b>				
VTA Express Bus Service Gilroy to Diridon	VTA	Need for improved connectivity	Transportation, connectivity	<p>No transportation or connectivity DHAES in this area.</p> <p>No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.</p>

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Student Transit Pass Program Initial Funding	City of Gilroy	Need for transportation support	Transportation, education	No transportation or education DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.
Bicycle/Pedestrian Overcrossings (Leavesley Road, 10th Street)	Authority staff based on prior community concern re: crossing safety and connectivity	Safety Connectivity	Safety, connectivity, community cohesion	No connectivity or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy. Leavesley is outside area of emergency vehicle response DHAE. Tenth Street is in area of emergency vehicle response DHAE, but area east of Monterey and the railroad tracks is commercial in character and not a heavily used pedestrian or bicycle area compared to IOOF at-grade crossing, which serves two schools, Rebekah Children's Service, and minority neighborhoods and low-income neighborhoods.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Gavilan College: Bicycle Connection and Wayfinding from Downtown	Gavilan College	Need for enhanced transportation options for students	Safety, connectivity, health, community cohesion	No connectivity, health, or community cohesion DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4) because this improvement is primarily outside the area of concern for emergency vehicle response time delays, visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.
Bikeshare Program	Authority staff based on use of such programs elsewhere for connectivity	Need to encourage nonvehicular travel modes	Access, connectivity, health	No access, connectivity or health DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.
Lions Creek Trail Extension	CCS/Envision Silicon Valley – Resolution 2016-06-17	Enhanced recreational opportunities	Recreation, health	No health or recreation DHAEs in the area of this improvement. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
West Branch Llagas Creek Trail	CCS/Santa Clara County Parks Trails Master Plan 2015 (County of Santa Clara Parks and Recreation Department 2015a, 2015b)	Fill gaps in trail system Provide enhanced recreational amenities Improve options for active transportation	Recreation, health	No health or recreation DHAEs in the area of this improvement. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.
Marcella Avenue Trail	CCS/Santa Clara County Parks Trails Master Plan 2015 (County of Santa Clara Parks and Recreation Department 2015a, 2015b)	Fill gaps in trail system Provide enhanced recreational amenities Improve options for active transportation	Recreation, health	No health or recreation DHAEs in the area of this improvement. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.
Juan Bautista de Anza Trail	CCS/Santa Clara County Parks Trails Master Plan 2015 (County of Santa Clara Parks and Recreation Department 2015a, 2015b)	Fill gaps in trail system Provide enhanced recreational amenities Improve options for active transportation	Recreation, health	No health or recreation DHAEs in the area of this improvement. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Rebekah Children's Services Improvements (Other Than Perimeter Fencing)	Rebekah Children's Services	Various needs identified and incorporated into improvement	Health, recreation, visual quality, livability	No health, recreation, or livability DHAEs in this area. Visual aesthetic effects of Alt. 1 and 2 better addressed through improvement of two downtown public parks. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy.
Lead Service Line Replacement Project	City of Gilroy	Need to replace water lines in the City to enhance health and safety of the community by ensuring the water distribution system provides a reliable and adequate supply of safe drinking water	Health, safety	No health DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), South Valley Middle School recreational field DHAE (Alt. 2), or residential displacement DHAE (Alt. 2) in Gilroy. While alternative 4 would have DHE related to emergency vehicle response delays (safety), unlike the offsetting mitigation measures proposed in Gilroy to enhance safety, this improvement would not reduce transportation accidents like the other improvements which have much closer nexus to the project effects.



Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Gavilan College Low-Income Student Housing	Gavilan College	Need for affordable housing for students	Livability, economic, education	No livability, economic or education DHAEs in this area. No nexus to residual noise DHAE (Alt. 4), emergency vehicle response time DHAE (Alt. 4), visual aesthetic DHAE (Alt. 1, 2, 3), or South Valley Middle School recreational field DHAE (Alt. 2). Although there is a nexus to the residential displacement DHAE (Alt. 2) in Gilroy, the separate improvement to provide affordable housing funding support in general, as opposed to only focusing on student housing, is considered more appropriate given that Alt. 2 would have more community residential displacement.
<b>San Joaquin Valley</b>				
Los Banos to Gilroy and Merced HSR Station Shuttles	Authority based on prior public concerns about connectivity to HSR stations	Improved regional transit connectivity Additional commuting options for students Traffic impacts on local roads	Transportation, connectivity	No transportation or connectivity DHAEs in this area. No nexus to residual noise (all alts.), visual aesthetics DHAE (Alt. 1, 2, 3) in San Joaquin Valley.
Pedestrian/Bicycle Improvements at Volta	Authority based on observation of lack of pedestrian/bike improvements	Lack of pedestrian safety	Health, connectivity, safety, community cohesion	No health, connectivity, safety, or community cohesion DHAEs in this area. No nexus to residual noise (all alts.), visual aesthetics DHAE (Alt. 1, 2, 3) in San Joaquin Valley.

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
<b>Cross-Community</b>				
Job Training (All Santa Clara County)	Center for Employment Training, Mission College, African American Community Service Agency, Vietnamese Voluntary Foundation, Gavilan College	Shifting job and career opportunities and need for access to new training or retraining. Jobs for minority communities Impact on availability and cost of housing for community members, particularly for low-income individuals, workers in entry-level and service-oriented jobs, and young families who might get squeezed out with an influx of higher-income workers relocating to housing in this area due to high-speed transit availability.	Economic, educational, livability	No education, economic, or livability DHAEs in this project section. The project would result in increases in employment during construction and operations, which would more than offset the loss of jobs due to business displacements, and thus there is no DHAЕ related to employment. However, the Authority may coordinate with the Center for Employment Training and other job training organizations moving forward to construction and operations to coordinate on potential employment opportunities with the project. No nexus to residual noise (Alt. 4), emergency vehicle response time (Alt. 4), visual aesthetics DHAЕ (Alt. 1, 2, 3), South Valley Middle School field DHAЕ (Alt. 2), or residential displacement DHAЕ in Morgan Hill and Gilroy (Alt. 2).

Potential Improvement	Original Source for Idea	Input Provided during Outreach	Intended Benefit to Minority Communities and Low-Income Communities	Reason for Not Being Considered
Homeless Services (Cities of Santa Clara and San Jose)	Santa Clara County Office of Supportive Housing, HomeFirst, PATH, Senator Jim Beall, African American Community Service Agency, Family and Children's Services of Silicon Valley, City of San Jose Department of Transportation, San Jose Councilmember Perales, Sacred Heart Nativity School	Displacement of homeless individuals and families Homeless youth Safety for people living along the tracks Homeless encampments along highways Need for services (especially mobile) for homeless population Increase in homeless populations Safe spaces for homeless	Economic, health, livability	No nexus to residual noise (Alt. 4), emergency vehicle response time (Alt. 4), visual aesthetics DHAE (Alt. 1, 2, 3), South Valley Middle School field DHAE (Alt. 2), or residential displacement DHAE in Morgan Hill and Gilroy (Alt. 2). The Authority will coordinate with the host railroad, landowners, and community service providers if displacement of homeless encampments or individuals is required during construction or operations.
Negotiate with Caltrain to Not Sound Horns at the Diridon, Tamien, Capitol, and Hill Caltrain Stations	City of San Jose	Avoiding sounding of horns would reduce project noise effects.	Reduction of noise effects.	Sounding of horns at Caltrain Stations is not under control of the Authority, but under the control of Caltrain as the host railroad who determines safety requirements for its stations in its corridor and under the control of UPRR as the host railroad who determined safety requirement for the stations in its corridor.

Alt. = alternative; Authority = California High-Speed Rail Authority; Ave = Avenue; Blvd. = Boulevard; CCS = Connecting Communities Strategy; DHAE = disproportionately high and adverse effect; HSR = high-speed rail; I- = Interstate; re: = regarding; SR = State Route; TWG = technical working group; UPRR = Union Pacific Railroad; VTA = Valley Transportation Authority.

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