California High-Speed Rail Authority

Burbank to Los Angeles Project Section

Final Environmental Impact Report/Environmental Impact Statement

Appendix 5-A: Draft Environmental Justice Outreach Plan

September 2021



CALIFORNIA High-Speed Rail Authority

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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California High-Speed Rail Authority

Burbank to Los Angeles Project Section

Draft Environmental Justice Outreach Plan



September 2016

CALIFORNIA High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

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ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
Authority	California High-Speed Rail Authority
C.F.R.	Code of Federal Regulations
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
EIR	environmental impact report
EIS	environmental impact statement
EJ	environmental justice
Fed. Reg.	Federal Register
FRA	Federal Railroad Administration
HSR	high-speed rail
IOS	Initial Operating Section
LEP	limited English proficiency
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NOI	notice of intent
NOP	notice of preparation
Outreach Team	Team comprised of FRA and Authority Outreach Specialists
TCP	Traditional Cultural Properties

1 INTRODUCTION

In compliance with Executive Order 12898 (1994, Clinton Administration) requiring the avoidance/mitigation of disproportional health and environmental effects on environmental justice populations (see *1.2 Regulatory Setting* for details), the California High-Speed Rail Authority (Authority) develops Environmental Justice Outreach Plans for each High-Speed Rail (HSR) Project Section (Exec. Order No. 12898). Title VI of the Civil Rights Act of 1964, as amended, states that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity that receives Federal financial assistance" (Civil Rights Act of 1964, Title VI). Environmental Justice (EJ), as mandated by Presidential Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* falls under the umbrella of Title VI (California High-Speed Rail Authority, Title VI). Executive Order 12898 states that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." Executive Order 12898 has been adopted as a planning process requirement for all Authority efforts.

The Authority's definition and application of the term "environmental justice" as it relates to the High-Speed Rail Project is as follows:

> *Environmental Justice (EJ) is the fair treatment of people of all races, cultures, and income with respect to the development, adoption, implementation and enforcement of environmental laws and policies. Implementation of environmental justice principles in how the Authority plans, designs, and delivers the high-speed rail projects means that [the Authority] recognizes the potential social and environmental impacts that project activities may have on certain segments of the public. [The Authority] recognizes how important provisions of existing environmental, civil rights, civil, and criminal laws may be used to help reduce environmental impact in all communities and environmental justice on the human element. The Authority has included environmental justice considerations in its planning for the statewide high-speed train system since 2000, when it commenced a programmatic environmental review process."*
>
> *– California High-Speed Rail Authority, Title VI Annual Accomplishments Report, 2015*

1.1 Overview of the Environmental Justice Outreach Plan and Project Section

This Environmental Justice Outreach Plan for the Burbank to Los Angeles Project Section is prepared to support the environmental study for the Burbank to Los Angeles Project Section of the California High-Speed Rail Project. It is intended to guide the Authority in engaging minority and low-income populations in the project study area to communicate project information, listen to and respond to community thoughts and concerns, and identify potential actions to mitigate any disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The study area for the Burbank to Los Angeles Project Section and corresponding Environmental Justice Outreach Plan extends from Burbank Airport Station in Burbank to Los Angeles Union Station in Los Angeles. See Figure 1-1 for a map of the study area and project alignment.

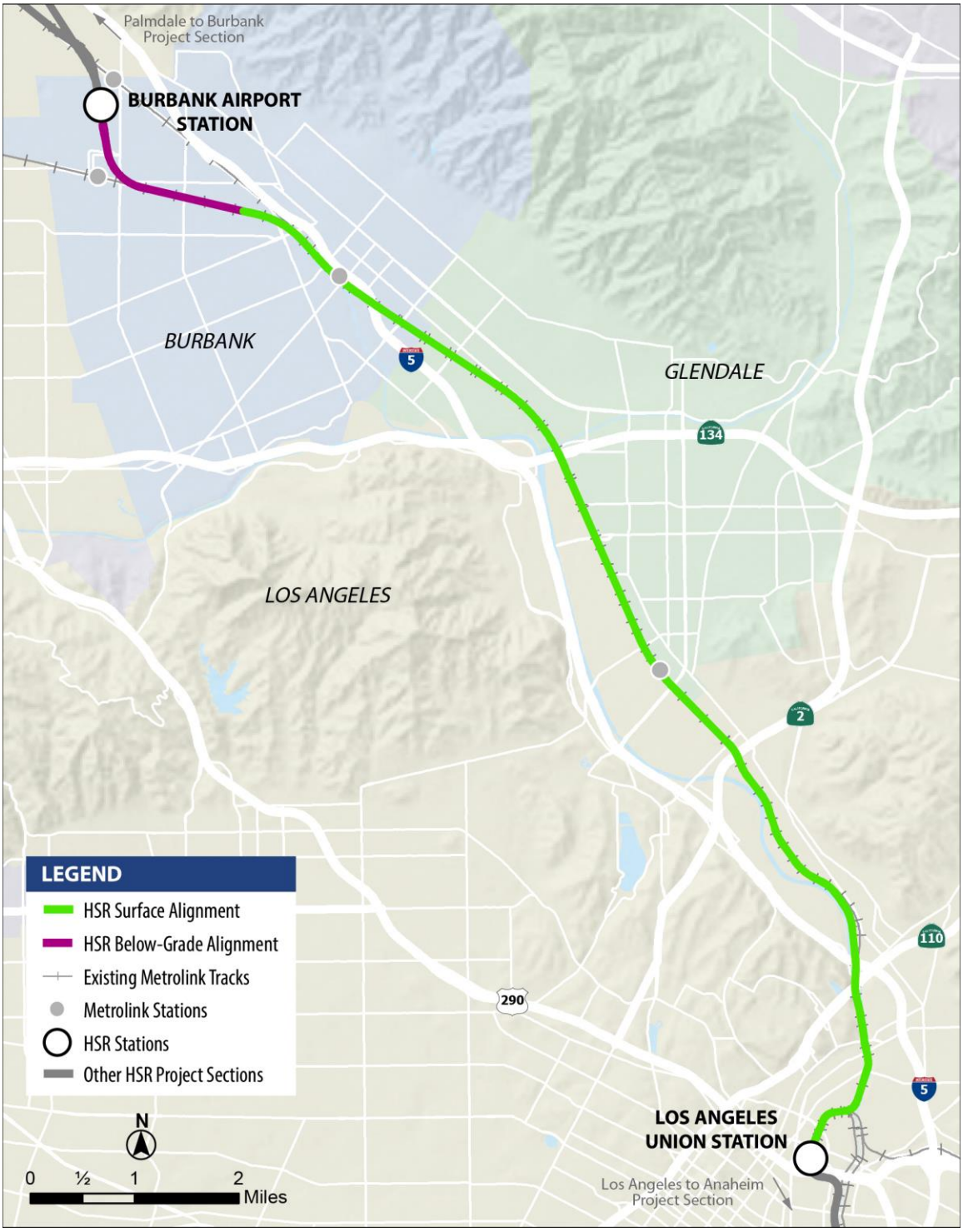


Figure 1-1 Overview of the Burbank to Los Angeles Project Section

Source: California High-Speed Rail Authority, 2016

The 2005 Statewide Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) identified preferred corridors and general station locations for the Palmdale to Los Angeles Project Section. In 2014, the Authority and the Federal Railroad Administration (FRA) determined the Palmdale to Los Angeles Project Section would be split into two sections, and in July 2014, the Authority released a Notice of Preparation (NOP), and the FRA published a Notice of Intent (NOI) to prepare separate EIR/EIS documents for the Palmdale to Burbank Project Section and Burbank to Los Angeles Project Section. One of the main reasons for the project section split was the Initial Operating Section (IOS) concept and its interim terminus in the San Fernando Valley. Additionally, the Authority and FRA determined that separate environmental documents would be more beneficial to address environmental impacts and conduct stakeholder outreach. The key environmental resources likely to be impacted were different between the two project sections, and separate environmental documents better supported project phasing and sequencing.

The Burbank to Los Angeles Project Section Draft EIR/EIS is a stand-alone, second-tier, project environmental document. It will incorporate by reference information from the 2005 Statewide Program EIR/EIS in accordance with the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [C.F.R] 1508.28) and State California Environmental Quality Act (CEQA) Guidelines (14 C.C.R. 15168[b]). Technical analysis, station design, and stakeholder outreach will be ongoing throughout 2016, with identification of an initial preferred alternative by late 2016. The Draft EIR/EIS is planned for publication in mid-2017.

Based on the ethnic and socio-economic characteristics of each community along the corridor, there are ongoing opportunities to implement strategies that incorporate Environmental Justice tactics. As such, outreach efforts developed and implemented to date have included consideration of the Limited English Proficiency (LEP)[1], minority, and low-income populations identified through the following methods:

- Meetings with elected officials and public agency staff. At each meeting, the Project Team solicited additional stakeholder organizations that should be engaged.
- Review of community newspapers and websites, and online research of corridor city organizations that serve EJ populations.
- Identification and outreach to local churches, schools, and other institutions that serve EJ populations along the corridor.
- Direct contact with community organizations, religious leaders, business groups, and other members of the local community. At each meeting, the Project Team solicited additional stakeholder organizations that should be engaged.
- Utilization of Project Team knowledge of additional stakeholders and organizations from previous work experience along corridor to augment research efforts.

The Authority requires that an Environmental Justice Outreach Plan be developed and implemented as part of the outreach effort for the Draft EIR/EIS. The Environmental Justice Outreach Plan:

- Summarizes demographics within the project area;
- Identifies EJ advocacy and community groups who are stakeholders in the project;
- Describes the strategy for reaching out to, engaging, and gathering input from minority and low-income populations;

[1] Refer to section 1.3.3 for a detailed description of Limited English Proficiency (LEP) population and characterization.

- Identifies the specific methods that will be used to implement this strategy such as digital media, information booths, and presentations to and listening posts with EJ advocacy and community groups, and;
- Lists the documents that will be prepared to document the EJ outreach efforts.

The process and guidelines described in this document are designed to provide consistency in the method used to obtain and share information with minority and low-income populations for use in the environmental review process for the Burbank to Los Angeles Project Section. In addition, a draft Focused Alignment Outreach Plan (Appendix B) has been developed to guide recommended outreach tactics for each city and neighborhood, and will continue to be refined.

1.2 Regulatory Setting

The Authority has a strong commitment to ensuring that no person shall, on the grounds of race, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity in the design, construction and operation of the high-speed rail system on the grounds of race, color, national origin, sex, age or disability. Accordingly, and at the direction of the Federal Railroad Administration (FRA) the Authority developed and adopted a Title VI programmatic policy that pays careful attention to the needs of LEP and EJ populations.

The following text details applicable regulations, requirements, and federal and state efforts that govern and inform the development and implementation of this Environmental Justice Outreach Plan.

Limited English Proficiency Policy[2]

It is the policy of the California High-Speed Rail Authority (Authority) to communicate effectively and provide meaningful access to limited English proficient (LEP) individuals on all the Authority's programs, services and activities. The Authority shall provide free language assistance services to LEP individuals whom we encounter or whenever an LEP individual requests language assistance services. The Authority will treat LEP individuals with dignity and respect. Language assistance will be provided through a variety of methods to include: staff interpreters, translation and interpreter service contracts, formal arrangements with local organizations providing interpretation or translation services or telephonic interpreter services.

The Authority shall develop and maintain an LEP Plan[3] in compliance with Title VI of the Civil Rights Act of 1964 and related statutes, Presidential Executive Order 13166 and California State law--Dymally-Alatorre Bilingual Services Act (Government Code Sections 7290-7299.8).

Environmental Justice Policy[4]

The California High-Speed Rail Authority (Authority) promotes Environmental Justice into its program, policies and activities to avoid, minimize or mitigate disproportionately high human health and environmental effects, including social and economic effects on minority and low-income populations. It is the policy of the Authority to duly emphasize the fair and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the High-Speed Rail Project planning, development, operations and maintenance. This policy directs the Authority to appropriately engage the public through public participation forums so that

[2] "California High-Speed Rail Authority Policy Directive. Subject: Limited English Proficiency Policy." 7 September, 2012. http://hsr.ca.gov/docs/programs/title_VI/LEP%20Policy%209-7-12%202.pdf
[3] "California High-Speed Rail Authority: Limited English Proficiency Plan." April, 2012. http://hsr.ca.gov/docs/programs/title_VI/CHSRA%20LEP%20Plan%20Final.pdf
[4] California High-Speed Rail Authority Policy Directive. Subject: Environmental Justice Policy. August, 2012. http://hsr.ca.gov/docs/programs/title_VI/EJ%20Policy%208-20-12%202.pdf

decisions are mitigated and reflects environmental justice for all communities. This commitment strives to inspire environmental justice and equal access.

The Authority shall develop and maintain an Environmental Justice Guidance[5] in compliance with the Title VI of the Civil Rights Act of 1964, Presidential Executive Order 12898 and California State law—Government Code Section 65040.12 et. Seq. and Public Resources Code Section 71110 et. Seq.

Executive Order 12898 (February 16, 1994)[6]

According to Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, projects that receive federal funding should "ensure the full and fair participation by all potentially affected communities in the decision-making process; to avoid/mitigate disproportionately high human health or environmental effects, including social and economic effects, on minority and low-income populations; to prevent the denial of, reduction in, or significant delay in the receipt of benefit by minority populations and low-income populations" (Exec. Order 1289859). Environmental justice populations, as identified by Executive Order 12898, are comprised of Black, Asian American, Native American, Hispanic/Latino (regardless of race), and low-income persons.

To emphasize the importance of Executive Order 12898, the Obama Administration facilitated a multi-agency signing of the "Memorandum of Understanding on Environmental Justice and Executive Order 12898" (EJ MOU) in 2011. On the 20th anniversary of original executive order the President issued a Presidential Proclamation further solidifying the Administration's commitment to EJ. The document states that communities historically burdened by pollution - particularly minority, low income and tribal communities - merit protection from environmental and health hazards, access to the Federal decision-making process, and access to a healthy environment in which to live, learn, and work. The EJ MOU increases federal agency accountability to environmental justice and outlines processes to aid overburdened communities and facilitate community engagement in agency decisions.

Executive Order 13166 (August 11, 2000)[7]

In 2000, President Clinton issued Executive Order No. 13166 (EO 13166), which provided additional federal guidance about providing information and services to people with limited English proficiency (LEP). Under EO 13166, each federal agency is required to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Each federal agency shall also work to ensure that recipients of federal financial assistance (recipients) provide meaningful access to their LEP applicants and beneficiaries. To assist the agencies with this endeavor, the Department of Justice has issued a general guidance document, which sets forth the compliance standards that recipients must follow to ensure that the programs and activities they normally provide in English are accessible to LEP persons, and thus, do not discriminate on the basis of national origin in violation of Title VI of the Civil Rights Act of 1964, as amended, and its implementing regulations.

According to the December 2015 EO 13166 accomplishment report, federal agencies continue to improve implementation of the EO 13166 via new tools, training, and resources; stronger coordination; integrated use of data and technology; increased technical assistance; and improved outreach and education.

"California High-Speed Rail Authority: Environmental Justice Guidance." August, 2012. http://hsr.ca.gov/docs/programs/title_VI/CHSRA%20EJ%20Guidance%208-14-2012.pdf

[6] "Summary of Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." EPA, Environmental Protection Agency, 16 Nov. 2015, https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice.

[7] "LEP.gov - Limited English Proficiency (LEP): A Federal Interagency Website." LEP.gov - Limited English Proficiency (LEP): A Federal Interagency Website, 12 May 2016, https://www.lep.gov/13166/eo13166.html.

Accordingly, the Authority provides LEP access, at a minimum, to individuals who are representative of more than five percent of the population in California or the county in which the Authority is providing an activity or service.

U.S. Department of Transportation Order 5610.2[8]

The U.S. Department of Transportation (USDOT) Order 5610.2(a) (2012) is used by USDOT to comply with Executive Order 12898. USDOT Order 5610.2 generally describes the process that the Office of the Secretary, and each operating administration within the USDOT, will use to incorporate environmental justice principles (as embodied in the Executive Order) into existing programs, policies, and activities. The order requires the Office of the Secretary, and each operating Administration within USDOT, to develop specific procedures to incorporate the goals of the USDOT Order and the Executive Order with the programs, policies and activities which they administer or implement.

1.3 Burbank to Los Angeles Project Section Demographics

The Burbank to Los Angeles Project Section of the California High-Speed Rail system is approximately 14 miles long, starting from the proposed Burbank Airport Station in the City of Burbank and ending at Los Angeles Union Station (LAUS) in the City of Los Angeles. This corridor runs through a narrow and constrained urban environment along an existing rail corridor. Figure 1-1 on page 1-2 shows an overview of the alignment.

1.3.1 Demographics

Based on data from the 2010-2014 American Community Survey (ACS) 5-year estimates in Table 1-1, a majority of Los Angeles County and the cities through which the Burbank to Los Angeles Project Section travels have a higher percentage of Hispanic/Latino (of any race) and Asian populations than the statewide average. Additionally, Los Angeles County, the City of Los Angeles, and the Downtown Los Angeles and Historic Cultural Neighborhood Council Areas (NCAs) have a higher percentage of Black/African American populations than the statewide average.

Table 1-1 Demographics of the Burbank to Los Angeles Project Section by Race/Ethnicity

Jurisdiction Subsection Study Area	Population	Percentage Minority Populations by Race/Ethnicity*							
		% White[1]	% Black/ African American[1]	% Hispanic /Latino, of any Race	% American Indian/ Alaska Native[1]	% Asian[1]	% Native Hawaiian / Other Pacific Islander[1]	% Some Other Race[1]	% Two or More Races[1]
State of California	38,802,500	39.2	5.7	38.2	0.4	13.3	0.4	0.2	2.7
Los Angeles County	9,974,203	27.2	8.0	48.1	0.2	13.8	0.2	0.3	2.2
City of Burbank	104,484	56.7	1.7	25.8	0.1	11.4	0.04	0.7	3.6
City of Glendale	195,380	62.7	1.1	17.4	0.2	16.0	0.1	0.1	2.4

[8] "Department of Transportation Order 5610.2(a)." DOT Order 5610.2(a). N.p., 4 May 2016, https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

City of Los Angeles	3,862,210	28.5	8.9	48.6	0.2	11.4	0.2	0.3	2.1
Atwater Village	13,231	27.8	1.0	48	0.8	21.7	0.4	0.0	2.0
Downtown Los Angeles	35,335	28.9	17.5	30.4	0.4	19.5	0.4	0.6	2.3
Elysian Valley Riverside	6,834	6.6	0.9	61.8	0.0	28.1	0.9	0.2	1.5
Glassell Park	26,844	17.4	1.1	57.2	0.0	21.4	0.2	0.2	2.5
Greater Cypress Park	15,447	12.3	2.1	75.4	0.4	9.3	0.0	0.0	0.6
Greater Echo Park Elysian	53,523	21.4	2.6	54.0	0.3	19.9	0.1	0.4	1.3
Historic Cultural	28,985	16.2	13.4	26.2	0.2	41.7	0.4	0.2	1.8
Lincoln Heights	27,879	3.6	0.4	69.6	0.0	25.2	0.0	0.3	0.9
Los Feliz	35,961	65.1	2.2	15.8	0.0	13.6	0.1	0.4	2.8
Silver Lake	38,832	45.6	2.9	32.5	0.2	15.5	0.1	0.4	3.0

Source: Source: 2010-2014 American Community Survey (ACS) 5-Year Estimates, Table B03002 (U.S. Census Bureau, http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml).

[1]Not Hispanic or Latino

** Note: Row percentages may not total 100 due to rounding*

1.3.2 Age Characteristics

The data presented in Table 1-2 shows the percentage of the population that is 65 years old or older in Los Angeles County and each of the cities and NCAs based on 2010-2014 ACS data. The Cities of Burbank and Glendale each had a percentage of population that is 65 years old or older that exceeded the countywide average (14.3 and 15.9 percent, respectively). The Atwater Village, Downtown Los Angeles, Elysian Valley Riverside, Glassell Park, Greater Cypress Park, Historic Cultural, Los Feliz, and Silver Lake NCAs also have populations that are 65 years old or older (15.4, 12.3, 14.9, 12.5, 11.7, 12.6, 13.9, and 11.9, respectively) that exceed that of the countywide average (11.5 percent).

Table 1-2 Summary of Age Characteristics in the Burbank to Los Angeles Project Section

Total Subsection Study Area	% of Population 65+ Years Old
State of California	12.1
Los Angeles County	11.5
City of Burbank	14.3
City of Glendale	15.9

City of Los Angeles	10.9
Atwater Village	15.4
Downtown Los Angeles	12.3
Elysian Valley Riverside	14.9
Glassell Park	12.5
Greater Cypress Park	11.7
Greater Echo Park Elysian	9.97
Historic Cultural	12.6
Lincoln Heights	10.9
Los Feliz	13.9
Silver Lake	11.9

Source: U.S. Census Bureau, 2010–2014 ACS, Table B01001

1.3.3 Limited English Proficiency

The data presented in Table 1-3 shows the percentage of households within Los Angeles County and the cities and NCAs in the Burbank to Los Angeles Project Section that are of Limited English Proficiency (LEP), based on 2010-2014 ACS data. LEP households are defined as households in which no member speaks English as their primary language and who have limited ability to read, write, speak or understand English. All of the county, cities, and NCAs in the Project Section, with the exception of the City of Burbank and the Silver Lake NCA in Los Angeles, have higher percentages of households with limited English proficiency. The rates of LEP households reach as high as 37 percent in the Historic Cultural NCA in Los Angeles, and several other cities and NCAs in the Project Section have percentage rates of nearly double the state rate of 10 percent. The primary languages associated with LEP populations in the Burbank to Los Angeles Project Section include Spanish, Chinese, Armenian, Tagalog, Japanese, and Korean.

Table 1-3 Summary of Limited English Proficiency (LEP) Characteristics in the Burbank to Los Angeles Project Section

Total Subsection Study Area	% of Households w/ Limited English Proficiency
State of California	10.0
Los Angeles County	14.0
City of Burbank	10.0
City of Glendale	25.0
City of Los Angeles	16.0
Atwater Village	16.4
Downtown Los Angeles	17.9
Elysian Valley Riverside	21.9
Glassell Park	15.6
Greater Cypress Park	19.5
Greater Echo Park Elysian	17.4
Historic Cultural	37

Lincoln Heights	29.8
Los Feliz	12.5
Silver Lake	9.4

Source: U.S. Census Bureau, 2010–2014 ACS, Table B16002

1.3.4 Socioeconomics

Based on the data presented in Table 1-4, the County and City of Los Angeles both have higher rates of low-income populations (defined as individuals and families whose respective incomes fall below the federal poverty threshold) than that of the state. Only the Cities of Burbank and Glendale and the Atwater Village and Los Feliz NCAs in the City of Los Angeles have a lower incidence of low-income families than that of the state.

Table 1-4 Summary of Low-Income Rates, Median Household Income, in the Burbank to Los Angeles Project Section

Total Subsection Study Area	% of Population Low Income	Existing # of Households	Median Household Income	% of Low Income Families
State of California	16.4	12,617,280	$61,489	12.3
Los Angeles County	18.4	3,242,391	$55,870	14.6
City of Burbank	10.1	41,414	$66,111	6.4
City of Glendale	14.7	71,132	$52,451	11.6
City of Los Angeles	22.4	1,329,372	$49,682	18.2
Atwater Village	10.7	5,429	$63,542	8.6
Downtown Los Angeles	38.2	19,826	$34,260	19.3
Elysian Valley Riverside	14.8	2,016	$42,619	13.1
Glassell Park	19.3	8,686	$52,364	16.5
Greater Cypress Park	21.5	4,597	$50,594	18.2
Greater Echo Park Elysian	23.8	19,652	$48,540	21.4
Historic Cultural	39.2	9,389	$32,569	32.8
Lincoln Heights	34.8	7,941	$31,823	31.6
Los Feliz	13.6	18,103	$70,532	8.8
Silver Lake	16.6	17,259	$66,152	13.2

Source: U.S. Census Bureau, 2010–2014 ACS, Tables S1101, S1903, B19013, and S1903

Table 1-5 shows the percentage of the population without vehicles in Los Angeles County and in each of the cities and neighborhoods within the Burbank to Los Angeles Project Section based on 2010–2014 ACS data. This metric can be used in conjunction with other metrics described above to inform logistics for planning meetings (e.g., near bus routes).

Table 1-5 Summary of Persons without Vehicles within the Burbank to Los Angeles Project Section

Location	% of Population without Vehicles[1]
Los Angeles County	**27.4**
City of Burbank	19.8
City of Glendale	**29.2**

City of Los Angeles	***31.6***
Atwater Village	***25.8***
Downtown Los Angeles	***39.2***
Elysian Valley Riverside	***32.2***
Glassell Park	***34.3***
Greater Cypress Park	***38.6***
Greater Echo Park Elysian	***38.6***
Historic Cultural	***48.3***
Lincoln Heights	***48.8***
Los Feliz	17.3
Silver Lake	24.1

Source: U.S. Census Bureau, 2010–2014 ACS, Tables B01001, B25046, and B26001
Note: *Italicized* numbers in **bold** indicate the values are higher than the County average.
[1] The population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2010–2014 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2010–2014 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2010–2014 ACS), and then dividing the difference by the population aged 15 and over.

The City of Los Angeles NCAs of Atwater Village, Downtown Los Angeles, Elysian Valley Riverside, Glassell Park, Greater Cypress Park, Greater Echo Park Elysian, Historic Cultural, and Lincoln Heights each have a percentage of the population that has zero vehicles (25.8, 39.2, 32.2, 34.3, 38.6, 38.6, 48.3, and 48.8 percent, respectively) that is higher than the countywide average (27.4 percent). The City of Glendale has a percentage of population that has zero vehicles (29.2 percent) that is higher than the countywide average (27.4 percent). The percentage of the City of Los Angeles population that has zero vehicles (31.6 percent) also is higher than the countywide average.

City and county-level data are useful for understanding the overall demographic characteristics of a city or a region, but do not capture a fine resolution distribution of low-income and minority populations or pinpoint where within those cities or counties low-income and minority populations live. Consequently, additional detailed analyses of low-income and minority population distribution at the census tract and block group level will inform subsequent targeted outreach via an EJ Implementation Plan. Refer to Appendix C for Census data-based maps within the RSA.

2 ENVIRONMENTAL JUSTICE ADVOCACY AND COMMUNITY GROUPS

To inform the outreach efforts to low-income and minority persons, the FRA/Authority Outreach Team (Outreach Team) has identified a list of 32 transportation advocacy, environmental justice, and social justice groups that are active regionally or on a statewide scale, as well as stakeholders and community organizations that provide services to or represent minority and low-income persons in the project area.

These organizations and groups advocate on behalf of minority and low-income populations in the project area and are potential audiences for targeted outreach efforts. Table 2-1 lists the organizations dedicated to serving low-income and EJ communities throughout the project area, and they are organized by category: 1. Transportation-Related; 2. Environmental Justice; 3. Social Justice. Additional groups providing social services within the corridor but at a lesser EJ focused capacity are listed in Appendix A. As outreach continues, additional groups may be identified and added to the outreach list. All EJ organizations and appropriate contacts will be regularly contacted and updated to the master Project Section database.

Table 2-1 Corridor Environmental Justice Advocacy and Community Groups

Organization Name	Description	Jurisdiction	Website
Transportation-Related Environmental Justice Groups			
TransForm	Transportation organization that seeks to transform communities and transportation with new solutions, smarter investments, and better planning as well as improve community access, health, justice, and sustainability. Though most of their work to date has been focused on the Bay Area, their board has strong Southern California Representation.	Statewide	http://www.transformca.org
Environmental Justice Groups			
Center for Health, Environment and Justice	National environmental justice organization building healthy communities and serving as a resource for grassroots environmental activism.	Nationwide	http://chej.org/
Center on Race, Poverty & the Environment	National environmental justice organization building healthy communities and serving as a resource for grassroots environmental activism.	Nationwide	http://www.crpe-ej.org/crpe/
California Endowment	Statewide grant-making organization that promotes fundamental improvements in the health status of all Californians.	Statewide	http://www.calendow.org/
California Environmental Justice Alliance	Statewide, community-led alliance that works to achieve environmental justice by advancing policy solutions. Environmental Justice Alliance uses community organizing in low-income communities and communities of color to alleviate poverty and pollution.	Statewide	http://caleja.org/
California Environmental Rights Alliance	Statewide volunteer alliance of community activist organizations focused on achieving environmental justice and improving community health in California.	Statewide	http://www.envirorights.org/about.html
Coalition for Clean Air	Statewide environmental justice organization building healthy communities and serving as a resource for grassroots environmental activism.	Statewide	http://www.ccair.org/

Table 2-1 Corridor Environmental Justice Advocacy and Community Groups

Organization Name	Description	Jurisdiction	Website
Communities for a Better Environment	Huntington Park-based statewide environmental justice organization which teaches organizing and leadership skills and offers technical assistance to residents in blighted and heavily polluted urban communities throughout California.	Statewide	http://www.cbecal.org/
Greenaction	Multiracial grassroots organization that works with low-income and working class urban, rural, and indigenous communities to fight environmental racism and build a clean, healthy and just future for all.	Statewide	http://greenaction.org/#
Community Health Councils	Los Angeles County nongovernmental organization using federal funding and local partnerships to improve environmental health and human health (healthcare systems, health coverage, and nutrition resources).	Los Angeles County	http://www.chc-inc.org/
Green LA Coalition	A policy and advocacy coalition of organizations who share the purpose of transforming the City of Los Angeles into a sustainable city. Green LA has a Cumulative Impact Working Group, which is focused on EJ communities, and a Port Working Group, focused on goods movement environmental issues.	Los Angeles County	Not available
Los Angeles Environmental Justice Network	Los Angeles County coalition of many EJ organizations. The EJ Network holds monthly coordination meetings.	Los Angeles County	No website (see individual member organizations)
Physicians for Social Responsibility -- Los Angeles (PSR-LA)	Nationwide organization focused on coalition-building and policy development, PSR-LA focuses on international issues, as well as local industrial lands in Los Angeles.	Los Angeles County	http://www.psr-la.org/
The City Project	City of Los Angeles based environmental and social justice organization working to change urban environmental policy and city planning to support climate justice, health and wellness, create economic vitality, and fight displacement.	City of Los Angeles	http://www.cityprojectca.org/
Social Justice Groups			
League of United Latin American Citizens	Nationwide organization advancing the economic condition, educational attainment, political influence, health, and civil rights of Hispanic Americans.	Nationwide	http://www.lulac.net/about/psearchcouncillsstate.asp?TxtBuscado=CA&estado=California
Mexican American Political Association	Nationwide organization that promotes the interests of Mexican Americans, Mexicans, Latinos, Chicanos, Hispanics and Latino Economic Refugees in the United States.	Nationwide	Not Available
Policy Link	National research and action institute advancing economic and social equity by 'Lifting Up What Works'	Nationwide	http://www.policylink.org/

Table 2-1 Corridor Environmental Justice Advocacy and Community Groups

Organization Name	Description	Jurisdiction	Website
California Pan-Ethnic Health Network	Statewide network that promotes health equity by advocating for public policies and sufficient resources to address the health needs of communities of color.	Statewide	http://cpehn.org/
California Wellness Foundation	Statewide grant-making organization that addresses the particular health needs of traditionally underserved populations, including low-income individuals, people of color, youth and residents of rural areas.	Statewide	http://www.calwellness.org/
Chinese American Citizen's Alliance	Statewide organization empowering Chinese Americans by promoting ethics and morals, practicing and defending American citizenship in its fullest rights and responsibilities, and by providing youth leadership and community learning through education.	Statewide	http://www.cacanational.org/
Mexican American Opportunity Foundation	Statewide social justice organization focused on the socio-economic betterment of the greater Latino community of California.	Statewide	http://www.maof.org/
BIENESTAR Latino Community Services	BIENESTAR is focused on improving health and well-being in the Latino community and other underserved communities in Southern California through grassroots community organizing.	Los Angeles and Orange Counties	https://www.bienestar.org
Korean Resource Center (KRC)	Los Angeles County and Orange County based organization focused on providing education, social services, through community advocacy and organizing.	Los Angeles and Orange Counties	http://krcla.org/en
Center for Asian Americans United for Self-Empowerment	City of Pasadena social justice organization focused on empowering the Asian Pacific American community through nonpartisan voter registration and education, community outreach, and leadership development.	Los Angeles County	http://www.causeusa.org/
Community Coalition for Change	South Los Angeles (City of Los Angeles) social justice organization involved in transforming social and economic conditions underlying addiction, crime, violence, and poverty.	Los Angeles County	http://cocosouthla.org/
East Los Angeles Community Corporation	Boyle Heights (City of Los Angeles) and East Los Angeles (Los Angeles County) social justice organization focused on community organizing, economic development and the development of affordable housing.	Los Angeles County	http://www.elacc.org/
HOPE Latinas	City of Los Angeles social justice organization focused on developing empowered Latinas.	Los Angeles County	http://www.latinas.org/

Table 2-1 Corridor Environmental Justice Advocacy and Community Groups

Organization Name	Description	Jurisdiction	Website
Liberty Hill Foundation	City of Los Los Angeles based policy organization focused on organizational development for new and smaller social and environmental justice organizations.	Los Angeles County	https://www.libertyhill.org/
People's Community Organization for Reform and Empowerment (People's CORE)	City of Los Angeles social justice organization serving the Asian Pacific Islander and general community through grassroots community organizing.	Los Angeles County	http://peoplescore.net/
Strategic Concepts in Organizing and Policy Education (SCOPE)	City of Los Angeles social justice organization focused on grassroots organizing and leadership development to empower women, immigrants, and Black/African-American and Hispanic/Latino communities.	Los Angeles County	http://scopela.org/
Los Angeles Community Action Network (LACAN)	City of Los Angeles based organization serves people living in poverty through creating opportunity, and empowering communities	Los Angeles County, City of Los Angeles	http://cangress.org/

Source: Federal Railroad Administration and the California High-Speed Rail Authority, 2016

3 ENVIRONMENTAL JUSTICE OUTREACH RECOMMENDATIONS

In locations where minority and low-income populations may be affected by the construction and operational activities associated with the Burbank to Los Angeles Project Section, outreach activities will be conducted to solicit community views on the Project's potential impacts. The purpose of these outreach activities are to inform local community members of the project and its status; solicit input on potential and perceived project impacts; provide opportunities by which minority and low-income communities can effectively take part in the planning process for the Project.

Although this EJ Outreach Plan specifically targets the Burbank to Los Angeles Project Section, the Outreach Team will coordinate closely with the Palmdale to Burbank Project Section in the north and the Los Angeles to Anaheim Project Section in the south in order to optimize EJ outreach efforts where the project sections overlap.

The Outreach Team has collected and analyzed demographic and income information to identify minority and low-income populations in the project area (Section 2). Finer resolution demographics data currently under development by the Outreach Team and correspondence with advocacy and community groups will help identify the locations of discrete minority and low-income populations throughout the economically diverse study. Please see Appendix C for maps of the locations of EJ populations within the Burbank to Los Angeles Project Section. In addition, the Outreach Team has reviewed recent reports on how minority and low-income populations may access information. For example, according to the Pew Research Center, low-income and specific minority populations are more likely to be dependent on smart phones than on land lines[9]. Similarly, low-income populations are more likely to rely on smart phones over computers for Internet connectivity (Smith, Aaron), however the Outreach Team will explore the utility of a variety of communication tools. Each of these considerations have been factored into the outreach recommendations.

In order to continue engagement of the minority and low-income groups in the study area in the development of the environmental analysis, the higher resolution demographics data will be evaluated to identify key minority and low-income populations and interview EJ advocacy and community groups to inform the outreach techniques used to engage these populations. The Outreach Team will document outreach activities as they occur for inclusion in the Draft EIR/EIS Environmental Justice chapter.

Specific outreach will be needed within the minority and low-income populations to provide information about the high-speed rail decisions currently under consideration, as well as to address any potential impacts to minority and low-income populations. The minority and low-income populations will also be provided with updates on the entire statewide system, including key milestones and progress. Specific EJ tactics have been identified in Appendix B, which will support the overall outreach program efforts. This EJ outreach plan will also serve to open lines of communication to gather EJ population input and insights on project actions and potential impacts.

3.1 Outreach Strategy

The Authority is committed to implementing a comprehensive outreach program that reaches a broad array of interests throughout the project area. The FRA directed the Authority to develop a LEP Plan following the U.S. Department of Justice (USDOJ) guidance. As such, the Authority will follow the Department of Justice LEP guidance to confirm that information about the project is accessible to LEP persons within the project area.

[9] Smith, Aaron. "U.S. Smartphone Use in 2015." Pew Research Center Internet Science Tech RSS. Pew Research Center, 01 Apr. 2015. http://www.pewinternet.org/2015/04/01/us-smartphone-use-in-2015/

The outreach strategy outlined below will be used to engage EJ stakeholders during the project development and environmental review processes. All outreach efforts will be conducted in close coordination with the Authority's Southern California Regional Director and the Authority's Offices of Communication and Legislation.

Following are the key strategic objectives of this Environmental Justice Outreach Plan:

- Identify and actively engage EJ advocacy and community groups and elected officials representing minority and low-income populations throughout the project area. Provide structured and unstructured opportunities for these groups and officials to provide input.
- Provide clear, concise and accurate information, in appropriate languages, regarding the Burbank to Los Angeles Project Section and the development of all environmental documents.
- Develop and implement multiple avenues of communication methods for EJ stakeholders to receive project information and submit questions and comments (e.g., public meetings, group presentations, activity centers, project website, bilingual hotline, etc.).
- Facilitate constructive dialogue between key EJ stakeholders and the FRA/Authority. Communicate back to minority and low-income populations how feedback has been reflected in the process.
- Effectively communicate the vision, purpose and benefits of a high-speed rail system in California.
- Accurately document and respond to all public input received and meet all CEQA/NEPA requirements.

To achieve the above strategic objectives, the Authority will adhere to the following outreach best practices:

- Proactivity – outreach to minority and low-income populations should happen "early and often" to identify and address EJ concerns as far in advance of potential impacts as possible.
- Inclusivity – offer early and continuous opportunities for input on project advancements to as broad a spectrum of impacted or interested stakeholders as is feasible.
- Sensitivity – be informed and aware of minority and low-income population sensitivities and historical experiences and relationships; consider these sensitivities in information sharing approaches and techniques.
- Consistency – ensure all presentations, written/visual messaging, and informal conversations are presenting the same information.
- Accessibility – ensure meeting times and locations are accessible to target audiences, prioritizing locations where minority and low-income populations frequent and feel most comfortable and times when they are available, and tailor outreach materials and distribution methods to maximize target audience reach by offering translation services that meet or exceed LEP standards.
- Follow-Through – follow up with stakeholder comments and concerns to the best extent feasible.

3.2 Outreach Activities

Table 3-1 outlines potential outreach activities the Authority could conduct to engage minority and low-income populations in the Burbank to Los Angeles Project Section. Activities will be vetted before implementation by both Authority staff and coordinated with EJ advocacy and community groups to confirm that they will reach the intended audiences.

Table 3-1 - Public Participation and Outreach Examples

Outreach Category	Target Audience	Outreach Activity	Intended Outcome
Public Meetings	All high-speed rail Stakeholders	Host periodic public meetings on the high-speed rail EIR/EIS process for the B-LA Project Section and solicit public comment	Disseminate key high-speed rail EIR/EIS updates and receive suggestions and feedback
Organizational Stakeholder Contact	Environmental/Social Justice Organizations	Connect with EJ advocacy and community groups to gauge their interest in scheduling meetings with the FRA/ Authority to offer project suggestions and inform stakeholder outreach processes	Establish a direct line of communication and a credible reputation with influential EJ advocacy and community groups who work in the study area; gather valuable local insights on EJ challenges
Local Stakeholder Contact	Project area Stakeholders, Focused on Minority and Low-Income Populations	Provide high-speed rail tables and booths at local fairs and community events; Set up "pop-up*" exhibits and "community coffees**" in target neighborhood/ EJ population areas	Directly engage members of minority and low-income populations in high-speed rail conversations to share relevant information, answer questions, and listen to perspectives; establish a two-way line of high-speed rail communication in affected communities
Group Stakeholder Meetings	Multiple Stakeholder Agencies/Organization	Organize meetings with multiple project area advocacy and community groups and host collaborative, round-table discussions on high-speed rail planning and key decisions	Gather and record topical high-speed rail information as it pertains to minority and low-income populations to inform high-speed rail processes
Digital Engagement	Project area Stakeholders, Focused on Minority and Low-Income Populations	Provide opportunities to participate, learn and provide input via online and mobile options	Directly engage members of minority and low-income populations without requiring in-person participation or home/office Internet access

* Informal information tables with specific information pertaining to targeted area

**Informal round-table type discussions with stakeholders in targeted area

Source: Federal Railroad Administration and the California High-Speed Rail Authority, 2016

3.3 Outreach Implementation

The following sections present a general implementation approach for the Environmental Justice Outreach Strategy. Section 3.3.1 describes specific events, or other relevant events, organized and hosted by the FRA and Authority in which minority and low-income populations and organizations are invited to participate, receive updates, and offer feedback. Section 3.3.2 describes an approach to scheduling outreach events at which an Authority outreach representative will share relevant information with a target minority and low-income population groups, and gather insights from event attendees, through any number of activities such as

tabling at public events or presenting to local organizations. Information gathered during these events will inform the high-speed rail decision-making process.

Project milestones with which outreach efforts will be coordinated, are detailed in Figure 3-1. Throughout the duration of the timeline outlined below, the Outreach Team will maintain ongoing review of targeted EJ populations, calendared events, outreach objectives and strategies by EJ population and events, and outreach tracking and metrics. Specific strategies and tactics are outlined in Appendix B. The ongoing development and implementation of the described tactics will be further informed by higher resolution demographics data as well as insights from EJ advocacy and community groups. Beneficial impacts to EJ populations will be recognized and evaluated in the EIR/EIS. As available and relevant, this information may be presented or shared with the public at any of the proposed meeting formats.

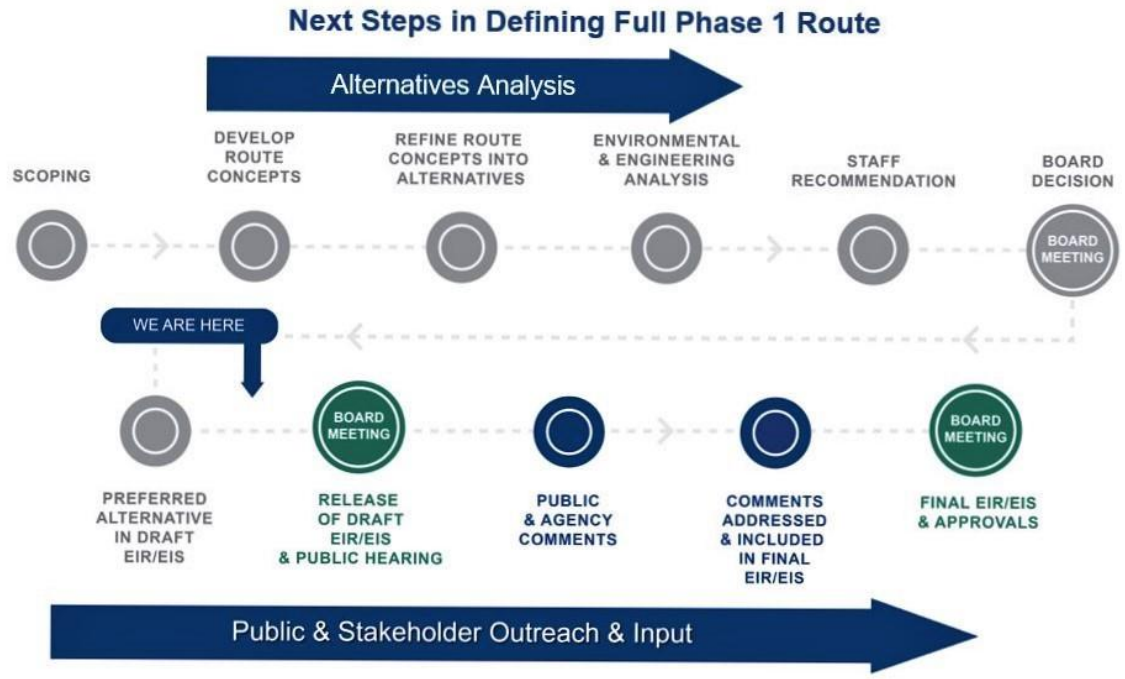


Figure 3-1 Draft Timeline for the Burbank to Los Angeles Project Section

3.3.1 Public Meetings

The Outreach Team will schedule, coordinate and facilitate public meetings, open houses and environmental review milestone meetings. These meetings will specifically include EJ advocacy and community groups.

Meeting notifications will be distributed to the established list of EJ advocacy and community groups via email distribution and social media outlets. Advertisements will be placed in local non-English newspapers as determined by local demographics, and mail invitations will also be distributed.

In conjunction with the FRA and Authority, the Outreach Team will secure all venues and coordinate logistics for each public meeting to ensure key community locations are used and are easily accessible. Project fact sheets, welcome sheets, comment sheets and graphic displays will be developed and made available at every meeting.

All public meetings will be advertised and hosted per the requirements and best practices set forth by the FRA and Authority, including following Title VI and LEP requirements. These

practices include offering translation services at public participation events. Translations of key documents such as comment cards and fact sheets will be provided for LEP individuals whose language represents a significant population percentage of the study area. LEP regulation requires translation services to be offered when five percent of the county or state population being served is an LEP language population. The Authority has and will continue to evaluate LEP needs at a finer population scale for local and regional events to adhere to or exceed LEP guidelines as is sufficient to meet local language needs. Specific high-speed rail summary documents and fact sheets for the Burbank to Los Angeles Project Section that have already been developed may be translated to meet local language needs. To the extent that these documents are up-to-date with Project advancements, they will continue to be made available to and advertised to minority and low-income populations. Additional materials will be developed and translated as deemed important to outreach efforts and necessary by the FRA and Authority.

At the conclusion of each public meeting, meeting notes summarizing public comments and feedback will be prepared and distributed internally within the FRA and Authority for use in further refining project details. The Outreach Team will also develop and maintain a calendar of public outreach meetings and document meeting happenings by producing public meeting summaries that concisely capture key take-away messages from the FRA, Authority, and the EJ stakeholders in attendance.

3.3.2 Environmental Justice Group Events and Meetings

In addition to coordinating FRA/Authority-hosted public meetings, the Outreach Team will identify on-the-ground outreach opportunities through which the FRA and Authority will increase their communication and engagement with minority and low-income populations. These outreach opportunities will be coordinated with Project Section milestones to share and gather timely and relevant information. The Outreach Team will develop and maintain a calendar of potential EJ events, and update the calendar periodically with upcoming events. The Outreach Team will send advance notification of outreach events to EJ advocacy and community groups to allow EJ stakeholders to schedule accordingly. An FRA/Authority outreach representative will attend each of the approved identified events to share with and receive relevant information from the target EJ audience using the most relevant outreach strategy for the identified event (e.g., tabling at public events, presenting to local organizations, speaking on a webinar, etc.). The Outreach Team will provide information about the process in a format that EJ organizations and elected officials representing minority and low-income populations can use to easily distribute to their constituents, such as in-language constituent newsletters and community news items.

In addition to public outreach, the Outreach Team will coordinate with the Project's Cultural Resources Specialists to ensure that historic resources that might be associated with well-established ethnic or other groups are identified. Such properties have the potential to be eligible for the National Register of Historic Places (NRHP) as Traditional Cultural Properties (TCP). TCPs are properties that can be defined generally as those that are eligible for inclusion in the NRHP because of their association with cultural practices or beliefs of a living community that are rooted in that community's history, and are important in maintaining the continuing cultural identity of the community. "Traditional" in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community's historically rooted beliefs, customs, and practices. Examples of properties possessing such significance include:

- A location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- An urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- A location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and,

- A location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

3.3.3 Digital Engagement

The Outreach Team will develop ways for stakeholders to learn about the project and provide input via smartphones, other mobile devices, and stationary communication devices such as computers. For example, using mobile polling at community events and public meetings or providing project information accessible via smartphones. As such, the Outreach Team will identify digital engagement opportunities that allow individuals to engage outside of work hours, do not require travel, and require an hour or less of participation. The Outreach Team will continue to use social media and digital outreach to provide information about broader engagement opportunities. In addition, the Outreach Team will continue to coordinate with Authority staff and provide social media content for existing Authority branded social media platforms (i.e. Instagram, Facebook, Twitter, and YouTube). Digital engagement approaches will be closely coordinated with EJ advocacy and community groups to promote effective engagement and to leverage increased participation.

3.3.4 Environmental Justice Organization and Stakeholder Working Groups Engagement

The Outreach Team will conduct regular Stakeholder Working Group (SWG) meetings over the course of the environmental review as a key venue for collaborative problem-solving and as a way to inform and shape the environmental process. The SWG is comprised of leaders representing a broad cross-section of the community including: EJ, business, labor, environmental, faith, education, community, etc. organizations. SWG members are tasked with serving as a liaison between their constituency and the Authority and are provided with information and asked for feedback. EJ organizations have been invited to participate in the SWG and the Outreach Team will continue to enhance the invitation list as additional leaders are identified.

3.3.5 Deeper Reach Implementation

To guide and further inform the existing EJ efforts, the Outreach Team has developed a focused alignment outreach plan (Appendix B). The plan takes into consideration the cultural, ethnic, and income diversity unique to each corridor city, the potential impacts, and outreach strategies to reach and engage the varying populations.

3.3.6 Deliverables

The implementation of the outreach strategy and outreach activities detailed above will lead to a series of deliverables identified below. These deliverables will be used to inform, among other items, project refinements, environmental mitigation plans, and future outreach activities:

- *Environmental Justice Database* - a database tool that records organizational contacts and tracks outreach efforts over time. The Database will be updated at key project milestones (including Stakeholder Working Groups, Open House Meetings, and significant project updates). Additionally, as new organization contacts are identified, these will be added to the database on an ongoing basis.
- *External Outreach Meeting Schedule* – a calendar of external outreach meetings or events at which an Authority outreach representative, either a consultant and an Authority staff member, will be present; this schedule will be reviewed and approved by Authority staff prior to implementation.

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5 REVISION HISTORY

As of this submittal, no revisions have been made.

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